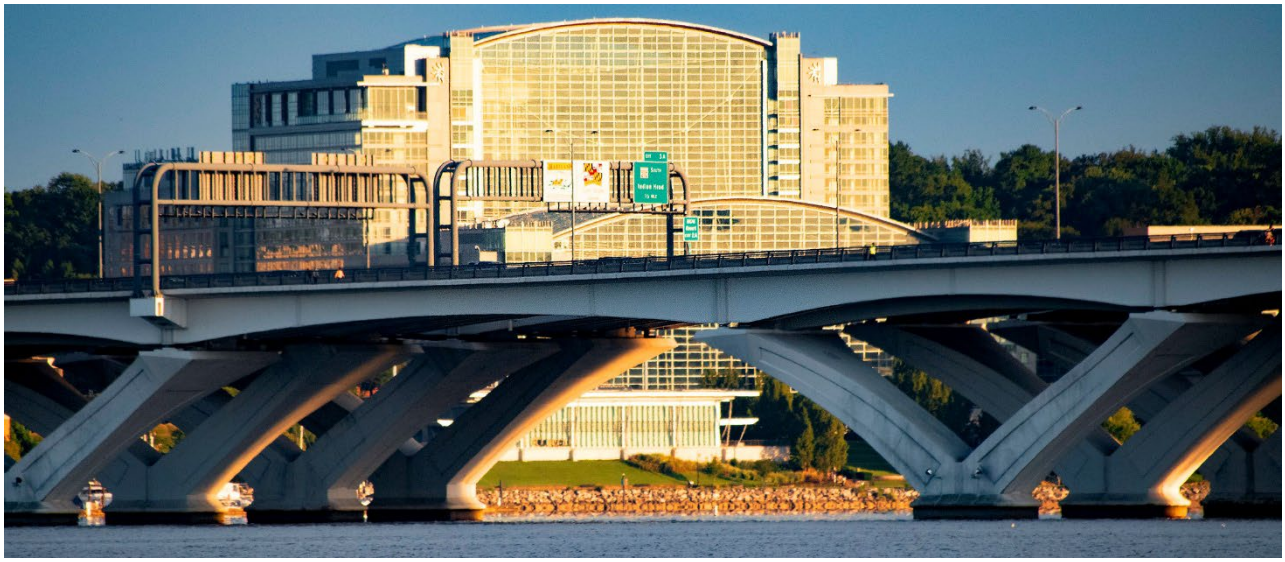
National Capital Region
**Transportation Planning Board**



Ron Cogswell - photographer / Flickr

# TRANSPORTATION PLANNING BOARD MEETING PACKET

April 17, 2024

**In-person / Hybrid**

National Capital Region
**Transportation Planning Board**

# TRANSPORTATION PLANNING BOARD

Wednesday, April 17, 2024
12:00 P.M. - 2:00 P.M.

**Meeting in-person/hybrid for members**

## AGENDA

**12:00 P.M.** **1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**
*James Walkinshaw, TPB Vice 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 written comments to TPBcomment@mwcog.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, April 16, to be relayed to the board at the meeting.

**12:15 P.M.** **2. APPROVAL OF THE MARCH 21, 2024 MEETING MINUTES**
*James Walkinshaw, TPB Vice Chair*

**12:20 P.M.** **3. TECHNICAL COMMITTEE REPORT**
*Amy Garbarini, TPB Technical Committee Chair*

**12:25 P.M.** **4. COMMUNITY ADVISORY COMMITTEE REPORT**
*Ra Amin, CAC Chair*

**12:35 P.M.** **5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**
*Kanti Srikanth, TPB Staff Director*

This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.

**12:45 P.M.** **6. CHAIRMAN'S REMARKS**
*James Walkinshaw, TPB Vice Chair*

## ACTION ITEMS

12:50 P.M. 7. **APPROVAL OF REGIONAL BIKE TO WORK DAY 2024 PROCLAMATION**
*LaToya Crump, BTWD Steering Committee Chair*
*Dan Sheehan, TPB Transportation Operations Programs Director*

In an effort to increase public awareness of the viability of bicycle commuting in the Washington region, regional Bike to Work Day events are being organized at over 100 locations in the region for Friday, May 17. These events will encourage the business community and other regional decision-makers to support increased bicycle commuting through bicycle-friendly policies and initiatives.

**Action: Approve the BTWD Proclamation.**

12:55 P.M. 8. **APPROVAL OF FY 2025 TLC TECHNICAL ASSISTANCE RECIPIENTS**
*Deborah Kerson Bilek, ULI Washington Executive Director*
*John Swanson, TPB Transportation Planner*

The TPB's Transportation Land-Use Connections (TLC) Program has provided support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level since 2006. Staff solicited applications for the FY 2025 TLC round of technical assistance between January 5 and March 8, 2024. The board will be briefed and asked to approve the applications that are being recommended for FY 2025.

**Actions: Approve TLC technical assistance recipients under the FY 2025 TLC Program.**

## INFORMATIONAL ITEMS

1:05 P.M. 9. **NATIONAL CAPITAL REGION TRANSPORTATION PLAN: VISUALIZE 2050 DEVELOPMENT**

**ITEM 9A: OVERVIEW OF MARYLAND EXPRESS LANE PROJECTS PROPOSED FOR VISUALIZE 2050**
*Drew Morrison, Maryland Department of Transportation*
*William Pines, Maryland State Highway Administration*

The board will receive a briefing on the Maryland express lane projects and the differences from Visualize 2045. Staff provided the board a Frequently Asked Question (FAQ) handout on this item.

**ITEM 9B: BRIEFING ON COMMENTS RECEIVED ON THE DRAFT PROJECT INPUTS AND SCOPE OF WORK FOR THE AIR QUALITY CONFORMITY ANALYSIS OF VISUALIZE 2050 AND THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**
*Cristina Finch, TPB Transportation Planner*

The board will receive a summary and all the comments in response to the technical inputs submitted for inclusion in the Visualize 2050 Air Quality Conformity (AQC) process. The 30-day comment period took place between March 1 and March 30, 2024. The board will also review an updated Air Quality

Conformity Inputs Table and Scope of Work based on the agency feedback received and the related Project Summary Table with project information packets.

**1:30 P.M.** **10. CARBON REDUCTION PROGRAM: MARYLAND DEPARTMENT OF TRANSPORTATION**

*Erin Morrow, TPB Transportation Engineer*
*Shawn Kiernan, Maryland Department of Transportation*

The board will receive a briefing from MDOT staff on their project identification and selection process for Carbon Reduction Program funding. The Carbon Reduction Program was established by the Bipartisan Infrastructure Law and provides funds for projects designed to reduce carbon dioxide emissions from on-road transportation.

**1:45 P.M.** **11. CLIMATE POLLUTION REDUCTION GRANTS (CPRG) FINAL PRIORITY CLIMATE ACTION PLAN**

*Maia Davis, COG Senior Environmental Planner*

The board will receive a briefing on the final CPRG Washington-Arlington-Alexandria DC-VA-MD-WV Metropolitan Statistical Area (MSA) Priority Climate Action Plan and CPRG implementation grant applications submitted by COG.

**2:00 P.M.** **12. ADJOURN**

The next meeting is scheduled for May 15, 2024.

## 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

# NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

MEMBERSHIP LIST

April 17, 2024

2024 Officers: Chair Christina Henderson; First Vice Chair James Walkinshaw; Second Vice Chair Neil Harris

| | Members | Alternates |
|---|---|---|
| **DISTRICT OF COLUMBIA** | | |
| DC Council | Charles Allen | |
| DC Council | Christina Henderson | Heather Edelman |
| DC Council | Matt Frumin | Leigh C. Miles |
| DC-DOT | Sharon Kershbaum | Amanda Stout |
| | | Anna Chamberlin |
| | | Mark Rawlings |
| D.C. Office of Planning | Anita Cozart | Sakina Kahn |
| | | Ryan Hand |
| | | Rebecca Schwartzman |
| **MARYLAND** | | |
| Bowie | Dennis Brady | Mati Bazurto |
| Charles Co. | Reuben Collins | Jason Groth |
| College Park | Denise Mitchell | Stuart Adams |
| Frederick Co. | Jessica Fitzwater | Mark Mishler |
| City of Frederick | Kelly Russell | David Edmondson |
| Gaithersburg | Neil Harris | Dennis Enslinger |
| Greenbelt | Emmett V. Jordan | Kristen Weaver |
| Laurel | Tim Miller | Christian Pulley |
| Montgomery Co. | Marilyn Balcombe | |
| Montgomery Co. Exec. | Marc Elrich | Christopher Conklin |
| | | Haley Peckett |
| Prince George's Co. | Eric C. Olson | Wala Blegay |
| Prince George's Co. Exec. | Oluseyi Olugbenle | Victor Weissberg |
| Rockville | Monique Ashton | Emad Elshafei |
| Takoma Park | Shana Fulcher | Cindy Dyballa |
| Maryland DOT | Samantha Biddle | Joseph McAndrew |
| | | Drew Morrison |
| | | Heather Murphy |
| Maryland House | Marc Korman | Kris Fair |
| Maryland Senate | Nancy King | |
| **VIRGINIA** | | |
| Alexandria | Canek Aguirre | Alyia Gaskins |
| Arlington Co. | Takis Karantonis | Dan Malouff |
| City of Fairfax | Tom Ross | Catherine Read |
| Fairfax Co. | Walter Alcorn | Jeffrey C. McKay |
| Fairfax Co. | James Walkinshaw | Rodney Lusk |
| Falls Church | David Snyder | |
| Loudoun Co. | Matthew Letourneau | Laura TeKrony |
| Loudoun Co. | Mike Turner | Rob Donaldson |
| City of Manassas | Pamela J. Sebesky | Ralph Smith |
| City of Manassas Park | Jeanette Rishell | |
| Prince William Co. | Deshundra Jefferson | Meagan Landis |
| Prince William Co. | Victor Angry | Ricardo Canizales |
| Virginia DOT | Bill Cuttler | Nick Roper |
| | | Maria Sinner |
| | | Amir Shahpar |
| Virginia House | David A. Reid | |
| Virginia Senate | David Marsden | |
| **WMATA** | Allison Davis | Mark Phillips |
| **EX OFFICIO/NON-VOTING** | | |
| FHWA – D.C. | Christopher Lawson | Sandra Jackson |
| FTA | Terry Garcia Crews | David Schilling |
| | | Daniel Koenig |
| NCPC | Marcel Acosta | Michael Weil |
| MWAA | Vacant | |
| NPS | Tammy Stidham | Laurel Hammig |

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS**
777 North Capitol Street, NE Suite 300
Washington, DC 20002

**TRANSPORTATION PLANNING BOARD**
**MEETING MINUTES**
Hybrid

March 21, 2024

MEMBERS AND ALTERNATES PRESENT *IN-PERSON*

Christina Henderson – TPB Chair - DC Council
Heather Edelman – DC Council
Kelly Russell – City of Frederick
Neil Harris -- Gaithersburg
Haley Peckett – Montgomery County
Victor Weissberg – Prince George's County
Monique Ashton - Rockville
Drew Morrison -- MDOT
James Walkinshaw – Fairfax County
Meagan Landis – Prince William County
Maria Sinner – VDOT

MEMBERS AND ALTERNATES PRESENT *ONLINE*

Matt Frumin – DC Council
Amanda Stout – DDOT
Anna Chamberlin - DDOT
Mark Rawlings – DDOT
Rebecca Schwartzman – DC Office of Planning
Mati Bazurto -- Bowie
Reuben Collins – Charles County
Mark Mishler – Frederick County
Kristen Weaver – Greenbelt
Tim Miller - Laurel
Marilyn Balcombe – Montgomery County
Shana Fulcher – Takoma Park
Heather Murphy – MDOT
Dan Malouff – Arlington County
Tom Ross – City of Fairfax
Walter Alcorn – Fairfax County
Dave Snyder – Falls Church
Mike Turner – Loudoun County
Rob Donaldson – Loudoun County
Pamela Sebesky – City of Manassas
Bill Cuttler – VDOT
David Marsden – Virginia Senate
Allison Davis – WMATA
Sandra Jackson – FHWA
Julia Koster – NCPC

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Lyn Erickson
Andrew Meese
Mark Moran
Tim Canan

Dan Sheehan
Leo Pineda
John Swanson
Sergio Ritacco
Rachel Beyerle
Deborah Etheridge
Kim Sutton
Jamie Bufkin
Cristina Finch
Andrew Austin
Amanda Lau
Jane Posey
Dusan Vuksan
Laura Bachle
Lindsey Martin
Kenneth Derryberry
Bill Bacon
Amy Garbarini – Technical Committee Chair, DRPT
Ra Amin – CAC Chair
Christine Hoeffner - VRE
Gary Erenrich – Montgomery County
Richard Wallace – CAC
Hana Fouladi – DC Council
Samual Brooks – DDOT
Madeline Hairfield – DDOT
Meredith Soniat – DDOT
Max Shatzen – Virginia Senate
Kari Snyder – MDOT
Drew Morrison - VDOT
Bryan Campbell – VDOT
Dale Castellow – VDOT
Regina Moore - VDOT
Haley Peckett - MCDOT
Michael Weil - NCPC
Hannah Pajewski – NOVA
Malcolm Watson – Fairfax County
Michael Guarino – Fairfax County
Mike Garcia – Fairfax County
Evandro Santos – Prince William County
Philippe Simon – Alexandria
Robert Brown – Loudoun County
Sally W. Stolz – Don't Widen 270
Bill Orleans – public
Jason Stanford – NVTA
Brian Ditzler – Maryland Advocates for Sustainable Transportation
Margaret Schoop – Tame Coalition
Michael Miller – Insight Transportation Consulting Inc.
Bill Pugh – Coalition for Smarter Growth
Barbara Coufal – Citizens Against Beltway Expansion
Stewart Schwartz - Coalition for Smarter Growth

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

Chair Henderson said the meeting would be conducted in a hybrid format (combined in-person and virtual). She described the procedures for conducting the meeting. She thanked members for agreeing to meet a day later than normally scheduled to accommodate a DC Council scheduling problem.

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. She said that a number of people had signed up to provide comments in person.

Barbara Coufal, with Citizens Against Beltway Expansion, urged the TPB to remove the Southside express lanes and the expansions of I 495 and I-270 in Montgomery County from Visualize 2050.

Brian Ditzler, Maryland Advocates for Sustainable Transportation, said that most of what was submitted for Visualize 2050 was not consistent with TPB's principles and goals and did not comply with TPB's updated policy for evaluating projects and their alternatives. He urged this board to pause the development of Visualize 2050 and require member transportation departments to comply with TPB's updated process.

Jason Stanford, president of the Northern Virginia Transportation Alliance, said the projects in Visualize 2050 represent Virginia's commitment to expanding the capacity of our multimodal transportation network that supports the growing housing and economic development needs of our community. He urged leaders in D.C. and Maryland to follow Virginia's example by investing in infrastructure that expands the capacity of our transportation network.

Sally Stolz, from Rockville, spoke in opposition to the inclusion in Visualize 2050 of the I-495/270 express toll lanes project. She urged the removal of the project from the plan.

Margaret Schoap, Coalition for Transit Alternatives to Mid-County Highway Extended, expressed her organization’s appreciation to the TPB for the removal of the proposed Mid-County Highway from the Visualize 2045 update.

Stewart Schwartz, Coalition for Smarter Growth, said the TPB should take the opportunity to meet the vision laid in COG’s Region Forward Plan along with the TPB’s goal of reducing greenhouse gas emissions by 50 percent by 2030, along with the zero-based budgeting approach for the long-range plan update in order to meet the TPB’s climate goals. Based on those goals and plans, he said the inputs for Visualize 2050 are a major disappointment.

Lyn Erickson said that between noon February 20th, and noon March 20th, the TPB received ten comments via email. A summary as well as each comment can be found on the website. She went through each comment quickly:

- Victoria Waskowicz, Seminary Road Committee, provided comments in support of the transportation study funding for Seminary Road.
- Tad Aburn submitted comments on behalf of a D.C. EJ Coalition, said the D.C. Council's Environmental Justice Amendments Act of 2023 need to be built into Visualize 2050.
- Cheri Conga, with the Sierra Club Virginia Chapter, called for reductions in per capita vehicle miles travel to meet COG's greenhouse gas reduction goals.
- Barbara Ditzler, with the League of Women Voters of Maryland, expressed concern and skepticism about some projects in the current public comment period that have greenhouse gas reduction boxes checked.

- Brian Ditzler, with Maryland Advocates for Sustainable Transportation, requested that the TPB pause the development of Visualize 2050 and require members to comply with the board's updated processes.
- Margaret Schoap, with the TAME Coalition, expressed appreciation to the TPB for removing the proposed Mid-County Highway Extension from the Visualize 2045 update and for removing two final sections of the proposed Mid-County Highway Extension from Visualize 2050.
- Rick Rybeck, with Just Economics and a member of the TPB's Community Advisory Committee, submitted comments about how important it is that Visualize 2050 strive to reduce greenhouse gas emissions in a way that is environmentally and fiscally sustainable.
- Barbara Coufal, with Citizens Against Beltway Expansion, submitted comments requesting that the TPB remove the Southside express lanes and I-495 and I-270 toll lanes from Visualize 2050.
- Sally Stolz, with Don't Widen 270.org, expressed concerns about the extension of Virginia's managed lanes and Maryland's I-495/270 express lanes project.
- Bill Pugh, with the Coalition for Smarter Growth, submitted comments stating that the Visualize 2050 conformity inputs do not comply with board resolution R19-2021. He noted that too many proposed projects increase carbon emissions and fail to meet TPB, COG, state, and local climate goals.

## 2. APPROVAL OF THE DECEMBER 20, 2023 MEETING MINUTES

Chair Henderson moved approval of the minutes. The motion was seconded by Mr. Morrison and was approved unanimously.

## 3. TECHNICAL COMMITTEE REPORT

Reporting on behalf of Technical Committee Chair Amy Gabarini, Lyn Erickon said the Technical Committee met on March 1. She said the committee reviewed items 7, 8, 9, and 10, which covered the approval of Virginia TAP funding, the Unified Planning Work Program snapshot, along with an overview of the Commuter Connections Work Program. She said the committee received the same briefing on the long-range plan update that was the subject of the TPB morning work session.

Lyn Erickson said the Technical Committee reviewed additional items not on the TPB agenda, including MDOT's Carbon Reduction Program, the 2023 Continuous Airport Systems Planning Ground Access Travel Time Study, the high-capacity transit local (HCT) local transit access study, and a presentation on implementation considerations for on-road transportation greenhouse gas reductions strategies.

## 4. COMMUNITY ADVISORY COMMITTEE REPORT & ACCESS FOR ALL ADVISORY COMMITTEE REPORT

Referring to the posted report, Ra Amin said the CAC met on April 14. The committee received briefings on the TPB's work on resilience and on public outreach related to the update of Visualize 2050. He said the committee offered comments and suggestions on these two presentations and related TPB activities.

Referring the posted report, James Walkinshaw said the Access for All Advisory Committee met on April 11. He said the group discussed the approved 2023 Enhanced Mobility Grant Awards, the Virginia TAP funding projects, and TPB's Visualize 2050 public comment period activities.

## 5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Kanti Srikanth said he would save time not discussing the information in the posted material that was made previously made available to the board. He noted a few things that were not in the report.

- The Commuter Connections program has just reviewed nominations for its annual employer recognition awards. The award selection panel was chaired by James Walkinshaw. The awards will be announced later this year.
- The region just submitted, on behalf of the Metropolitan Statistical Area, a Priority Climate Action Plan (PCAP), which is one of the key requirements for the carbon reduction program grant fund. The submission of that plan will allow each of the TPB member jurisdictions to apply for federal grants if they wish to implement a project or a program that is in the PCAP.
- EPA has recently finalized a new and more stringent emission standards for new light-duty and Medium duty vehicles. These standards will lead to less NOx, particulate matter, and greenhouse gas emissions, starting with model year 2027 vehicles.
- The Fairfax County Department of Transportation recently received the League of American Bicyclists Silver Level Bicycle Friendly Business recognition.

## 6. CHAIR'S REMARKS

Chair Henderson called attention to Item 10 on the agenda, which would be an overview of the development of Visualize 2050. She said that when the TPB kicked of this process in June of 2022 the board in essence was asking each of the region's transportation agencies to reexamine every single project that was proposed in the past to determine if they are they actually needed today and if these the best ways to achieve our goals in terms of increased mobility.

Chair Henderson said the current public comment period on the plan inputs began on March 1 and would conclude at the end of March. She said that comments received would be reviewed in April and into May, and the board would vote at its May meeting on whether to include the inputs in the forthcoming air quality conformity analysis. She urged all members to take a look at the document to see the projects in their jurisdiction that were included and meet with agency staff to discuss the inputs. She said it was important that the members take the next 45 days to have conversations with staff in order to make improvements. She said she wants to make sure that the TPB remains on track to accomplish what the board set out to do in 2021, which is to develop an improved set of transportation projects for the region.

# ACTION ITEMS

## 7. APPROVAL OF FY 2025 AND FY 2026 TAP FUNDING FOR PROJECTS IN VIRGINIA

John Swanson presented a set of projects in Virginia being recommended by a selection committee and staff that will receive a portion of the federal Transportation Alternatives Set-Aside Program (TA Set-Aside) funds.

Kanti Srikanth clarified that the District of Columbia as well as Maryland have similar funds to award and those will be received later.

John Swanson noted that the District's TA Set-Aside projects will be presented later this year, and that Virginia is on a two-year cycle.

John Swanson said that there are 15 projects in Northern Virginia for which the TPB staff are asking for approval. He stated that these are projects that are going to make it safer for kids to walk to school, make it easier for people to access trails for transportation and recreation, and help people in historically disadvantaged communities, many of whom don't have cars, use sidewalks and trails, or walk and bike to get to transit and to their everyday needs.

John Swanson said the program got a big increase this year thanks to the Bipartisan Infrastructure bill. He stated that the recommended VA TA Set-Aside projects for the TPB's approval total nearly $20 million in projects, which is three times the amount of money approved two years ago.

John Swanson presented background on the federal program and presented some of the responses from the *Voices of the Region* survey. He said that 35 percent of people surveyed said they would be likely or willing to walk or bike to transit if there were better crosswalks, and 31 percent said they'd be willing to bike if there were trails or paths near their home. He stated that 63 percent said they support more funding for new or wider sidewalks.

John Swanson mentioned that the TPB is taking action because it is a federal requirement. He stated that as a large MPO, the TPB receives a suballocation, so the TPB staff come to the TPB for project funding approval for DC, Maryland, and Virginia, on a separate basis.

John Swanson said that the Virginia project selection is a little complicated because the Commonwealth Transportation Board (CTB) plays a very specific role. He said that the CTB district is responsible for project allocation for a certain amount of money, the TPB has responsibility for another sub-allocation, and then there are statewide funds. He stated that the TPB staff worked closely with Mary Hynes at the CTB district to pool the CTB and TPB funds, identify the projects for join funding, and split them between the two funding sources.

John Swanson identified the regional policies used in the panel's consideration in his presentation noting that they align with the policies and the plans that this board has adopted over a number of years. He said that the panel looked at 24 applications and is seeking approval of 15 projects. He stated that if everything were funded it would have been almost $39 million. The TPB suballocation was 19.5 million, and the CTB had a suballocation of 4.1. TPB and CTB are jointly allocateing the funding. He acknowledged Mary Hynes and Virginia DOT staff, noting their collaboration on project recommendations. John Swanson presented the project recommendations which are detailed in the staff report. He noted that eight of the projects are in or very close to Equity Emphasis Areas, eleven of the projects are in or connected to the National Capital Trail Network, and nine are Safe Routes to School program activities.

John Swanson presented a few examples, including:

- Prince William County - Regional Roadway Safety Program Graham Park Road sidewalk and crosswalks.
- North Berlin (Lovettsville) - Shared use path- part of the National Capital Trail Network near the Brunswick MARC station.
- Alexandria - Safe Routes to School Curb Extensions projects, including crosswalks, bulb-outs, median refuges, and ADA-focused improvements.
- Manassas Park – Manassas Drive sidewalk improvements; a walk to transit project including a sidewalk link near the VRE station, building on a TLC project from last year.

John Swanson said that staff is seeking adoption of the resolution that is in the board packet and working with Virginia DOT on project approval.

Chair Henderson moved to adopt Resolution R8-2024 to approve projects for funding under the federal Transportation Alternatives Set Aside program for FY 2025 and FY 2026 for Virginia TPB jurisdictions. Maria Sinner seconded the motion. No further questions were asked. The board voted unanimously to adopt Resolution R8-2024 to approve projects for funding under the Federal Transportation Alternatives Set Aside Program for FY 2025 and FY 2026 for Virginia TPB jurisdictions.

## 8. AN AMENDMENT TO THE FY 2024 UNIFIED PLANNING WORK PROGRAM, FY 2024 CARRYOVER FUNDING TO FY 2025, AND APPROVAL OF THE FY 2025 UPWP

Lyn Erickson gave a summary on two actions the Board needed to take on the Unified Planning Work Program (UPWP): an amendment to the plan to remove certain projects and budgets and an associated action on the budget to carry over funds to FY 2025. She said that the UPWP is an annual work statement that identifies planning priorities and activities to be carried out within a metropolitan planning area. She stated that in February, the board was briefed on the amendment to the FY 2024 UPWP and associated FY 2024 carryover funding to FY 2025.

Lyn Erickson reminded board members that she presented the bulk of the UPWP in January, including the main activities and that in February, more detail was presented on the actual tasks, work products, and funding.

Lyn Erickson confirmed that the funding is set with a total at $25 million and in order to get to $25 million, a budget amendment is required on the current UPWP. She referred to a board memo she provided in February on the carryover. She stated that the February memo detailed two activities that will not be completed by June 3, 2024.

Lyn Erickson said that after the board takes these actions, she will submit the UPWP to the U.S. Department of Transportation for their approval, which usually occurs by June. She stated that funding authorizations are also needed from DDOT, MDOT, VDOT, and VDRPT with work starting on July 1, 2024. Christina Henderson made a motion to adopt R9-2024 to approve the amendment for the current fiscal year work program, the FY 2024 UPWP, the FY 2024 budget, and the carryover funding to FY 2025. James Walkinshaw seconded the motion.

There were no questions. The board voted unanimously to adopt Resolution R9-2024 to approve the amendment to the FY 2024 UPWP and the FY 2024 carryover funding to FY 2025.

Chair Christina Henderson made a motion to adopt Resolution R10-2024 to approve the FY 2025 UPWP, the work activities and the budget for our next fiscal year.
James Walkinshaw seconded the motion.

There were no questions.

The board voted unanimously to adopt Resolution R10--2024 to approve the FY 2025 UPWP.

## 9. APPROVAL OF THE FY 2025 COMMUTER CONNECTIONS WORK PROGRAM (CCWP)

Daniel Sheehan presented for TPB approval, the FY 2025 Commuter Connections Work Program. He stated that the work program, as presented to the board in February, includes work products, services, and budgets associated with the regional Commuter Connections transportation demand management program.

Daniel Sheehan stated that the Commuter Connections Work Program was developed by TPB staff alongside District DOT, Maryland DOT, and Virginia DOT staff. He stated that each state DOT provides funding to the program, and for FY 2025, this totals $7.7 million. He noted that the draft work program was presented to the TPB technical committee and the board in February and that no recommended revisions were received.

Daniel Sheehan said that with approval, the Commuter Connections Work Program will commence on July 1. He issued the staff recommendation that the TPB adopt Resolution R11-2024.

Chair Christina Henderson made a motion to adopt Resolution R11-2024 to approve the FY 2025 Commuter Connections Work Program. Neil Harris seconded the motion.

There were no questions.

The board voted unanimously to adopt Resolution R11-2024, approving the FY 2025 Commuter Connections Work Program.

## INFORMATIONAL ITEMS

### 10. VISUALIZE 2050: BRIEFING ON PROJECT INPUTS AND DRAFT SCOPE OF WORK FOR THE AIR QUALITY CONFORMITY ANALYSIS FOR THE VISUALIZE 2050 NATIONAL CAPITAL REGION TRANSPORTATION PLAN AND THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP), AND WORK SESSION RECAP

Kanti Srikanth, in introductory remarks on the agenda item, stated that the current update to the long-range transportation plan is unique and significant in that the TPB's transportation plan database of projects has been built over a long period of time. He said that with Visualize 2050 this is the first time when the entire database has been cleared out and returned to the TPB transportation agencies who have been asked to reexamine all the projects in the current plan, determine if the projects are still appropriate to meet the needs they were designed to fulfill or decide if there are other ways in which those needs could be met. He noted that this work has taken a significant time commitment of the staffs at state and local transportation agencies and the TPB. He thanked all staff for the long hours and detailed work to repopulate the long range plan database and their patience working with the new software.

Kanti Srikanth said that there are close to 200 projects in the current Visualize 2045 plan and 700 different project segments in the current TPB plan, and the members reexamined these projects over the past 12 months. He said that 19 of the 24 TPB member agencies have provided inputs from reexamining the projects, and the TPB staff worked to develop a summary of about 160 projects with its 600 odd segments. He stated that the TPB staff has posted a correction to the location of HOT lanes in Maryland that showed an error in some segments of the HOT lanes. He stated the project description that was incorrectly described has now been corrected and posted. He said that during the March public comment period TPB staff will continue to review all of the documents to make necessary corrections.

Cristina Finch presented key information on the Visualize 2050 National Capital Region Transportation Plan that will be used to complete the air quality analysis of the 25-year plus plan and the related four-year Transportation Improvement Program (TIP). She shared the project input schedule and said that there will be one more comment period in 2025 with an aim to complete and have approval of the Visualize 2050 plan in June 2025.

Cristina Finch presented information on the TPB's methods used to getting the word out about the comment period and highlighted the MetroQuest form available on the Visualize 2050 website. She stated that the air quality conformity project input table and scope of work are the main documents supporting the March comment period because those are the documents the TPB will be asked to approve in May. She stated that the board will be asked to approve the conformity project inputs table that lists every conformity segment portion of a project coded into the model.

Cristina Finch said that the MetroQuest form is available on the website. She said the form includes an introduction, an air quality diagram, project inputs information, and a wrap-up page with demographic questions. She stated that the form focuses on the capacity-impacting projects that are adding or removing vehicle capacity, which represents about 20 percent of the expenditures in the financial plan. She said that regionally significant projects without reasonably anticipated funding will not be included in the conformity analysis or the financial plan, and they will not be included in Visualize 2050 as a construction or implementation projects, but they may be listed as a study and not coded in the conformity table. She noted that projects that are not regionally significant, such as trails and intersections, state of good repair projects, and operations costs will be part of the overall financial plan as required under the Visualize 2050 plan.

Cristina Finch highlighted two of the 14 priority strategies that the TPB has developed. She said that one priority is to expand express lanes and mentioned existing toll lanes in the region and additional express toll lanes proposed in Maryland and Virginia. She highlighted a second priority strategy in expanding bus rapid transit (BRT) and streetcars. She stated that existing BRT systems are present in Arlington County, Alexandria, and Montgomery County with proposed BRT in the District, Maryland, and Virginia and the Purple Line rail in Maryland and extension of the Benning Road Streetcar in DC.

Cristina Finch said that each project sponsor had the opportunity to answer how they thought their project aligned with federal planning factors and marking these factors on their project forms. She said that TPB staff did an analysis of how the marked federal planning factors would translate to supporting a TPB goal. She presented a slide showing the alignment and cross section of the planning factors and TPB goals. She noted that more than 75 percent of projects support the TPB's reliability, affordability, and convenience goals with transit projects often supporting the TPB's livable and prosperous communities goals and road projects almost always supporting safety goals.

Cristina Finch stated that the states have responded to the 2023 public comment period on the projects undergoing resubmission and have submitted letters that were posted on the website. She said that some Visualize 2045 projects are no longer priorities and have not been resubmitted for Visualize 2050. She commented that there are 13 new projects in DC, 17 new projects in Virginia, and no new projects in Maryland. She stated that implementing agencies that have reported that most air quality conformity-impacting projects do not include bicycle and pedestrian accommodations.

Cristina Finch asked TPB members to help spread the word about the comment period and the Visualize2050.org website and reminded member agencies that this is an opportunity to review the project information and make sure everything is reflected as they would like the project reflected. She said that in next steps, TPB staff will provide the board with the results of the comment period at the April TPB meeting and ask for action at the May meeting on the air quality conformity project inputs table and scope of work.

David Snyder thanked staff and asked if a record will be kept of the questions and answers from the morning work session. He asked about the public comment website and whether there is any place where people can make general comments.

Cristina Finch said that the comment form has an opportunity to provide written comment on any project. She stated that there are also comment bubbles provided on certain screens of the comment form for the public to provide general comments. She said there are other ways to comment if more lengthy information needs to be shared and encouraged people to email or provide a letter if more extensive comment is needed.

Kanti Srikanth said that the TPB will document the discussions and comments received during the Visualize 2050 work session and will share that information with the board at the next TPB meeting.

Gary Erenrich said that because of discussion and confusion about the I-495/I-270 project, he requested that in the April TPB meeting that Maryland DOT be allowed to clarify changes to the project and provide an update.

Kanti Srikanth said that the TPB could provide time on the agenda. He described the Maryland HOT lanes project that is in Visualize 2045, the current plan, as HOT lanes being added on the Virginia side of the Beltway starting at and including the American Legion Bridge and continuing up to and along the I-270 spur and along I-270 to I-370 then through to Frederick. He stated that the Visualize 2050 proposal is HOT lanes on the Capital Beltway from the American Legion Bridge including the bridge to the I-270 spur and then along I-270 to I-370 just adding one lane and converting the existing lane into HOT lanes but nothing beyond I-370.

Gary Erenrich commented that seeing a picture or map of how the project is laid out and the schedule would be appreciated, particularly in Frederick County and Montgomery County where there is concern about the status from I-370 to Frederick and that segment is supposed to be a study.

Kanti Srikanth said that one other change to the Maryland project is that it was originally proposed as a public/private project and that is no longer the proposal because now there is no private sector contribution.

Monique Ashton thanked TPB staff for the correction about the Maryland HOT lanes project and said that she agrees that there is still confusion in the community as to what the project entails. She stated that pages 4 and 6 of the corrected document is not written in a way that clearly articulates the change. She commented that expanded lanes and toll lanes are two different topics. She said that Rockville has 12 lanes and already has an express lane that is currently not a toll lane, so it would be helpful to understand if there has been a change from the information shared regarding a toll lane in that segment. She requested that the project be clarified for the community.

Monique Ashton asked how the TPB is evaluating the air quality index for some projects given that WMATA, for example, is cutting or potentially cutting several bus lines. She stated that if the region is seeing potential cuts in mass transit that might cause more car trips, how will that be evaluated in terms of air quality goals.

Kanti Srikanth said that the TPB staff will clarify the project description for all the localities to use for outreach to residents. He stated that, regarding air quality and changes to the transportation system such as bus routes or service frequencies, the TPB conducts an air quality conformity analysis that looks to the future for the next 25 years and entails what emissions in our region will be strictly from an on-road sector and compares the results to a federally approved level. He stated that COG works with state air agencies to monitor air quality throughout the region by collecting data which is EPA reviewed and certified which corresponds to the current conditions. He said those data provide a more immediate assessment of air quality reflecting current travel patterns and services. He said the regionally published air quality index is based on these monitored readings.

Monique Ashton stated that from the public's perspective, they see potential cutbacks in mass transit and a potential focus on non-mass transit investments, and it worries residents and environmentalists. She said the this should be watched if the TPB is to meet its goals.

Drew Morrison stated appreciation for Montgomery County's request to talk about the process at the next meeting because it is important to look at what happens in the region long-term and look at where resources are being placed now in terms of project advancement. He stated that the American Legion Bridget to the I-270 spur to the Montgomery Mall area is the construction focus of the Maryland HOT lanes, and the study focus is on the I-270 North section. He stated that for the area above the Intercounty Connector or I-370 to Frederick, Maryland DOT is happy to talk about the middle section of the project and how that plays out in regional modeling and what next steps the Maryland DOT is taking as not only a roadway project but a multimodal program that has been evaluated and advanced over the past few months.

Drew Morrison said that April will be a good check-in point, but there will be more conversations about potential direction of the project, policy choices around the delivery method, and how transit and transportation alternatives are advanced on the corridors. He stated that Maryland has a number of important projects, and some are important to the Maryland administration that are in the study phase such as the southern Maryland rapid transit project. He commented that some projects, depending on phase, may not be seen here [in Visualize 2050] but there are things that Maryland DOT will work on collaboratively with partners to advance into future plans.

Matt Frumin asked about the public comments on the toll road proposed for the Woodrow Wilson Bridge and the potential conflict with a potential extension of the Blue Line. He asked how the TPB will take into account potential conflicts in the future between a proposal in one place where there might be another proposal in the same place at a different time. He asked how that is balanced and how does that work into how staff analyzes proposals.

Kanti Srikanth responded that the public comment was on the Virginia I-495 South project which proposes extending HOT lanes on the Virginia Beltway from Springfield all the way to Woodrow Wilson Bridge. He stated that the comment was that the region has been envisioning having Metrorail cross the Woodrow Wilson Bridge and reach parts of Maryland; however, there has been no decision or funding for the project. He stated that the comment's context was if Virginia is now going to use that middle median space on its Beltway, would that create a challenge for a Metrorail extension.

Kanti Srikanth said that Virginia DOT has indicated that when a Metrorail extension across Woodrow Wilson Bridge comes into a planning and programming phase, they are willing to work with the region and with Metro to see how they would be able to make space for it.

Maria Sinner said that Virginia DOT is planning the project not to preclude future rail on the bridge, and when the bridge was built, it was envisioned to hold the weight of rail. She stated that VDOT is monitoring and coordinating with WMATA on the long-range plan of the Blue, Yellow, and Silver lines, but the current NEPA work on the Southside project does not include rail but that does not preclude for rail to be included in the future.

Matt Frumin asked whether work would be completed and then would have to be torn out to place rail over the bridge.

Maria Sinner said that when the Metrorail line becomes a plan, Virginia DOT will have to coordinate with WMATA to see how to accommodate their alignment.

James Walkinshaw said that this project concern is one that many in Northern Virginia have, and there will continue to be a robust dialogue on this topic. He said that one of the commenters earlier raised the issue of the potential contract to operate the toll lanes and ensuring that a potential future contract does not make it more difficult to convert one of the lanes for Metro's use in the future.

Victor Weissberg expressed concern with the use of the bridge for any purpose other than what it was intended for and has concerns because the nature of tolling projects is that they tend to have long-term contracts. He stated that another concern is that there does not seem to be an adequate study of likely bottlenecks at the end of the project.

Maria Sinner noted the comment.

Kelly Russell said that she would be remiss if she did not take the opportunity to express that it is a City of Frederick priority to have the section of I-270 north of I-370 widened before a bottleneck is created along that segment.

Chair Christina Henderson asked what the process will be should there be an overwhelming opposition to a handful of projects based on comments. She asked if there was a process for amending the project list or is the vote a yes or no vote for everything.

Kanti Srikanth said that the board has the prerogative to make line-item changes to the project table that they will review in May. He stated that if there are projects that the board collectively feels it cannot support to proceed further, the TPB board can leave those projects behind and move on the rest that are ready.

## 11. ADJOURN

There being no other business, the meeting was adjourned at 1:59 P.M. The next meeting will be on April 17, 2024.

# Meeting Highlights
# TPB Technical Committee – April 5, 2024

The Technical Committee met on Friday, April 5, 2024. Meeting materials can be found here: https://www.mwcog.org/events/2024/4/5/tpb-technical-committee/

The following items were reviewed for inclusion on the TPB's April agenda:

**TPB AGENDA ITEM 7 – APPROVAL OF REGIONAL BIKE TO WORK DAY 2024 PROCLAMATION**
In an effort to increase public awareness of the viability of bicycle commuting in the Washington region, regional Bike to Work Day events are being organized at over 100 locations in the region for Friday, May 17. These events will encourage the business community and other regional decision-makers to support increased bicycle commuting through bicycle-friendly policies and initiatives.

**TPB AGENDA ITEM 8 – APPROVAL OF FY 2025 TLC TECHNICAL ASSISTANCE RECIPIENTS**
Staff provided information on the TPB's Transportation Land-Use Connections (TLC) Program. It has provided support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level since 2006. Staff solicited applications for the FY 2025 TLC round of technical assistance between January 5 and March 8, 2024. The board will be briefed and asked to approve the applications that are being recommended for FY 2025.

**TPB AGENDA ITEM 9 – VISUALIZE 2050: OVERVIEW OF MARYLAND EXPRESS LANE PROJECTS PROPOSED FOR VISUALIZE 2050 AND BRIEFING ON COMMENTS RECEIVED ON THE DRAFT PROJECT INPUTS AND SCOPE OF WORK FOR THE AIR QUALITY CONFORMITY ANALYSIS OF THE VISUALIZE 2050 NATIONAL CAPITAL REGION TRANSPORTATION PLAN AND THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**
Staff presented a draft memo on public comments received in response to the project inputs submitted for inclusion in the Visualize 2050 Air Quality Conformity (AQC) process and the draft scope of work. The 30-day comment period took place between March 1 and March 30, 2024. The committee also reviewed the updated Air Quality Conformity Inputs Table based on the agency feedback received and the related Project Summary Table with project information packets.

**TPB AGENDA ITEM 10 – CLIMATE POLLUTION REDUCTION GRANTS (CPRG) FINAL PRIORITY CLIMATE ACTION PLAN**
The committee received a summary of the final CPRG Priority Climate Action Plan that was submitted by COG.

The following items were presented for information and discussion:

**EQUITY DEEP DIVE: DISADVANTAGED COMMUNITIES ANALYSIS**
The committee received a briefing on TPB's equity deep dive study: Analysis of Transportation Inequities in Disadvantaged Communities. ICF presented data and the completion of its first task: Comparing EEAs with Justice40 communities and understanding of current travel characteristics. ICF also updated the committee on their next task scheduled for completion in early summer: Examining the unmet mobility and accessibility needs of these important communities.

## CRITICAL URBAN FREIGHT CORRIDOR DESIGNATION UPDATES FOR MARYLAND

In accordance with federal transportation law, TPB designated the region's Critical Urban Freight Corridors (CUFCs) in 2017 (Resolution R6-2018), plus amendments approved by the TPB Steering Committee in 2021 (Resolution SR4-2022). With changes enacted in the recent Infrastructure Investment and Jobs Act (IIJA), TPB has an opportunity to update and expand CUFC designations within Suburban Maryland. The committee was briefed on the context and specifics of proposed changes to the CUFCs for Suburban Maryland, anticipated to be presented to the TPB Steering Committee for approval on May 3, 2024.

## PBPP GREENHOUSE GAS (GHG) EMISSIONS RULE UPDATE

The committee was updated on the status of the federal rule that implements a performance measure for state DOTs and MPOs to track greenhouse gas (GHG) emissions as part of the federally required Performance Based Planning and Programming (PBPP) framework. TPB staff will also briefly report on methodologies being considered for measuring GHG emissions in accordance with the rule. Staff also reported on the recent legal actions and resulting implications on the requirements.

## OTHER BUSINESS

- Street Smart
- MWAQC Environmental Justice Subcommittee
- Maryland TAP Application Period
- Coordination of Regional Transit Onboard Surveys
- New EPA heavy duty GHG pollutant rule
- Staff Update

**COMMUNITY ADVISORY COMMITTEE**
**MONTHLY REPORT TO THE TPB**

April 17, 2024
*Ra Amin, CAC Chair*

The April meeting of the CAC was held virtually on Thursday, April 11. The meeting featured a discussion with Kanti Srikanth, work planning for the CAC, and a brief discussion on safety and equity in a regional transportation context.

UPCOMING TPB AGENDA FOR APRIL 17, 2024

Lyn Erickson, TPB Plan Development and Coordination Program Director, shared highlights of the TPB April agenda, including:

- Regional Bike-to-Work Day proclamation
- Approval of FY 2025 TLC Recipients
- Visualize 2050 Overview of Maryland Express Lane Projects
- Comments on Visualize 2050
- MDOT Carbon reduction program
- Climate pollution reduction grants

Member questions and comments included the following:
In regard to the comments received on Visualize 2050, members inquired how this comment period compared to similar efforts. For example, was 900 comments a good number or bad number? Ms. Erikson said that it is more than typically received due to the use of a MetroQuest comment form. There were also a number of email comments. This was a 30-day open period during which any member of the public could comment.

In regard to Bike-to-Work Day, members were interested in the overall participation pre- and post-pandemic. Ms. Erikson provided statistics, noting that 2017 was the highest participation rate so far with over 18,000 participants. In 2023, there were 15,000 participants.

DISCUSSION WITH KANTI SRIKANTH

Mr. Kanti Srikanth led a discussion framing the TPB's work, outlining the role the CAC plays regarding the TPB, and what activities there are on the horizon in which the CAC may engage or provide input. Mr. Srikanth also invited questions from CAC members on what is top of mind for them.

Mr. Srikanth began by outlining the relationship between COG and the TPB, explaining that COG doesn't expressly work on transportation planning. COG relies on the TPB, which is the designated Metropolitan Planning Organization (MPO) for the region. There is a complementary relationship between the two, however, since many issues relate to each other. Mr. Srikanth gave the example of affordable housing, noting that land prices often drive people to live far from where they work, which impacts the transportation system.

Mr. Srikanth said sometimes solutions lie at the regional level. The TPB as a regional body comes together to look at the gaps and possible improvements in operation, the external factors driving the transportation system, and how those factors may influence choices jurisdictions make. However, many times the solution lies with the local jurisdictions. He said that the TPB helps local jurisdictions

by providing data, for example, on transportation demand, and by identifying shared principles, such as reducing congestion, bringing the jurisdictions together to concur on shared approaches. He used the example of the Commuter Connections program, noting these principles have been implemented since 1998. He also mentioned the TPB's Synthesized Policy Framework, a principles document that has linked all four of the TPB's policy documents into a single summary.

Mr. Srikanth concluded his remarks by encouraging the CAC to have informed discussions on the topics, supported by the staff, to develop a shared view, and to communicate that view with the TPB. He said that the CAC needs to be mindful of what is in the TPB wheelhouse. He noted that the TPB wants to hear from the CAC on any actions the TPB takes. In regard to how best to communicate with the TPB, he offered that it is something the CAC can decide, although formal resolutions currently aren't supported by the CAC structure.

Member questions, comments and discussion included the following:

How does TPB intercede if not all the member jurisdictions share the TPB goals, for example, shared funding of WMATA? Kanti Srikanth answered that the TPB convenes leaders together. It's a consensus-based decision-making body. The TPB holds the forum so that these discussions can take place.

What is the relationship between regional forecasts, development of the long-range plan/TIP, and induced demand? The region continues to grow in population. Kanti Srikanth explained that the Cooperative Forecast projects growth out to a horizon year. These projections are derived from econometric modeling nationally and distributed to the DMV. In cooperation with the 25 jurisdictions, these forecasts are factored into land use and transportation plans, and filtered up into the regional plan.

How do express lanes reduce congestion when there are so many single-occupancy drivers? Kanti Srikanth answered that when looking at I-66, there is a lot of existing land use in Northern Virginia that has grown horizontally instead of vertically, in other words, using up more land. Land prices are cheaper further away, but jobs are close-in, so travel on I-66 grows consistently. The HOV lanes were congested and enforcement proved challenging. VA chose to use HOT lanes as a solution. They are taking the funds from the tolls and reinvesting them back into the Northern Virginia Transportation Commission, which is providing express bus services on the toll lanes. These buses are now operating as an option. A CAC member noted that Northern Virginia's Commuter Choice program, using toll revenue from dynamically priced managed lanes, has reinvested over $150 million since 2017. It supports 5 million trips, saves commuters nearly $15 million in fuel expenses, and reduces greenhouse gas emissions by nearly 70% relative to drive-alone travel.

What accountability exists for jurisdictional claims on project effects on pollution or traffic? Kanti Srikanth answered that jurisdictions need to follow the guidelines for conformity set out in the federal rules that apply to it.

What's the best way for the CAC to communicate with the TPB? Kanti Srikanth suggested that the TPB staff can share what data or analysis is available on a particular topic. With that information, the CAC can have an informed discussion, and try to reach a shared opinion to communicate to the TPB.

Zero emissions and greenhouse gasses (GHG): How is anything other than zero emissions acceptable? Kanti Srikanth responded that achieving GHG reductions from the transportation sector is difficult. There are lots of trade-offs among the measures available. TPB staff mentioned that there is a game under development that will be piloted to the Community Leadership Institute about this

topic. A committee member offered that there are projects that could be implemented that would help, such as establishing HOT lanes between Maryland and Virginia.

LOOKING AHEAD: WORK PLANNING FOR THE CAC

CAC Chair, Ra Amin, led a work session on possible topics to frame out the CAC's meetings. There was discussion about the best way for the CAC to articulate its views on different policies. Members discussed various approaches. Ms. Bachle will look at the CAC archives to advise members about approaches taken in the past.

Committee members raised a number of possible topics, included the following:

- A meeting with DDOT, MDOT, and VDOT representatives.
- The new MWCOG-WMATA unified regional transit management initiative.
- Expanding bike lanes beyond the urban core, including Charles County.
- MARC through train service and an update on Union Station redevelopment.
- Collaboration with the National Park Service and other Federal landowners.
- Multimodal transportation, including first and last mile connections to transit.
- How we are getting word out about transit options.

CAC DISCUSSION. SAFETY, EQUITY

Members held a brief discussion about two of the TPB's "deep-dive" topics: safety and equity, including what safety might look like through an equity lens, and how might that translate into advice the CAC provides to the TPB. Nancy Ables shared an article she came across participating in the western Montgomery citizen advisory board. The article compares Bethesda to Wheaton in regard to local participation in transportation planning.

OTHER BUSINESS

Ra Amin, CAC Chair, thanked Kalli Krumpos for the opportunity to participate in the Older Adult Block Party in Alethia Tanner Park on April 21.

## ATTENDANCE

**Members**
Ra Amin, Chair
Nancy Abeles
Timothy Davis
Christina Farver
Heather Gaona
Zach Israel
Kalli Krumpos
Larkin Turman
Bernie LoCascio
Daniel Papiernick
Jeff Parnes
Rick Rybeck
Gail Sullivan
Richard Wallace
Maribel Wong

**Staff**
Kanti Srikanth
Rachel Beyerle
Lyn Erickson
Janie Nahm
Sergio Ritacco
Andrew Meese
Leonardo Pineda
John Swanson
Laura Bachle

National Capital Region
**Transportation Planning Board**

## MEMORANDUM

**TO:** Transportation Planning Board
**FROM:** Kanti Srikanth, TPB Staff Director
**SUBJECT:** Steering Committee Actions and Report of the Director
**DATE:** April 11, 2024

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The attached materials include:

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

National Capital Region
**Transportation Planning Board**

MEMORANDUM

**TO:** Transportation Planning Board

**FROM:** Kanti Srikanth, TPB Staff Director

**SUBJECT:** Steering Committee Actions

**DATE:** April 11, 2024

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At its meeting on Friday, April 5, the TPB Steering Committee adopted the following two resolutions approving amendments to the FY 2023–2026 Transportation Improvement Program (TIP) that are exempt from the air quality conformity requirement, as requested by the Maryland and Virginia Departments of Transportation (MDOT, and VDOT) and described below.

- TPB SR20-2024 – requested by MDOT to amend three project records on behalf of MDOT's State Highway Administration (SHA), Maryland Transit Agency (MTA), and Prince George's County Department of Public Works & Transportation (DPW&T), described respectively below:
    - Areawide Safety and Spot Improvements project grouping (T3084) – this SHA amendment adds a net total of $82.5 M across all four fiscal years of the program using $66 M from four FHWA funding sources (NHPP, STBG, HSIP, and CMAQ), and $16.5 M of state funding.
    - New Charles County Bus Operations and Maintenance Facility project (T13606) – this MTA amendment adds a net total of $13.375 M in FTA's Sect. 5307 and Sect. 5311 funding with state and local matching funds for the construction of this new bus facility
    - Lottsford Rd., Bridge No. P-0283 project (T13603) – this DPW&T amendment adds $500,000 in Bridge Formula Program and local matching funds to fiscal years 2025 and 2026 for preliminary engineering, with an additional $2 M anticipated to be programmed in FY 2027 and beyond for construction of major repairs and bridge preservation work, bringing the total project cost to $2.5 M
- TPB SR21-2024 – requested by VDOT on behalf of Virginia Railway Express (VRE) to reprogram state and local funding and add FTA Sect. 5307-SGR funding for a net total increase of approximately $7.5 M for the Franconia-Springfield Station Improvements project (T11630).

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:

- April 5, 2024 TPB Steering Committee Attendance (Members and alternates only)
- Adopted resolution SR20-2024 approving three amendments to the TIP, as requested by MDOT
- Adopted resolution SR21 -2024 approving an amendment to the TIP, as requested by VDOT

**TPB Steering Committee Attendance – February 2, 2024**
(only voting members and alternates listed)

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| TPB Vice Chair/VA Rep.: | James Walkinshaw |
| Tech. Committee Chair: | Amy Garbarini, VDRPT |
| DDOT: | Mark Rawlings, DDOT |
| MDOT: | Kari Snyder, MDOT |
| VDOT: | Amir Shahpar, VDOT |

TPB SR20-2024
April 5, 2024

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 23-37.2 WHICH INCREASES FUNDING FOR STATE HIGHWAY ADMIINISTRATION'S (SHA) AREAWIDE SAFETY AND SPOT IMPROVEMENTS PROJECT GROUPING, AND ADDS FUNDING FOR TWO NEW PROJECTS; MARYLAND TRANSIT ADMINISTRATION'S (MTA) NEW CHARLES COUNTY BUS OPERATIONS AND MAINTENANCE FACILITY, AND THE LOTTSFORD ROAD BRIDGE NO. P-0283 PROJECT, SPONSORED BY PRINCE GEORGE'S COUNTY DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION (DPW&T) AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

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

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

**WHEREAS**, on behalf of MTA, SHA, and Prince George's County DPW&T, MDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-37.2 which increases funding for SHA's **Areawide Safety and Spot Improvements project grouping (T3084)**, and adds funding for two new projects: MTA's **New Charles County Bus Operations and Maintenance Facility project (T13606),** and Prince George's County's **Lottsford Rd., Bridge No. P-0283** project as described at the end of this resolution and in the attached materials; and

**WHEREAS**, the attached materials include:

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

ATTACHMENT B) Amendment Summary report showing each project's total cost before and after the amendment, the delta, and the percentage increase from the cost before, the reason for the amendment, and a Change Narrative, providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and

ATTACHMENT C) Letter from MDOT dated March 27, 2024, requesting the amendments and

**WHEREAS**, this amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-37.2, creating the 37th 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**, by definition, the TIP project grouping is not regionally significant since only non-regionally significant projects may be grouped for this purpose, and as such it along with the bus operations and maintenance facility and the bridge project are all exempt from the air quality requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

**WHEREAS**, the additional funds added by this amendment were all accounted for in the Financial Analysis of the 2022 Update to Visualize 2045 and the FY 202-2026 TIP; and

**WHEREAS**, this resolution and the 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 23-37.2 which increases funding for SHA's **Areawide Safety and Spot Improvements project grouping (T3084),** and adds funding for two new projects: MTA's **New Charles County Bus Operations and Maintenance Facility project (T13606),** and Prince George's County's **Lottsford Rd., Bridge No. P-0283** project (**T13603**) as described below and in the attached materials.

- **Areawide Safety and Spot Improvements project grouping (T3084):** This amendment will add a net total of $82.55 million (approximate breakdown: $32 M – HSIP, $12.3 M – NHPP, $21.5 M – STBG, $16.5 M – State, and $177,000 – CMAQ). The 4-year program total increases from $231.35 M to $313.9 M.
- **New Charles County Bus Operations and Maintenance Facility project (T13606),** This project adds $8.8 M in FTA Section 5307 grant funding, $1.9 M in Section 5311 grant funding, and a combined total of $2.675 M in state and local matching funds for a total cost of $13.375 M.
- **Lottsford Rd., Bridge No. P-0283** project (**T13603**)**:** This project consists of major repair and bridge preservation work. The project is only funded for preliminary engineering (PE) in fiscal years 2025 and 2026, with $400,000 in Bridge Formula Program (BFP) funding and $100,000 in local matching funds. An additional $2 M is anticipated to be programmed in FY 2027 ($1.6 M BFP, $400,000 local match), bringing the total project cost to $2.5 M.

**Adopted by the TPB Steering Committee at its meeting on Friday, April 5, 2024.**
**Final approval following review by the full board on Wednesday, April 17, 2024.**

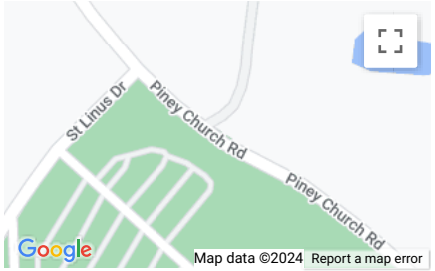
National Capital Region
**Transportation Planning Board**

**ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR**
**TIP ACTION 23-137.2: FORMAL AMENDMENT TO THE**
**FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM**
**REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION**

| | | | | | |
|---|---|---|---|---|---|
| *TIP ID* | T13606 | *Lead Agency* | Maryland Department of Transportation - Maryland Transit Administration | *Project Type* | Bus/BRT - Capital/SGR |
| *Project Name* | New Charles County Bus Operations and Maintenance Facility | *County* | Charles | *Total Cost* | $14,175,000 |
| *Project Limits* | | *Municipality* | | *Completion Date* | 2027 |
| | | *Agency Project ID* | | | |

*Description* Construct a new bus operations and maintenance facility for Charles County to support its VanGo transit service. The new facility will be roughly 6.6 acres and include space for approximately fifty-six buses and fifty-one parking spaces for employees and visitors, as well as administrative offices, a maintenance shop, vehicle wash, bus fueling and fare collection structures. Property will not be acquired as part of this project.

| Phase | AC/ ACCP | Source | Prior | FY2023 | FY2024 | FY2025 | FY2026 | Future | 4 Year Total | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| CON | | LOCAL | - | - | $287,500 | $125,000 | $925,000 | - | $1,337,500 | $1,337,500 |
| CON | | S. 5307 | - | - | $400,000 | $1,000,000 | $7,400,000 | - | $8,800,000 | $8,800,000 |
| CON | | S. 5311 | - | - | $1,900,000 | - | - | - | $1,900,000 | $1,900,000 |
| CON | | DC/ STATE | - | - | $287,500 | $125,000 | $925,000 | - | $1,337,500 | $1,337,500 |
| | | *Total CON* | - | - | $2,875,000 | $1,250,000 | $9,250,000 | - | $13,375,000 | $13,375,000 |
| | | *Total Programmed* | - | - | $2,875,000 | $1,250,000 | $9,250,000 | - | $13,375,000 | $13,375,000 |




Version History

| *TIP Document* | | *MPO Approval* | *FHWA Approval* | *FTA Approval* |
|---|---|---|---|---|
| 23-37.2 | Amendment 2023-2026 | 4/17/2024 | *Pending* | N/A |

*Current Change Reason*

SCHEDULE / FUNDING / SCOPE - New project

National Capital Region
**Transportation Planning Board**

**ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR TIP ACTION 23-137.2: FORMAL AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION**

| | | | | | |
|---|---|---|---|---|---|
| *TIP ID* | T3084 | *Lead Agency* | Maryland Department of Transportation - State Highway Administration | *Project Type* | Road - Other Improvement |
| *Project Name* | Areawide Safety and Spot Improvements | *County* | Charles, Frederick, Montgomery, Prince Georges | *Total Cost* | $313,902,000 |
| *Project Limits* | | *Municipality* | City of Frederick, City of Rockville | *Completion Date* | |
| | | *Agency Project ID* | AWSS | | |

*Description* Ongoing program to provide localized improvements to address safety and/or operational issues on SHA highways. These are highway improvements that may include but are not limited to bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements, including slope repairs, drainage improvements, and joint sealing, may be included where incidental to other safety improvements.

| Phase | AC/ ACCP | Source | FY2023 | FY2024 | FY2025 | FY2026 | 4 Year Total | Total |
|---|---|---|---|---|---|---|---|---|
| PE | | CMAQ | $414,000 | $591,000 | $497,000 | $496,000 | $1,998,000 | $1,998,000 |
| PE | | HSIP | $4,688,000 | $5,378,000 | $2,726,000 | $2,445,000 | $15,237,000 | $15,237,000 |
| PE | | NHPP | $9,840,000 | $9,545,000 | $6,655,000 | $3,790,000 | $29,830,000 | $29,830,000 |
| PE | | DC/STATE | $3,488,000 | $4,614,000 | $2,987,000 | $1,569,000 | $12,658,000 | $12,658,000 |
| PE | | STBG | $7,730,000 | $6,338,000 | $6,501,000 | $4,727,000 | $25,296,000 | $25,296,000 |
| | | *Total PE* | $26,160,000 | $26,466,000 | $19,366,000 | $13,027,000 | $85,019,000 | $85,019,000 |
| ROW | | CMAQ | $9,500 | $9,500 | $9,500 | $9,500 | $38,000 | $38,000 |
| ROW | | HSIP | $359,000 | $359,000 | $334,000 | $299,000 | $1,351,000 | $1,351,000 |
| ROW | | NHPP | $133,000 | $136,000 | $136,000 | $136,000 | $541,000 | $541,000 |
| ROW | | DC/STATE | $111,500 | $92,500 | $78,500 | $72,500 | $355,000 | $355,000 |
| ROW | | STBG | $237,000 | $129,000 | $95,000 | $95,000 | $556,000 | $556,000 |
| | | *Total ROW* | $850,000 | $726,000 | $653,000 | $612,000 | $2,841,000 | $2,841,000 |
| CON | | CMAQ | $8,282,000 | $4,831,000 | $1,380,000 | $1,380,000 | $15,873,000 | $15,873,000 |
| CON | | HSIP | $8,622,000 | $12,993,000 | $9,201,000 | $5,644,000 | $36,460,000 | $36,460,000 |
| CON | | NHPP | $23,516,000 | $27,757,000 | $14,322,000 | $10,353,000 | $75,948,000 | $75,948,000 |
| CON | | DC/STATE | $4,572,000 | $7,518,000 | $3,388,000 | $2,222,000 | $17,700,000 | $17,700,000 |
| CON | | STBG | $22,086,000 | $32,956,000 | $13,976,000 | $11,043,000 | $80,061,000 | $80,061,000 |
| | | *Total CON* | $67,078,000 | $86,055,000 | $42,267,000 | $30,642,000 | $226,042,000 | $226,042,000 |
| | *Total Programmed* | | $94,088,000 | $113,247,000 | $62,286,000 | $44,281,000 | $313,902,000 | $313,902,000 |

*Not Location Specific

Version History

| *TIP Document* | | *MPO Approval* | *FHWA Approval* | *FTA Approval* |
|---|---|---|---|---|
| 23-00 | Adoption 2023-2026 | 06/15/2022 | 8/25/2022 | 8/25/2022 |
| 23-14 | Amendment 2023-2026 | 03/17/2023 | N/A | N/A |
| 23-37.2 | Amendment 2023-2026 | 4/17/2024 | *Pending* | N/A |

*Current Change Reason*

SCHEDULE / FUNDING / SCOPE - Cost change(s)

*Funding Change(s):*
Total project cost increased from $231,351,000 to $313,902,000

National Capital Region
**Transportation Planning Board**

**ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR**
**TIP ACTION 23-137.2: FORMAL AMENDMENT TO THE**
**FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM**
**REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION**

| | | | | | |
|---|---|---|---|---|---|
| *TIP ID* | T13603 | *Lead Agency* | Prince Georges County | *Project Type* | Bridge - Preventive Maintanance |
| *Project Name* | Lottsford Rd., Bridge No. P-0283 Project | *County* | Prince Georges | *Total Cost* | $2,500,000 |
| *Project Limits* | 500 Ft. East to Lottsford Vista Rd to 2000 Ft. West to Archer Ln. | *Municipality* | Suburban MD | *Completion Date* | 2028 |
| | | *Agency Project ID* | | | |

*Description* Major bridge project that consists of major repair and bridge preservation work.

| Phase | AC/ ACCP | Source | Prior | FY2023 | FY2024 | FY2025 | FY2026 | Future | 4 Year Total | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| PE | | BFP | - | - | - | $300,000 | $100,000 | - | $400,000 | $400,000 |
| PE | | LOCAL | - | - | - | $75,000 | $25,000 | - | $100,000 | $100,000 |
| | | *Total PE* | - | - | - | $375,000 | $125,000 | - | $500,000 | $500,000 |
| CON | | BFP | - | - | - | - | - | $1,600,000 | - | $1,600,000 |
| CON | | LOCAL | - | - | - | - | - | $400,000 | - | $400,000 |
| | | *Total CON* | - | - | - | - | - | $2,000,000 | - | $2,000,000 |
| | | *Total Programmed* | - | - | - | $375,000 | $125,000 | $2,000,000 | $500,000 | $2,500,000 |

Version History

| *TIP Document* | | *MPO Approval* | *FHWA Approval* | *FTA Approval* |
|---|---|---|---|---|
| 23-37.2 | Amendment 2023-2026 | 4/17/2024 | *Pending* | N/A |

*Current Change Reason*

SCHEDULE / FUNDING / SCOPE - New project

**ATTACHMENT B - AMENDMENT SUMMARY REPORT FOR**
**TIP ACTION 23-37.2: FORMAL AMENDMENT TO THE**
**FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM**
**REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION**

| LEAD AGENCY | TIP ID | PROJECT TITLE | COST BEFORE | COST AFTER | COST CHANGE | % CHANGE | CHANGE REASON | CHANGE SUMMARY |
|---|---|---|---|---|---|---|---|---|
| Maryland Department of Transportation - State Highway Administration | T3084 | Areawide Safety and Spot Improvements | $231,351,000 | $313,902,000 | $82,551,000 | 36 | Cost change(s) Programming Update | PROJECT CHANGES (FROM PREVIOUS VERSION):<br>HSIP<br>+ Increase funds in FFY 23 in PE from $2,616,000 to $4,688,000<br>+ Increase funds in FFY 23 in ROW from $193,000 to $359,000<br>+ Increase funds in FFY 23 in CON from $3,313,000 to $8,622,000<br>+ Increase funds in FFY 24 in PE from $2,126,000 to $5,378,000<br>+ Increase funds in FFY 24 in ROW from $147,000 to $359,000<br>+ Increase funds in FFY 24 in CON from $6,043,000 to $12,993,000<br>+ Increase funds in FFY 25 in PE from $979,000 to $2,726,000<br>+ Increase funds in FFY 25 in ROW from $140,000 to $334,000<br>+ Increase funds in FFY 25 in CON from $2,054,000 to $9,201,000<br>+ Increase funds in FFY 26 in PE from $1,565,000 to $2,445,000<br>+ Increase funds in FFY 26 in ROW from $127,000 to $299,000<br>+ Increase funds in FFY 26 in CON from $1,686,000 to $5,644,000<br>NHPP<br>+ Increase funds in FFY 23 in PE from $6,046,000 to $9,840,000<br>+ Increase funds in FFY 24 in PE from $5,364,000 to $9,545,000<br>+ Increase funds in FFY 25 in PE from $3,565,000 to $6,655,000<br>+ Increase funds in FFY 26 in PE from $2,572,000 to $3,790,000<br>STBG<br>+ Increase funds in FFY 24 in PE from $1,389,000 to $6,338,000<br>+ Increase funds in FFY 24 in CON from $22,086,000 to $32,956,000<br>+ Increase funds in FFY 25 in PE from $2,761,000 to $6,501,000<br>+ Increase funds in FFY 26 in PE from $2,761,000 to $4,727,000<br>CMAQ<br>+ Increase funds in FFY 24 in PE from $414,000 to $591,000<br>DC/STATE<br>+ Increase funds in FFY 23 in PE from $2,022,000 to $3,488,000<br>+ Increase funds in FFY 23 in ROW from $70,500 to $111,500<br>+ Increase funds in FFY 23 in CON from $3,245,000 to $4,572,000<br>+ Increase funds in FFY 24 in PE from $1,475,000 to $4,614,000<br>+ Increase funds in FFY 24 in ROW from $39,500 to $92,500<br>+ Increase funds in FFY 24 in CON from $3,063,000 to $7,518,000<br>+ Increase funds in FFY 25 in PE from $843,000 to $2,987,000<br>+ Increase funds in FFY 25 in ROW from $30,500 to $78,500<br>+ Increase funds in FFY 25 in CON from $1,601,000 to $3,388,000<br>+ Increase funds in FFY 26 in PE from $554,000 to $1,569,000<br>+ Increase funds in FFY 26 in ROW from $29,500 to $72,500<br>+ Increase funds in FFY 26 in CON from $1,233,000 to $2,222,000<br>*Total project cost increased from $231,351,000 to $313,902,000* |

**ATTACHMENT B - AMENDMENT SUMMARY REPORT FOR**
**TIP ACTION 23-37.2: FORMAL AMENDMENT TO THE**
**FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM**
**REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION**

| LEAD AGENCY | TIP ID | PROJECT TITLE | COST BEFORE | COST AFTER | COST CHANGE | % CHANGE | CHANGE REASON | CHANGE SUMMARY |
|---|---|---|---|---|---|---|---|---|
| Maryland Department of Transportation - Maryland Transit Administration | T13606 | New Charles County Bus Operations and Maintenance Facility | $0 | $13,375,000 | $13,375,000 | -- | New project | PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL<br>► Add funds in FFY 24 in CON for $287,500<br>► Add funds in FFY 25 in CON for $125,000<br>► Add funds in FFY 26 in CON for $925,000<br>DC/STATE<br>► Add funds in FFY 24 in CON for $287,500<br>► Add funds in FFY 25 in CON for $125,000<br>► Add funds in FFY 26 in CON for $925,000<br>S. 5307<br>► Add funds in FFY 24 in CON for $400,000<br>► Add funds in FFY 25 in CON for $1,000,000<br>► Add funds in FFY 26 in CON for $7,400,000<br>S. 5311<br>► Add funds in FFY 24 in CON for $1,900,000<br>*Total project cost $13,375,000* |
| Prince Georges County | T13603 | Lottsford Rd., Bridge No. P-0283 Project | $0 | $2,500,000 | $2,500,000 | -- | New project | PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL<br>► Add funds in FFY 25 in PE for $75,000<br>► Add funds in FFY 26 in PE for $25,000<br>► Add funds in FFY 27 in CON for $400,000<br>BFP<br>► Add funds in FFY 25 in PE for $300,000<br>► Add funds in FFY 26 in PE for $100,000<br>► Add funds in FFY 27 in CON for $1,600,000<br>*Total project cost $2,500,000* |
| | | TOTAL | $231,351,000 | $329,777,000 | $98,426,000 | | | |

MARYLAND DEPARTMENT OF TRANSPORTATION

Wes Moore
Governor

Aruna Miller
Lieutenant Governor

Paul J. Wiedefeld
Secretary

March 27, 2024

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

Dear Chair Henderson:

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 existing and two new projects in the FY 2023-2026 TPB TIP on behalf of the Maryland Transit Administration (MTA), the State Highway Administration (SHA), and the Prince George's County Department of Public Works and Transportation (DPW&T) as described below and in the attached memo.

This action reflects MTA's, SHA's, and DPW&T's updated programmed expenditures and project schedules from FY 2023 to FY 2026 by increasing the funding in SHA's areawide project for Safety and Spot Improvements and by adding a Bus Operations and Maintenance Facility in Charles County and a bridge replacement project in Prince George's County, with the associated funds to both the years of the TIP and beyond. These new projects are not included in the Air Quality Conformity Determination for the 2022 Update to Visualize 2045; however, they are not regionally significant enough to affect the air quality determination.

| TIP ID | Project | Amount of New Funding (In 000s) | Comment |
|---|---|---|---|
| 13606 | New Charles County Bus Operations and Maintenance Facility | $13,375 | Adds new project and new 5307, 5311, and matching funds. |
| 3084 | Areawide Safety and Spot Improvements | $82,551 | Adds new preliminary engineering, right-of-way, and construction funds |
| 13603 | Lottsford Road Bridge project | $500 | Adds new project and new preliminary engineering and construction funds. |

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

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally 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 me at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.maryland.gov. I will be happy to assist you.

Sincerely,

Kari Snyder
Regional Planner
Office of Planning and Capital Programming (OPCP)

Attachment

cc: Mr. Dan Janousek, Regional Planner, OPCP, MDOT

**TO:** DIRECTOR HEATHER MURPHY
OFFICE OF PLANNING AND CAPITAL PROGRAMMING
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

**ATTN:** OPCP REGONIAL PLANNING MANAGER TYSON BYRNE
OPCP REGIONAL PLANNER KARI SNYDER

**FROM:** DIRECTOR ERIC BECKETT *Eric Beckett*
OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT
MARYLAND TRANSIT ADMINISTRATION (MTA)

**DATE:** MARCH 21, 2024

**SUBJECT:** REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2023-2026 TRANSPORTATION PLANNING BOARD (TPB) TPBTRANSPORTATION IMPROVEMENT PROGRAM (TIP)

---

## PURPOSE OF MEMORANDUM

To request OPCP request TPB to approve the following TIP amendment and, upon TPB approval, notify the Federal Transit Administration (FTA) of the amendment to the TPB FY 2023-FY2026 TIP and amend the FY 2022-2025 STIP. This amendment will add $8.8 million in 5307 funding, $1.9 million in 5311 funding, $1.3 million in local funding, and $1.3 million in state funding to FYs 2024 through 2026.

## SUMMARY

The MTA requests that the TPB amend the FY 2023-2026 TPB TIP to reflect the following action.

| TIP | PROJECT | PHASE | NEW FUNDING |
|---|---|---|---|
| T13606 | New Charles County Bus Operations and Maintenance Facility | CO | $13,375,000 |

**ANALYSIS**

The New Charles County Bus Operations and Maintenance Facility is a new project, which the MTA is requesting to add to the FY 2023-FY2026 TIP. The project will construct a new operations and maintenance facility for Charles County's locally operated transit system, VanGo. This amendment will add $1.9 million in 5311 funding, $230,500 in local funding, and $230,500 in state funding for a total of $13,375,00 within the FY 2023-2026 TIP. Prior to the project's inclusion within the TIP as a standalone project, $640,000 was spent in 5307 funds with $160,000 in matching State and Local contributions. The total project cost is $14,175,000.

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT's requested amendment with respect to funding for the project above. The requested action will not impact scheduling or funding availability for other projects in the current STIP, which continues to be fiscally constrained.

Please modify the FY 2023-2026 TPB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Mr. Stephen Miller, MTA Office of Statewide Planning, 917-214-1150 or via email at smiller6@mdot.maryland.gov.

**ATTACHMENTS**

- FY 2023-2026 TPB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Ms. Erika Falk, Capital Analyst, Office of Planning and Programming, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Mr. Stephen P. Miller, Chief of Strategic Planning, Office of Statewide Planning, MTA
Ms. Amanda Wilson, Grants Administrator, Capital Programming and Asset Management, MTA

# TPB TIP FY 2023-2026

MDOT TIP ID: T13606

## SUMMARY TABLE

| *Project:* | Amendment Criteria | Conformity Status | Environmental Status | Current Funding Level (000s) Federal | State/Local | Total |
|---|---|---|---|---|---|---|
| New Charles County Bus Operations and Maintenance Facility | A | Exempt | | $ - | $ - | $ - |
| | **Administration** | **Area/MPO** | **CTP Page** | **Net Funding Change (000s) Federal** | **State/Local** | **Total** |
| | MTA | TPB | N/a | $ 10,700 | $ 2,675 | **$ 13,375** |

**Description** Construct a new bus operations and maintenance facility for Charles County to support its VanGo transit service. The new facility will be roughly 6.6 acres and include space for approximately fifty-six buses and fifty-one parking spaces for employees and visitors, as well as administrative offices, a maintenance shop, vehicle wash, bus fueling and fare collection structures. Property will not be acquired as part of this project.

**Justification** The project will support bus operations within Charles County.

## INDIVIDUAL REQUEST FORM

**STIP/TIP Amendment Criteria**

- [x] A) Adds new individual projects to the current STIP
- [ ] B) Increase/decrease, scope change, advance, delay, or phase change
- [ ] C) Removes or deletes individual listed project from the STIP
- [ ] D) Other

MARYLAND DEPARTMENT OF TRANSPORTATION

| | Funding | FY 2023 | FY 2024 | FY 2025 | FY 2026 | Total |
|---|---|---|---|---|---|---|
| Current (000s) | **Total** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| | Federal | $ - | $ - | $ - | $ - | $ - |
| | State/Local | $ - | $ - | $ - | $ - | $ - |
| Proposed (000s) | **Total** | **$ -** | **$ 2,875** | **$ 1,250** | **$ 9,250** | **$ 13,375** |
| | Federal | $ - | $ 2,300 | $ 1,000 | $ 7,400 | $ 10,700 |
| | State/Local | $ - | $ 575 | $ 250 | $ 1,850 | $ 2,675 |
| Change (000s) | **Total** | **$ -** | **$ 2,875** | **$ 1,250** | **$ 9,250** | **$ 13,375** |
| | Federal | $ - | $ 2,300 | $ 1,000 | $ 7,400 | $ 10,700 |
| | State/Local | $ - | $ 575 | $ 250 | $ 1,850 | $ 2,675 |

## PHASE DETAIL

**Current**

| Phase | Funding | FY 2023 Federal | FY 2023 State/Local | FY 2024 Federal | FY 2024 State/Local | FY 2025 Federal | FY 2025 State/Local | FY 2026 Federal | FY 2026 State/Local | TOTAL Federal | TOTAL State/Local | TOTAL Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OTHER | *Section 5307* | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | *Section 5311* | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | *Local* | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | *State* | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Total** | | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |

**Proposed**

| Phase | Funding | FY 2023 Federal | FY 2023 State/Local | FY 2024 Federal | FY 2024 State/Local | FY 2025 Federal | FY 2025 State/Local | FY 2026 Federal | FY 2026 State/Local | TOTAL Federal | TOTAL State/Local | TOTAL Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OTHER | *Section 5307* | $ - | $ - | $ 400 | $ - | $ 1,000 | $ - | $ 7,400 | $ - | $ 8,800 | $ - | $ 8,800 |
| | *Section 5311* | $ - | $ - | $ 1,900 | $ - | $ - | $ - | $ - | $ - | $ 1,900 | $ - | $ 1,900 |
| | *Local* | $ - | $ - | $ - | $ 288 | $ - | $ 125 | $ - | $ 925 | $ - | $ 1,338 | $ 1,338 |
| | *State* | $ - | $ - | $ - | $ 288 | $ - | $ 125 | $ - | $ 925 | $ - | $ 1,338 | $ 1,338 |
| | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Total** | | **$ -** | **$ -** | **$ 2,300** | **$ 575** | **$ 1,000** | **$ 250** | **$ 7,400** | **$ 1,850** | **$ 10,700** | **$ 2,675** | **$ 13,375** |

**Change**

| Phase | Funding | FY 2023 Federal | FY 2023 State/Local | FY 2024 Federal | FY 2024 State/Local | FY 2025 Federal | FY 2025 State/Local | FY 2026 Federal | FY 2026 State/Local | TOTAL Federal | TOTAL State/Local | TOTAL Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OTHER | *Section 5307* | $ - | $ - | $ 400 | $ - | $ 1,000 | $ - | $ 7,400 | $ - | $ 8,800 | $ - | $ 8,800 |
| | *Section 5311* | $ - | $ - | $ 1,900 | $ - | $ - | $ - | $ - | $ - | $ 1,900 | $ - | $ 1,900 |
| | *Local* | $ - | $ - | $ - | $ 288 | $ - | $ 125 | $ - | $ 925 | $ - | $ 1,338 | $ 1,338 |
| | *State* | $ - | $ - | $ - | $ 288 | $ - | $ 125 | $ - | $ 925 | $ - | $ 1,338 | $ 1,338 |
| **Total** | | **$ -** | **$ -** | **$ 2,300** | **$ 575** | **$ 1,000** | **$ 250** | **$ 7,400** | **$ 1,850** | **$ 10,700** | **$ 2,675** | **$ 13,375** |

## TOTAL PROJECT COST

| Prior Cost (≤ FY 2023) | | TIP Cost (FY 2023-2026) | | Balance to Complete (≥ FY 2026) | | **Total Project Cost** | |
|---|---|---|---|---|---|---|---|
| Federal | $ 640 | Federal | $ 10,700 | Federal | $ - | Federal | $ 11,340 |
| State/Local | $ 160 | State/Local | $ 2,675 | State/Local | $ - | State/Local | $ 2,835 |
| **Total** | **$ 800** | **Total** | **$ 13,375** | **Total** | **$ -** | **Total** | **$ 14,175** |

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: T13606

## SUMMARY TABLE

| *Project:* | Amendment Criteria | Conformity Status | Environmental Status | Current Funding Level (000s) Federal | State/Local | Total |
|---|---|---|---|---|---|---|
| New Charles County Bus Operations and Maintenance Facility | A | Exempt | | $ - | $ - | $ - |
| | **Administration** | **Area/MPO** | **CTP Page** | **Net Funding Change (000s) Federal** | **State/Local** | **Total** |
| | MTA | TPB | N/a | $ 3,300 | $ 825 | **$ 4,125** |

**Description** Construct a new bus operations and maintenance facility for Charles County to support its VanGo transit service. The new facility will be roughly 6.6 acres and include space for approximately fifty-six buses and fifty-one parking spaces for employees and visitors, as well as administrative offices, a maintenance shop, vehicle wash, bus fueling and fare collection structures. Property will not be acquired as part of this project.

**Justification** The project will support bus operations within Charles County.

## INDIVIDUAL REQUEST FORM

**STIP/TIP Amendment Criteria**

- [x] A) Adds new individual projects to the current STIP
- [ ] B) Increase/decrease, scope change, advance, delay, or phase change
- [ ] C) Removes or deletes individual listed project from the STIP
- [ ] D) Other

MARYLAND DEPARTMENT OF TRANSPORTATION

| | Funding | FY 2022 | FY 2023 | FY 2024 | FY 2025 | Total |
|---|---|---|---|---|---|---|
| Current (000s) | **Total** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| | Federal | $ - | $ - | $ - | $ - | $ - |
| | State/Local | $ - | $ - | $ - | $ - | $ - |
| Proposed (000s) | **Total** | **$ -** | **$ -** | **$ 2,875** | **$ 1,250** | **$ 4,125** |
| | Federal | $ - | $ - | $ 2,300 | $ 1,000 | $ 3,300 |
| | State/Local | $ - | $ - | $ 575 | $ 250 | $ 825 |
| Change (000s) | **Total** | **$ -** | **$ -** | **$ 2,875** | **$ 1,250** | **$ 4,125** |
| | Federal | $ - | $ - | $ 2,300 | $ 1,000 | $ 3,300 |
| | State/Local | $ - | $ - | $ 575 | $ 250 | $ 825 |

## PHASE DETAIL

**Current**

| Phase | Funding | FY 2022 Federal | FY 2022 State/Local | FY 2023 Federal | FY 2023 State/Local | FY 2024 Federal | FY 2024 State/Local | FY 2025 Federal | FY 2025 State/Local | TOTAL Federal | TOTAL State/Local | TOTAL Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OTHER | *Section 5307* | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | *Section 5311* | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | *Local* | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | *State* | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Total** | | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |

**Proposed**

| Phase | Funding | FY 2022 Federal | FY 2022 State/Local | FY 2023 Federal | FY 2023 State/Local | FY 2024 Federal | FY 2024 State/Local | FY 2025 Federal | FY 2025 State/Local | TOTAL Federal | TOTAL State/Local | TOTAL Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OTHER | *Section 5307* | $ - | $ - | $ - | $ - | $ 400 | $ - | $ 1,000 | $ - | $ 1,400 | $ - | $ 1,400 |
| | *Section 5311* | $ - | $ - | $ - | $ - | $ 1,900 | $ - | $ - | $ - | $ 1,900 | $ - | $ 1,900 |
| | *Local* | $ - | $ - | $ - | $ - | $ - | $ 288 | $ - | $ 125 | $ - | $ 413 | $ 413 |
| | *State* | $ - | $ - | $ - | $ - | $ - | $ 288 | $ - | $ 125 | $ - | $ 413 | $ 413 |
| | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Total** | | **$ -** | **$ -** | **$ -** | **$ -** | **$ 2,300** | **$ 575** | **$ 1,000** | **$ 250** | **$ 3,300** | **$ 825** | **$ 4,125** |

**Change**

| Phase | Funding | FY 2022 Federal | FY 2022 State/Local | FY 2023 Federal | FY 2023 State/Local | FY 2024 Federal | FY 2024 State/Local | FY 2025 Federal | FY 2025 State/Local | TOTAL Federal | TOTAL State/Local | TOTAL Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OTHER | *Section 5307* | $ - | $ - | $ - | $ - | $ 400 | $ - | $ 1,000 | $ - | $ 1,400 | $ - | $ 1,400 |
| | *Section 5311* | $ - | $ - | $ - | $ - | $ 1,900 | $ - | $ - | $ - | $ 1,900 | $ - | $ 1,900 |
| | *Local* | $ - | $ - | $ - | $ - | $ - | $ 288 | $ - | $ 125 | $ - | $ 413 | $ 413 |
| | *State* | $ - | $ - | $ - | $ - | $ - | $ 288 | $ - | $ 125 | $ - | $ 413 | $ 413 |
| **Total** | | **$ -** | **$ -** | **$ -** | **$ -** | **$ 2,300** | **$ 575** | **$ 1,000** | **$ 250** | **$ 3,300** | **$ 825** | **$ 4,125** |

## TOTAL PROJECT COST

| Prior Cost (≤ FY 2021) | | STIP Cost (FY 2025-2028) | | Balance to Complete (≥ FY 2026) | | **Total Project Cost** | |
|---|---|---|---|---|---|---|---|
| Federal | $ 640 | Federal | $ 3,300 | Federal | $ 7,400 | Federal | $ 11,340 |
| State/Local | $ 160 | State/Local | $ 825 | State/Local | $ 1,850 | State/Local | $ 2,835 |
| **Total** | **$ 800** | **Total** | **$ 4,125** | **Total** | **$ 9,250** | **Total** | **$ 14,175** |

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Wes Moore
Governor
Aruna Miller
Lieutenant Governor
Paul J. Wiedefeld
Secretary
William Pines, P.E.
Administrator

# MEMORANDUM

**TO:** OFFICE OF PLANNING AND CAPITAL PROGRAMMING (OPCP)
DIRECTOR HEATHER MURPHY
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

**ATTN:** OPCP REGIONAL PLANNING MANAGER TYSON BYRNE
OPCP REGIONAL PLANNER KARI SNYDER

**FROM:** REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD) 3/27/2024
ACTING CHIEF TARA PENDERS

**SUBJECT:** REQUEST FOR ADMINISTRATIVE MODIFICATION OF THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD (TPB) FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND NOTIFICIATION OF THE FEDERAL HIGHWAY ADMINISTRATION (FHWA)

**DATE:** MARCH 27, 2024

**RESPONSE REQUESTED BY:** N/A

## PURPOSE OF MEMORANDUM

To request the MDOT OPCP approve and forward to TPB for its approval the following TIP amendment.

## SUMMARY

The Maryland State Highway Administration (SHA) hereby requests amendment of the FY 2023-2026 TPB TIP to reflect the following actions.

| TIP | PROJECT | PHASE | NEW FUNDING |
|---|---|---|---|
| T3084 | Areawide Safety and Spot Improvements | PE | $38,830,000 |
| | | RW | $929,000 |
| | | CO | $42,792,000 |

## ANALYSIS

*Areawide Safety and Spot Improvements (TPB 3084)* – This requested amendment reflects the addition of $82,551,000 in funds to the FY 2023-2026 TPB TIP, which includes $38,830,000 in funds for preliminary engineering, $929,000 in funds for right-of-way, and $42,792,000 in funds for construction to accommodate SHA updated programmed project expenditures and project schedules in FY 2023-2026. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from $231,351,000 to $313,902,000.

The attached Statewide TIP (STIP) reports document MDOT's requested amendment with respect to funding for the above projects. These requested actions will not impact scheduling or funding availability for other projects in the current STIP, which remains fiscally constrained. The amended funding does not affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2024-2029 Consolidated Transportation Program (https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27) and FY 2022-2025 Maryland STIP (https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117).

Please amend the FY 2023-2026 TPB TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. David Rodgers, SHA RIPD Regional Planner, at 410-545-5670 or drodgers1@mdot.maryland.gov.

**ATTACHMENTS**

- FY 2023-2026 TPB TIP project T3084 report
- FY 2022-2025 Maryland STIP project TPB 3084 report

cc: Mr. Darren Bean, Assistant Regional Planner, RIPD, SHA
Erich Florence, P.E., Deputy District Engineer, District 3, SHA
Derek Gunn, P.E., District Engineer, District 3, SHA
Mr. David Rodgers, Regional Planner, RIPD, SHA
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, SHA
Mr. David Schlie, Regional Planner, RIPD, SHA

National Capital Region
Transportation Planning Board

National Capital Region Transportation Planning Board
FY 2023-2026 Transportation Improvement Program
Maryland Department of Transportation - State Highway Administration
ALL 23TIP TIP ACTIONS

| | | | | | |
|---|---|---|---|---|---|
| *TIP ID* | T3084 | *Lead Agency* | Maryland Department of Transportation - State Highway Administration | *Project Type* | Road - Other Improvement |
| *Project Name* | Areawide Safety and Spot Improvements | *County* | Charles, Frederick, Montgomery, Prince Georges | *Total Cost* | $313,902,000 |
| *Project Limits* | | *Municipality* | City of Frederick, City of Rockville | *Completion Date* | |
| | | *Agency Project ID* | AWSS | | |

*Description* Ongoing program to provide localized improvements to address safety and/or operational issues on SHA highways. These are highway improvements that may include but are not limited to bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements, including slope repairs, drainage improvements, and joint sealing, may be included where incidental to other safety improvements.

| Phase | AC/ACCP | Source | FY2023 | FY2024 | FY2025 | FY2026 | 4 Year Total | Total |
|---|---|---|---|---|---|---|---|---|
| PE | | CMAQ | $414,000 | $591,000 | $497,000 | $496,000 | $1,998,000 | $1,998,000 |
| PE | | HSIP | $4,688,000 | $5,378,000 | $2,726,000 | $2,445,000 | $15,237,000 | $15,237,000 |
| PE | | NHPP | $9,840,000 | $9,545,000 | $6,655,000 | $3,790,000 | $29,830,000 | $29,830,000 |
| PE | | DC/STATE | $3,488,000 | $4,614,000 | $2,987,000 | $1,569,000 | $12,658,000 | $12,658,000 |
| PE | | STBG | $7,730,000 | $6,338,000 | $6,501,000 | $4,727,000 | $25,296,000 | $25,296,000 |
| | | *Total PE* | $26,160,000 | $26,466,000 | $19,366,000 | $13,027,000 | $85,019,000 | $85,019,000 |
| ROW | | CMAQ | $9,500 | $9,500 | $9,500 | $9,500 | $38,000 | $38,000 |
| ROW | | HSIP | $359,000 | $359,000 | $334,000 | $299,000 | $1,351,000 | $1,351,000 |
| ROW | | NHPP | $133,000 | $136,000 | $136,000 | $136,000 | $541,000 | $541,000 |
| ROW | | DC/STATE | $111,500 | $92,500 | $78,500 | $72,500 | $355,000 | $355,000 |
| ROW | | STBG | $237,000 | $129,000 | $95,000 | $95,000 | $556,000 | $556,000 |
| | | *Total ROW* | $850,000 | $726,000 | $653,000 | $612,000 | $2,841,000 | $2,841,000 |
| CON | | CMAQ | $8,282,000 | $4,831,000 | $1,380,000 | $1,380,000 | $15,873,000 | $15,873,000 |
| CON | | HSIP | $8,622,000 | $12,993,000 | $9,201,000 | $5,644,000 | $36,460,000 | $36,460,000 |
| CON | | NHPP | $23,516,000 | $27,757,000 | $14,322,000 | $10,353,000 | $75,948,000 | $75,948,000 |
| CON | | DC/STATE | $4,572,000 | $7,518,000 | $3,388,000 | $2,222,000 | $17,700,000 | $17,700,000 |
| CON | | STBG | $22,086,000 | $32,956,000 | $13,976,000 | $11,043,000 | $80,061,000 | $80,061,000 |
| | | *Total CON* | $67,078,000 | $86,055,000 | $42,267,000 | $30,642,000 | $226,042,000 | $226,042,000 |
| | | *Total Programmed* | $94,088,000 | $113,247,000 | $62,286,000 | $44,281,000 | $313,902,000 | $313,902,000 |

*Not Location Specific

Version History

| *TIP Document* | | *MPO Approval* | *FHWA Approval* | *FTA Approval* |
|---|---|---|---|---|
| 23-00 | Adoption 2023-2026 | 06/15/2022 | 8/25/2022 | 8/25/2022 |
| 23-14 | Amendment 2023-2026 | 03/17/2023 | N/A | N/A |
| 23-37.2 | Amendment 2023-2026 | *Pending* | *Pending* | N/A |

*Current Change Reason*

SCHEDULE / FUNDING / SCOPE - Cost change(s)

*Funding Change(s):*
Total project cost increased from $231,351,000 to $313,902,000

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 3084 MC# 22-39 Appvd. 9/7/2022

## SUMMARY TABLE

| Project | Amendment Criteria | Conformity Status | Environmental Status | Current Funding Level (000s) Federal | State/Local | Total |
|---|---|---|---|---|---|---|
| Areawide Safety and Spot Improvements *(AWSS)* | B | Exempt | n/a | $ 184,923 | $ 12,388 | **$ 197,311** |
| | **Administration** | **Area/MPO** | **CTP Page** | **Net Funding Change (000s) Federal** | **State/Local** | **Total** |
| | SHA | TPB | A-34 FY 2024 | $ 57,850 | $ 14,460 | **$ 72,310** |

**Description:** Ongoing program to provide localized improvements to address safety and/or operational issues on SHA highways. These are highway improvements that may include but are not limited to bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements, including slope repairs, drainage improvements, and joint sealing, may be included where incidental to other safety improvements.

**Justification:** Areawide project funding flows by major federal funding program included in the FY2023-2026 TPB TIP are determined based on historical funding trending and an estimate of planned projects within TPB MPO boundaries. Projects funded for other through this areawide project with CMAQ, HSIP, NHPP,and STBG funding have exceeded SHA estimates. Increased funding is necessary to accommodate more federally committed projects within the MPO in this areawide project.

## INDIVIDUAL REQUEST FORM

**STIP/TIP Amendment Criteria**

- ☐ A) Adds new individual projects to the current STIP
- ☑ B) Increase/decrease, scope change, advance, delay, or phase change
- ☐ C) Removes or deletes individual listed project from the STIP
- ☐ D) Other [Administrative modification to add and shift federal/state construction funding]

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

| | Funding | FY 2022 | FY 2023 | FY 2024 | FY 2025 | Total |
|---|---|---|---|---|---|---|
| Current (000s) | **Total** | **$ -** | **$ 79,913** | **$ 75,009** | **$ 42,389** | **$ 197,311** |
| | Federal | $ - | $ 74,576 | $ 70,432 | $ 39,915 | $ 184,923 |
| | State/Local | $ - | $ 5,337 | $ 4,577 | $ 2,474 | $ 12,388 |
| Proposed (000s) | **Total** | **$ -** | **$ 94,088** | **$ 113,247** | **$ 62,286** | **$ 269,621** |
| | Federal | $ - | $ 85,917 | $ 101,023 | $ 55,833 | $ 242,773 |
| | State/Local | $ - | $ 8,171 | $ 12,224 | $ 6,453 | $ 26,848 |
| Change (000s) | **Total** | **$ -** | **$ 14,175** | **$ 38,238** | **$ 19,897** | **$ 72,310** |
| | Federal | $ - | $ 11,341 | $ 30,591 | $ 15,918 | $ 57,850 |
| | State/Local | $ - | $ 2,834 | $ 7,647 | $ 3,979 | $ 14,460 |

## PHASE DETAIL

| **Current** | | FY 2022 | | FY 2023 | | FY 2024 | | FY 2025 | | TOTAL | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phase | Funding | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PE | *CMAQ* | $ - | $ - | $ 414 | $ - | $ 414 | $ - | $ 497 | $ - | $ 1,325 | $ - | $ 1,325 |
| | *HSIP* | $ - | $ - | $ 2,616 | $ - | $ 2,126 | $ - | $ 979 | $ - | $ 5,721 | $ - | $ 5,721 |
| | *NHPP* | $ - | $ - | $ 6,046 | $ - | $ 5,364 | $ - | $ 3,565 | $ - | $ 14,975 | $ - | $ 14,975 |
| | *STBG* | $ - | $ - | $ 7,730 | $ - | $ 1,389 | $ - | $ 2,761 | $ - | $ 11,880 | $ - | $ 11,880 |
| | *State* | $ - | $ - | $ - | $ 2,022 | $ - | $ 1,475 | $ - | $ 843 | $ - | $ 4,340 | $ 4,340 |
| RW | *CMAQ* | $ - | $ - | $ 10 | $ - | $ 10 | $ - | $ 10 | $ - | $ 30 | $ - | $ 30 |
| | *HSIP* | $ - | $ - | $ 193 | $ - | $ 147 | $ - | $ 140 | $ - | $ 480 | $ - | $ 480 |
| | *NHPP* | $ - | $ - | $ 133 | $ - | $ 136 | $ - | $ 136 | $ - | $ 405 | $ - | $ 405 |
| | *STBG* | $ - | $ - | $ 237 | $ - | $ 129 | $ - | $ 95 | $ - | $ 461 | $ - | $ 461 |
| | *State* | $ - | $ - | $ - | $ 70 | $ - | $ 39 | $ - | $ 30 | $ - | $ 139 | $ 139 |
| CO | *CMAQ* | $ - | $ - | $ 8,282 | $ - | $ 4,831 | $ - | $ 1,380 | $ - | $ 14,493 | $ - | $ 14,493 |
| | *HSIP* | $ - | $ - | $ 3,313 | $ - | $ 6,043 | $ - | $ 2,054 | $ - | $ 11,410 | $ - | $ 11,410 |
| | *NHPP* | $ - | $ - | $ 23,516 | $ - | $ 27,757 | $ - | $ 14,322 | $ - | $ 65,595 | $ - | $ 65,595 |
| | *STBG* | $ - | $ - | $ 22,086 | $ - | $ 22,086 | $ - | $ 13,976 | $ - | $ 58,148 | $ - | $ 58,148 |
| | *State* | $ - | $ - | $ - | $ 3,245 | $ - | $ 3,063 | $ - | $ 1,601 | $ - | $ 7,909 | $ 7,909 |
| **Total** | | **$ -** | **$ -** | **$ 74,576** | **$ 5,337** | **$ 70,432** | **$ 4,577** | **$ 39,915** | **$ 2,474** | **$ 184,923** | **$ 12,388** | **$ 197,311** |

# MARYLAND STATEWIDE TIP FY 2022-2025

**PHASE DETAIL**

| **Proposed** | | FY 2022 | | FY 2023 | | FY 2024 | | FY 2025 | | TOTAL | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phase | Funding | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PE | *CMAQ* | $ - | $ - | $ 414 | $ - | $ 591 | $ - | $ 497 | $ - | $ 1,502 | $ - | $ 1,502 |
| | *HSIP* | $ - | $ - | $ 4,688 | $ - | $ 5,378 | $ - | $ 2,726 | $ - | $ 12,792 | $ - | $ 12,792 |
| | *NHPP* | $ - | $ - | $ 9,840 | $ - | $ 9,545 | $ - | $ 6,655 | $ - | $ 26,040 | $ - | $ 26,040 |
| | *STBG* | $ - | $ - | $ 7,730 | $ - | $ 6,338 | $ - | $ 6,501 | $ - | $ 20,569 | $ - | $ 20,569 |
| | *State* | $ - | $ - | $ - | $ 3,488 | $ - | $ 4,614 | $ - | $ 2,987 | $ - | $ 11,089 | $ 11,089 |
| RW | *CMAQ* | $ - | $ - | $ 10 | $ - | $ 10 | $ - | $ 10 | $ - | $ 30 | $ - | $ 30 |
| | *HSIP* | $ - | $ - | $ 359 | $ - | $ 359 | $ - | $ 334 | $ - | $ 1,052 | $ - | $ 1,052 |
| | *NHPP* | $ - | $ - | $ 133 | $ - | $ 136 | $ - | $ 136 | $ - | $ 405 | $ - | $ 405 |
| | *STBG* | $ - | $ - | $ 237 | $ - | $ 129 | $ - | $ 95 | $ - | $ 461 | $ - | $ 461 |
| | *State* | $ - | $ - | $ - | $ 111 | $ - | $ 92 | $ - | $ 78 | $ - | $ 281 | $ 281 |
| CO | *CMAQ* | $ - | $ - | $ 8,282 | $ - | $ 4,831 | $ - | $ 1,380 | $ - | $ 14,493 | $ - | $ 14,493 |
| | *HSIP* | $ - | $ - | $ 8,622 | $ - | $ 12,993 | $ - | $ 9,201 | $ - | $ 30,816 | $ - | $ 30,816 |
| | *NHPP* | $ - | $ - | $ 23,516 | $ - | $ 27,757 | $ - | $ 14,322 | $ - | $ 65,595 | $ - | $ 65,595 |
| | *STBG* | $ - | $ - | $ 22,086 | $ - | $ 32,956 | $ - | $ 13,976 | $ - | $ 69,018 | $ - | $ 69,018 |
| | *State* | $ - | $ - | $ - | $ 4,572 | $ - | $ 7,518 | $ - | $ 3,388 | $ - | $ 15,478 | $ 15,478 |
| **Total** | | **$ -** | **$ -** | **$ 85,917** | **$ 8,171** | **$ 101,023** | **$ 12,224** | **$ 55,833** | **$ 6,453** | **$ 242,773** | **$ 26,848** | **$ 269,621** |

| **Change** | | FY 2022 | | FY 2023 | | FY 2024 | | FY 2025 | | TOTAL | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phase | Funding | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PE | *CMAQ* | $ - | $ - | $ - | $ - | $ 177 | $ - | $ - | $ - | $ 177 | $ - | $ 177 |
| | *HSIP* | $ - | $ - | $ 2,072 | $ - | $ 3,252 | $ - | $ 1,747 | $ - | $ 7,071 | $ - | $ 7,071 |
| | *NHPP* | $ - | $ - | $ 3,794 | $ - | $ 4,181 | $ - | $ 3,090 | $ - | $ 11,065 | $ - | $ 11,065 |
| | *STBG* | $ - | $ - | $ - | $ - | $ 4,949 | $ - | $ 3,740 | $ - | $ 8,689 | $ - | $ 8,689 |
| | *State* | $ - | $ - | $ - | $ 1,466 | $ - | $ 3,139 | $ - | $ 2,144 | $ - | $ 6,749 | $ 6,749 |
| RW | *CMAQ* | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | *HSIP* | $ - | $ - | $ 166 | $ - | $ 212 | $ - | $ 194 | $ - | $ 572 | $ - | $ 572 |
| | *NHPP* | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | *STBG* | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | *State* | $ - | $ - | $ - | $ 41 | $ - | $ 53 | $ - | $ 48 | $ - | $ 142 | $ 142 |
| CO | *CMAQ* | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | *HSIP* | $ - | $ - | $ 5,309 | $ - | $ 6,950 | $ - | $ 7,147 | $ - | $ 19,406 | $ - | $ 19,406 |
| | *NHPP* | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | *STBG* | $ - | $ - | $ - | $ - | $ 10,870 | $ - | $ - | $ - | $ 10,870 | $ - | $ 10,870 |
| | *State* | $ - | $ - | $ - | $ 1,327 | $ - | $ 4,455 | $ - | $ 1,787 | $ - | $ 7,569 | $ 7,569 |
| **Total** | | **$ -** | **$ -** | **$ 11,341** | **$ 2,834** | **$ 30,591** | **$ 7,647** | **$ 15,918** | **$ 3,979** | **$ 57,850** | **$ 14,460** | **$ 72,310** |

**TOTAL PROJECT COST**

| Prior Cost (≤ FY 2021) | | STIP Cost (FY 2022-2025) | | Balance to Complete (≥ FY 2026) | | **Total Project Cost** | |
|---|---|---|---|---|---|---|---|
| Federal | $ - | Federal | $ 242,773 | Federal | $ 40,418 | Federal | $ 283,191 |
| State/Local | $ - | State/Local | $ 26,848 | State/Local | $ 3,863 | State/Local | $ 30,711 |
| **Total** | **$ -** | **Total** | **$ 269,621** | **Total** | **$ 44,281** | **Total** | **$ 313,902** |

# 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**


March 19, 2024

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

Dear Chair Henderson:

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 add the Lottsford Road Bridge project to the FY 2023-2026 TIP. This major bridge repair project is funded from the federal Highway Bridge Rehabilitation and Reconstruction Program (HBRRP) at an 80/20 federal/local split with the remaining funding to come from Prince George's County. This bridge was built in 1989 and the superstructure elements are in poor condition, making this project eligible for major repair and bridge preservation activities to be delivered by this project.

An amount of $500,000 will be programmed for the current TIP (FY 2023-2026). An additional $2,000,000 will be programmed for FY 2027 for a total project cost of $2,500,000. This project is to be designated "not regionally significant" as there is no capacity increase associated with this project and does not require conformity testing.

Prince George's County requests that this amendment be approved by the TPB Steering Committee at its April 5, 2024 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 or Erv Beckert at (240) 508-9610 or etbeckert@co.pg.md.us.

Sincerely,

*Michael D. Johnson*

Michael D. Johnson, P.E.,
Director, Prince George's County DPW&T

Attachment

cc: Kanti Srikanth, Director of Transportation, MWCOG
Oluseyi Olugbenle, Deputy Director, DPW&T
Victor Weissberg, Special Assistant to the Director, DPW&T
Kate Mazzara, P.E., Associate Director, OEPM, DPW&T
Erv T. Beckert, P.E., Chief, Highway and Bridge Design Division (HBDD), OEPM, DPW&T
Nawaf E. Esayed, P.E., Bridge Program Manager, HBDD, OEPM, DPW&T
Kari Snyder, Regional Planner, Office of Planning and Capital Programming, MDOT
Lyn Erickson, Plan Development and Coordination Program Director, MWCOG


9400 Peppercorn Place, Suite 300, Largo, Maryland 20774
(301) 883-5600 FAX (301) 883 -5709 Maryland Relay 711

**TPB SR21-2024**
**April 5, 2024**

**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 23-37.3 WHICH ADDS FUNDING FOR A NEW PROJECT: THE VIRGINIA RAILWAY EXPRESS (VRE) FRANCONIA-SPRINGFIELD STATION IMPROVEMENTS PROJECT AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) ON BEHALF OF VRE**

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

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

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

**WHEREAS**, on VRE's behalf, VDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-37.3 which removes approximately $1.18 million in local funds and adds $2.67 million in state funding and $5.96 million in FTA Section 5337-SGR funding for a net total increase of $7.45 million, bringing the revised total cost to $32.8 million, as described in the attached materials:

**WHEREAS**, the attached materials include:

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

ATTACHMENT B) Amendment Summary report showing project's total cost before and after the amendment, the delta, and the percentage increase from the cost before, the reason for the amendment, and a Change Narrative, providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and

ATTACHMENT C) Letter from VDOT dated January 23, 2024, requesting the amendment, and

**WHEREAS**, this amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-37.3, creating the 37th 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 requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

**WHEREAS**, this resolution and the 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 23-37.3 which removes approximately $1.18 million in local funds and adds $2.67 million in state funding and $5.96 million in FTA Section 5337-SGR funding for a net total increase of $7.45 million, bringing the revised total cost to $32.8 million, as described the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, April 5, 2024.**
**Final approval following review by the full board on Wednesday, April 5, 2024.**

National Capital Region
**Transportation Planning Board**

**ATTACHMENT A**
**Overview Report for TIP Action 23-37.3 Formal Amendment to the FY 2023-2026 Transportation Improvement Program Requested by the Virginia Department of Transportation**

| | | | | | |
|---|---|---|---|---|---|
| *TIP ID* | T11630 | *Lead Agency* | VRE | *Project Type* | Rail/Fixed Guideways - Capital/SGR |
| *Project Name* | VRE Franconia-Springfield Station Improvements | *County* | | *Total Cost* | $32,802,556 |
| *Project Limits* | | *Municipality* | | *Completion Date* | 2026 |
| | | *Agency Project ID* | | | |

*Description* Design and construct an extension to the existing VRE Franconia-Springfield Station west platform (adjacent to the WMATA Metrorail Station), an extension to the existing east platform, and a new pedestrian ramp and tunnel entrance at the east platform. These improvements will enable the station to serve trains up to eight cars long and improve pedestrian flows to allow for improved operational efficiency. The tunnel will maintain continuous, safe pedestrian access to the VRE Station when the Franconia to Occoquan Third Track (TIP ID 6706) is constructed by others, which will block existing access from the east to the VRE east platform.

| Phase | AC/ACCP | Source | Prior | FY2023 | FY2024 | FY2025 | FY2026 | Future | 4 Year Total | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| PE | | NVTA | - | $3,310,920 | - | - | - | - | $3,310,920 | $3,310,920 |
| | | *Total PE* | - | $3,310,920 | - | - | - | - | $3,310,920 | $3,310,920 |
| CON | | LOCAL | - | - | $792,102 | - | - | - | $792,102 | $792,102 |
| CON | | NVTA | - | $9,689,080 | - | - | - | - | $9,689,080 | $9,689,080 |
| CON | | S. 5337-SGR | - | - | $15,842,045 | - | - | - | $15,842,045 | $15,842,045 |
| CON | | DC/STATE | - | - | $3,168,409 | - | - | - | $3,168,409 | $3,168,409 |
| | | *Total CON* | - | $9,689,080 | $19,802,556 | - | - | - | $29,491,636 | $29,491,636 |
| | | *Total Programmed* | - | $13,000,000 | $19,802,556 | - | - | - | $32,802,556 | $32,802,556 |

Version History

| *TIP Document* | | | *MPO Approval* | *FHWA Approval* | *FTA Approval* |
|---|---|---|---|---|---|
| 23-17.3 | Amendment | 2023-2026 | 05/17/2023 | *Pending* | *Pending* |
| 23-37.3 | Amendment | 2023-2026 | 4/17/2-24 | *Pending* | N/A |

*Current Change Reason*

SCHEDULE / FUNDING / SCOPE - Programming Update

*Funding Change(s):*
Total project cost increased from $25,351,100 to $32,802,556

**ATTACHMENT B**
**Summary Report for TIP Action 23-37.3 Formal Amendment to the**
**FY 2023-2026 Transportation Improvement Program**
**Requested by Virginia Department of Transportation**

| TIP ID | PROJECT TITLE | COST BEFORE | COST AFTER | COST CHANGE | % CHANGE | CHANGE REASON | CHANGE SUMMARY |
|---|---|---|---|---|---|---|---|
| T11630 | VRE Franconia-Springfield Station Improvements | $25,351,100 | $32,802,556 | $7,451,456 | 29 | Programming Update | PROJECT CHANGES (FROM PREVIOUS VERSION):<br>LOCAL<br>- Decrease funds in FFY 24 in CON from $1,976,176 to $792,102<br>DC/STATE<br>+ Increase funds in FFY 24 in CON from $494,044 to $3,168,409<br>S. 5337-SGR<br>+ Increase funds in FFY 24 in CON from $9,880,880 to $15,842,045<br>*Total project cost increased from $25,351,100 to $32,802,556* |

# COMMONWEALTH of VIRGINIA

**Jennifer B. DeBruhl**
Director

**DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION**
600 EAST MAIN STREET, SUITE 2102
RICHMOND, VA 23219-2416

(804) 786-4440
FAX (804) 225-3752
Virginia Relay Center
(800) 828-1120 (TDD)

April 2, 2024

The Honorable Christina Henderson, Chair
Chair, National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4202

RE: FY2023-2026 Transportation Improvement Program (TIP) Amendment:
VRE Franconia-Springfield Station Improvements (TIP ID: T11630 / STIP ID: VRE0016)

Dear Chair Henderson:

The Virginia Department of Rail and Public Transportation (DRPT) requests an amendment to the FY 2023-2026 Transportation Improvement Program (TIP) to reflect project funding updates.

VRE Franconia-Springfield Station Improvements (TIP ID T11630/STIP ID VRE0016)
The proposed amendment is needed due to an updated cost estimate for the project that resulted in an increase in the project cost. The funding source is existing, allocated VRE Section 5337 Formula funds and the TIP will remain fiscally constrained. The project does not add railroad capacity and is exempt from air quality conformity analysis. No public review and comment are required although VRE solicits public comment at all Operations Board meetings including the December 15, 2023 meeting where the VRE FY2026-2030 Capital Improvement Program, which includes the project, was adopted by the VRE Operations Board. The proposed amendment will:

- Add $11,121,123 (Section 5337) FFY 24 for CON Phase
- Add $2,234,225 (State Funds) FFY24 for CON Phase
- Add $556,056 (Local Funds) FFY24 for CON Phase

DRPT requests approval of this project to the TIP by the Transportation Planning Board's Steering Committee at its meeting on April 5, 2025. DRPT's representative will be available to answer any questions about this amendment request. Upon formal adoption from the Transportation Planning Board, the DRPT FY24-27 STIP will be updated to reflect the amended project. Thank you for your consideration of this matter.

Thank you for your assistance in facilitating this amendment action. Should you have any questions, please reach out to me at (703) 253-3334 or at amy.garbarini@drpt.virginia.gov.

Sincerely,

Amy Garbarini,
Northern Virginia Transit Planning Manager

CC: Regina Moore, VDOT
Maria Sinner, VDOT
Amir Shahpar, VDOT
Cynthia Porter Johnson, PRTC
Christine Hoeffner, VRE
Mark Schofield, VRE
Andrew Austin, MWCOG

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OMNIRIDE
GET THERE SMARTER

March 21, 2024

Ms. Amy Gabarini
NOVA Transit Planning Manager
Virginia Department of Rail and Public Transportation
1725 Duke St., Alexandria, VA 22314

Dear Ms. Gabarini:

The Potomac & Rappahannock Transportation Commission (PRTC) and Virginia Railway Express (VRE) requests amendment to the National Capital Region Transportation Planning Board (TPB) FY 2023-2026 Transportation Improvement Program (TIP) and Virginia Department of Rail and Public Transportation (DRPT) FY 2024-2027 STIP to reflect the following project funding update.

The amendment will modify and add Federal Section 5337 funding, including non-Federal match, for the **VRE Rail/Fixed Guideways – Capital/SGR TIP ID: T11630 STIP ID: VRE0016, VRE Franconia-Springfield Station Improvements** as outlined below.

| Federal Fiscal Year (FFY) | Funding Source | Project Phase | Previously Programmed | New Funding to be Added | Total |
|---|---|---|---|---|---|
| 2023 | Local - NVTA | PE | $3,310,920 | | $3,310,920 |
| 2023 | Local - NVTA | CON | $9,689,080 | | $9,689,080 |
| 2024 | Section 5337 Federal | CON | $4,720,922 | $11,121,123 | $15,842,045 |
| 2024 | Section 5337 State Match | CON | $ 944,184 | $2,224,225 | $3,168,409 |
| 2024 | Section 5337 Local Match | CON | $ 236,046 | $ 556,056 | $ 792,102 |
| Total | | | $18,901,152 | $13,901,404 | $32,802,556 |

Once the TIP amendment is adopted by the TPB, PRTC and VRE request the DRPT STIP be amended to reflect the above changes as project funds must be included in an approved TIP and STIP before PRTC can access these funds through the Federal Transit Administration grant application process for use of VRE federal grant funds.

The proposed amendment is needed due to the preparation of an updated cost estimate for the project that resulted in an increase in the project cost. The funding source is existing, allocated VRE Section 5337 Formula funds and the TIP will remain fiscally constrained. The project does not add railroad capacity and is exempt from air quality conformity analysis. No public review and comment are required although VRE solicits public comment at all Operations Board meetings including the December 15, 2023 meeting where the VRE FY2026-2030 Capital Improvement Program, which includes the project, was adopted by the VRE Operations Board.

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Should you have any questions, please feel free to contact Cynthia Porter-Johnson at (703) 580-6147 or at cporter-johnson@omniride.com. We greatly appreciate your assistance in facilitating this action.

Sincerely,
Robert A. Schneider, PhD
DocuSigned by:
E9217C0F6103428...
Executive Director

cc: Regina Moore, VDOT
Amir Shahpar, VDOT
Todd Horsley, DRPT
Mike Mucha, DRPT
Kanti Srikanth, MWCOG-TPB
Andrew Austin, MWCOG-TPB
Phillip Parella, PRTC
Bhupendra Kantha, PRTC
Cynthia Porter-Johnson, PRTC
Mark Schofield, VRE
Christine Hoeffner, VRE

National Capital Region
**Transportation Planning Board**

## MEMORANDUM

**TO:** Transportation Planning Board
**FROM:** Kanti Srikanth, TPB Staff Director
**SUBJECT:** Letters Sent/Received
**DATE:** April 11, 2024

---

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

National Capital Region
**Transportation Planning Board**

March 14, 2025

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

Re: FY 2024 Safe Streets and Roads for All (SS4A) Grant Program application by the Town of Herndon, Virginia to develop a Transportation Safety Action Plan

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 Town of Herndon for a FY 2024 Safe Streets and Roads for All (SS4A) Program grant to enable the development of a Transportation Safety Action Plan.

The Transportation Safety Action Plan for the Town of Herndon will lead to improved safety for pedestrians, bicyclists, and motorists on the Town's transportation network. The plan will support communication with stakeholders, justify and prioritize safety investment decisions, identify access and mobility challenges for persons with special accessibility needs, and facilitate additional safety investments. Future activities to be supported by the development of a Safety Action Plan may consist of supplemental planning (e.g., road safety audits, topical safety sub-plans, equity assessments, Safety Action Plan progress reporting), demonstration activities (e.g., quick-build feasibility studies, pilot programs, innovative technology solutions), and implementation (e.g., planning, design, and development activities for projects and strategies identified in the Action Plan).

This SS4A Safety Action Plan application is consistent with the regional transportation goals adopted by the TPB 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. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by the Town of Herndon. 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 project and grant funding.

Sincerely,

Christina Henderson
Chair, National Capital Region Transportation Planning Board

Cc: Lisa Gilleran, Community Development Director, Town of Herndon

National Capital Region
**Transportation Planning Board**

March 21, 2024

Veronica Vanterpool
Acting Administrator
Federal Transit Administration
1200 New Jersey Ave, SE
Washington, D.C. 20590

Re: FY 2024 Low or No Emission (Low-No) Grant Program and Bus and Bus Facilities Grant Program Grant Application by Frederick County, Maryland

Dear Administrator Vanterpool:

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 Frederick County, Maryland, for a FY 2024 Low or No Emission (Low-No) Grant Program and Bus and Bus Facilities Grant Program grant to procure two electric buses.

Transit Services of Frederick County has been an innovator in deploying battery-electric buses, with the introduction of five electric buses in 2014 using refurbished chassis from 1999. These buses are no longer operational. The No Low grant would be used to fund the procurement of two American-made electric buses to start replacement of this fleet. Procurement of new electric buses will advance Frederick County's, the State of Maryland's, and FTA's climate action plans.

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

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

Sincerely,

Christina Henderson
Chair, National Capital Region Transportation Planning Board

Cc: Jason Stitt, P.E., Division Director, Frederick County Division of Public Works

National Capital Region
**Transportation Planning Board**

March 28, 2024

Leslie Ann Dauphin, PhD
Director
National Center for State, Tribal, Local, and Territorial
Public Health Infrastructure and Workforce
Centers for Disease Control and Prevention
Atlanta, GA, 30341-3717

Re: Strengthening Public Health Systems and Services through National Partnerships to Improve and Protect the Nation's Health (CDC-RFA-PW-24-0080) Grant Application by the Rails to Trails Conservancy for Capacity Building Assistance

Dear Director Dauphin:

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 a grant application by the Rails to Trails Conservancy (RTC) to the Centers for Disease Control and Prevention's Strengthening Public Health Systems and Services through National Partnerships to Improve and Protect the Nation's Health (CDC-RFA-PW-24-0080) program to fund a Capacity Building Assistance effort.

The TPB has long supported investment in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of transportation choices for our region. The TPB has adopted a National Capital Trail Network, completion of which is one of the seven Aspirational Initiatives of Visualize 2045, the Washington region's metropolitan transportation plan. The RTC grant would develop a Capacity Building Assistance program to assist local governments in funding, constructing and promoting active transportation infrastructure across urban, suburban, and rural portions of our region with a focus on the needs of underserved and under-resourced communities that are more likely to experience health disparities.

We urge your favorable consideration of the Rails to Trails Conservancy's request, as it directly responds to regional transportation goals and priorities adopted by the TPB. 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 through a focus on transportation choices for traditionally disadvantaged communities and would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

Sincerely,

Christina Henderson
Chair, National Capital Region Transportation Planning Board

Cc: Liz Thorstensen, Vice President, Trail Development, Rails to Trails Conservancy

National Capital Region
**Transportation Planning Board**

## MEMORANDUM

**TO:** Transportation Planning Board
**FROM:** Kanti Srikanth, TPB Staff Director
**SUBJECT:** Announcements and Updates
**DATE:** April 11, 2024

---

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

National Capital Region
**Transportation Planning Board**

## MEMORANDUM

**TO:** Transportation Planning Board

**FROM:** Kanathur Srikanth, TPB Staff Director

**SUBJECT:** Update on the WMATA Budget and Transit Future Funding Discussions

**DATE:** April 11, 2024

---

This memorandum summarizes recent developments regarding the FY 2025 operating budget for Washington Metropolitan Area Transit Authority (WMATA, or Metro) and a regional effort to look at the long-term plans for a predictable and dedicated funding for the operating and capital needs of WMATA and other transit systems in the region.

### WMATA Budget Update

As of today, the WMATA member jurisdictions have identified a pathway to largely fund WMATA's FY 2025 operating budget, preventing the drastic reduction in service that would have been necessary without additional funding. The District of Columbia, Maryland and the state government and local jurisdictions in Virginia have indicated their readiness to provide the additional funding, though there are pending legislative and executive actions may still impact the final budget. WMATA's public hearing and participation process on the FY 2025 capital and operating budgets for the fiscal year starting July 1, 2024, concluded on March 5, 2024. The WMATA Board reviewed the outcomes of that process in March and is anticipated to approve the final FY 2025 operating and capital budgets on April 25.

### A Unified Vision for Transit in the Region

The COG Board had worked with the Chief Administrative Officers of the region together with WMATA and representatives of the legislatures and executives of the District of Columbia, Maryland, and Virginia during the later part of 2023 to help revise WMATA's FY 2025 operating budget to reflect considerable savings from management and operational efficiency actions, targeted changes in service and fares, and most importantly to not reduce service drastically. This effort led to the development of an interim report by the COG Chief Administrative Officers (CAO) Committee and helped secure a commitment for additional funding from the WMATA member jurisdictions for FY 2025 and potentially for FY 2026.

During this process both the COG and WMATA boards articulated the need to undertake a comprehensive examination of public transportation in the region, how it is funded, operated and governed, so as to develop a long term model that brings cost and service efficiency together with coordinated and collaborative governance among the various systems based on a stream of predictable and dedicated funding.

On April 1, 2024, COG Board Chair Charles Allen sent a letter to the WMATA Board of Directors Chair, Paul Smedberg, requesting the convening of a joint meeting by the two boards "to develop a long-term solution that fully addresses the complex transit needs of our region."

WMATA Chair Smedberg responded affirmatively in his response noting: "we graciously accept your invitation to partner and work towards viable solutions in the next year to address our region's transit needs for generations to come."

On April 10, the COG Board meeting met and Mr. Allen; Clark Mercer, COG Executive Director; Mr. Smedberg; and Randy Clarke, WMATA General Manager & CEO all spoke to the need for and agreed to jointly undertake the development of a unified vision for transit service in the region. A joint meeting of the COG and WMATA boards has been scheduled for May 1 to officially launch this regional initiative. Further details will be forthcoming.

Metropolitan Washington
**Council of Governments**

April 1, 2024

The Honorable Paul C. Smedberg
Chair, Board of Directors
Washington Metropolitan Area Transit Authority
300 7th Street SW
Washington, DC 20024

Dear Chair Smedberg:

Since our summer COG Leadership Retreat, area leaders have been laser-focused on addressing WMATA's FY 2025 financial challenges. The good news is the close coordination among officials at COG, our jurisdictions, partner organizations, and WMATA has us on track to avoid major service disruptions and reduce the budget deficit shared by WMATA's General Manager. In addition, this region has seen Metro deliver strong ridership rebounds, service improvements, and enhanced efforts on public safety.

While the recent regional coordination and WMATA's progress have been encouraging, we are still facing some critical decisions that will impact our future and require our thoughtful and decisive leadership. It's often pointed out that WMATA hasn't had sustainable funding since the system's founding in the 1970s. And WMATA is just one part of a regional public transit network that has evolved over time with more than a dozen rail and bus providers offering varying service levels, different technologies and fare policies, as well as an array of funding and governing models that do not always work together for the benefit of our constituents. It should be noted that these providers have also worked hard to modify their operations and address financial challenges in recent years.

If we want to unlock our transit network's full potential and reap the transportation, economic, and environmental benefits it offers, we should seize this opportunity. I propose bringing our boards of directors together immediately to develop a long-term solution that fully addresses the complex transit needs of our region. Let's determine the type of transit network our region wants and needs, how much it will cost, how we'll pay for it, and how to best manage and govern it. On behalf of the COG Board of Directors, I invite WMATA to join us to deliver this initiative over the next year. Our two organizations are uniquely positioned to lead this effort. COG can convene a diverse group of public, private, and civic sector leaders in our role as the region's planning organization and association of area governments. Together, we can ensure all the relevant stakeholders—transit providers, union representatives, businesses, and community groups—have a seat at the table.

World-class regions deserve world-class transit, and it's up to us, as leaders, to advance this vision and ensure a more equitable, prosperous, accessible, livable, and sustainable future. I look forward to your favorable reply and encourage you and the WMATA staff to communicate with Executive Director Clark Mercer at cmercer@mwcog.org.

Sincerely,

Charles Allen
Chair, Board of Directors

April 2, 2024

The Honorable Charles Allen, Chair
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002

Dear Chair Allen:

On behalf of the Washington Metropolitan Area Transit Authority (WMATA) Board of Directors, thank you for your willingness to partner with the Board and work with Metro leadership to address the real challenges the region, Metro and other transit providers are facing now and in the years ahead. We have been encouraged by the collaboration, conversation, and leadership that COG has shown regarding our fiscal challenges over the last several years.

The commitments made by our regional leaders have helped Metro avoid draconian service cuts that would devastate this region and erase the positive gains you acknowledged in your letter. But we still have much work to do to identify predictable and sustainable investment in WMATA and the region's transit networks.

As the WMATA Board Chair and a long-time transit advocate for this region, I have a vested interest in working towards sustainable solutions to benefit every constituent in and visitors to the District of Columbia, Virginia, and Maryland. I agree no one entity, no matter how well intentioned, can do this alone. We must act together with the sense of urgency you express in your invitation to partner. You are correct – we have momentum on our side, but it will fizzle, and we will find ourselves in the same frustrating position if we do not move from ideas to implementation.

I speak on behalf of the WMATA Board of Directors when I say we graciously accept your invitation to partner and work towards viable solutions in the next year to address our region's transit needs for generations to come.

WMATA plays a critical role in supporting the federal government and it will be important to continue to engage Congressional leaders to ensure their support and involvement in a long-term funding solution.

I look forward to the partnership and work we have ahead in the coming year. I believe this is our region's opportunity to build a long-term vision for a comprehensive, world-class transit system that benefits the National Capital region and serves as a multimodal model for our country.

Sincerely,

Chair Paul C. Smedberg
WMATA Board of Directors

cc: WMATA Board of Directors
Randy Clarke, GM/CEO

**Washington Metropolitan Area Transit Authority**

300 7th Street, SW
Washington, DC 20024
202-962-1234

wmata.com

*A District of Columbia, Maryland and Virginia Transit Partnership*

National Capital Region
**Transportation Planning Board**

## MEMORANDUM

**TO:** Transportation Planning Board

**FROM:** Kanti Srikanth, TPB Staff Director

**SUBJECT:** EPA Finalizes Phase 3 Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles

**DATE:** April 11, 2024

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On March 29, 2024, the US Environmental Protection Agency (EPA) announced a final rule, "Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles – Phase 3" that establishes national greenhouse gas pollution standards for heavy-duty vehicles for model years 2027 through 2032. The final rule is pending publication in the Federal Register. The TPB, along with COG's Climate, Energy, and Environment Policy Committee (CEEPC) and the Metropolitan Washington Air Quality Committee (MWAQC), sent a joint comment letter dated June 2, 2023 in support of the proposed rule.

According to an EPA fact sheet about the new rule, "transportation is the single largest U.S. source of greenhouse gas emissions, making up 29 percent of total greenhouse gas emissions. Within the transportation sector, heavy-duty vehicles are the second largest contributor, at 25 percent of all transportation sources." According to an EPA press release, the new standards will "avoid 1 billion tons of greenhouse gas emissions [from 2027 through 2055] and provide $13 billion in annualized net benefits to society related to public health, the climate, and savings for truck owners and operators." In addition, according to the fact sheet, "the final standards will reduce air pollution [which includes ozone, particulate matter, and other pollutants] for the 72 million people who live near major truck freight routes, who bear the burden of higher levels of pollution and are more likely to be people of color or low-income."

Vehicles covered under this rule include heavy-duty vocational vehicles (such as delivery trucks, refuse haulers, public utility trucks, transit, shuttle, and school buses) and tractors (such as day cabs and sleeper cabs on tractor-trailer trucks). The EPA press release states that "the standards are technology-neutral and performance-based, allowing each manufacturer to choose what set of emissions control technologies is best suited for them and the needs of their customers. Available technologies include advanced internal combustion engine vehicles, hybrid vehicles, plug-in hybrid electric vehicles, battery electric vehicles, and hydrogen fuel cell vehicles."

National Capital Region
**Transportation Planning Board**

## MEMORANDUM

**TO:** Transportation Planning Board
**FROM:** Michael Farrell, Senior Transportation Planner
**SUBJECT:** Status Report on Spring 2024 Street Smart campaign
**DATE:** April 11, 2024

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This memorandum discusses the status and planned activities for the Spring 2024 Street Smart Pedestrian and Bicycle Safety Campaign. The campaign dates are April 22 to May 19.

For this campaign wave we are forgoing a formal press event in favor of "Virtual Reality (VR) Training" events which we will use to attract press coverage and directly engage the public.

### OBJECTIVE:

The Spring 2024 regional *Street Smart* campaign's objective is to raise awareness of pedestrian/bicycle safety issues and increased enforcement of laws that protect people walking and biking. To achieve that objective, the campaign will:

- Hold outreach events and run media flights, to educate the public and raise awareness.
- Work with local jurisdictional law enforcement as they deploy activations to enforce traffic laws that keep people safe.
- Engage the press to generate news coverage and amplify the message.

### CAMPAIGN COMPONENTS:

*OUTREACH*
The campaign will kick off with a Virtual Reality Challenge Experience on April 21. The VR Challenge is an immersive virtual reality experience that allows participants to experience first-hand what it's like to be a driver in high-risk scenarios frequently associated with crashes. Participants sit in a real Camaro to play the educational virtual reality game, while a large monitor displays the participant's play, so those waiting to test their own skills can watch and learn. The VR Challenge Experience will visit locations in all three jurisdictions:

- April 21 at the Springfield Town Center in Springfield, VA
- April 25 adjacent to the Washington Nationals Ballpark at 1200 Half Street SE in DC *(TBC)*
- May 11 at Montgomery County DOT's Safety Day in Rockville, MD

*LAW ENFORCEMENT ACTIVATIONS*
The campaign will also work with law enforcement partners in all Street Smart jurisdictions as they deploy enforcement activations in identified High Incidence Areas. These activations will stop (and potentially cite) people who violate traffic laws.

The enforcement activations will be held at various locations during the enforcement period of April 22 to May 19.

*MEDIA OUTREACH*
The campaign will engage in media outreach to generate news coverage on the VR Challenge events, as well as the high visibility law enforcement activations to amplify the Street Smart message.

*PAID MEDIA*
Street Smart will run transit ads to reinforce the educational messaging of the program.

- Exterior bus ads will run four weeks, April 22 to May 19.
- Additionally, Street Smart has secured donated media space across the region to further extend the reach.

**Sherry Matthews Group Contact**: 202-416-0110
Jami Hill: jamih@sherrymatthews.com
Kenna Swift: kennas@sherrymatthews.com
Adrienne Dealy: adrienned@sherrymatthews.com

National Capital Region
**Transportation Planning Board**

## MEMORANDUM

**TO:** Transportation Planning Board

**FROM:** John Swanson, Transportation Planner

**SUBJECT:** Upcoming Solicitations for Applications for the Transportation Alternatives Set-Aside Program (TAP)

**DATE:** April 11, 2024

---

This year's application period in Maryland for the Transportation Alternatives Set-Aside Program (TAP) opened on April 1. The deadline for applications is May 15, 2024. Applications in Maryland must be submitted through the Maryland Department of Transportation (MDOT). For more information, see https://roads.maryland.gov/mdotsha/pages/index.aspx?PageId=144.

TAP is a federal program that funds smaller-scale capital improvement projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS) projects, environmental mitigation, and other community improvements. Information on the program is available from FHWA at: https://www.fhwa.dot.gov/environment/transportation_alternatives/.

Under federal law, a portion of the program's funds are suballocated to the TPB, which is responsible for selecting projects in our region's portions of DC, Maryland, and Virginia. The TPB is currently expected to approve TAP funding for Maryland in July of this year. In addition to the TPB's suballocation, a portion of TAP funding is reserved for project selection on a statewide basis, which is overseen by MDOT.

Past recipients of technical assistance through the TPB's Transportation Land Use Connections (TLC) Program and the Regional Roadway Safety Program (RRSP) are encouraged to consider seeking funding through TAP. The TPB also encourages TAP applications that support policies highlighted in Visualize 2045, our region's adopted long-range transportation plan.

The TPB's selection criteria, which are expected to be used this year, include:

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

Unlike MDOT which solicits TAP applications every year, Virginia and the District of Columbia both conduct their TAP solicitations on two-year cycles. DDOT will conduct their next application solicitation this fall. VDOT will begin their next application period in the spring of 2025.

For more information about the TPB's role in this program, please contact John Swanson jswanson@mwcog.org or 202-962-3295. For information about the Maryland application process, contact Cheryl Ladota at cladota@mdot.maryland.gov.

# COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

April 3, 2024

Dear Local Official:

The Commonwealth Transportation Board (CTB) will conduct a public meeting in our area to give residents the opportunity to provide comments on projects and programs to be included in the Fiscal Year 2025-2030 Six-Year Improvement Program (FY2025-2030 SYIP), including highway, rail, and public transportation initiatives. These projects and programs represent important improvements to address safety, congestion, and preservation of Virginia's transportation network.

The Northern Virginia District Spring Six-Year public meeting will start at 5:00 p.m. on Tuesday, April 23, 2024, at the Ida Lee Park Recreation Center located at 60 Ida Lee Drive, N.W., Leesburg, Virginia. A map showing the meeting entrance location is on the attachment. Formal public comments on projects proposed to be included in the SYIP will be accepted at the meeting. Written comments may also be submitted during the meeting, or they may be mailed or e-mailed afterwards and accepted until May 20, 2024.

I encourage you to attend the public meeting in our region, or one of the other meetings listed on the attachment. If you cannot attend the meeting, you may send your comments to Infrastructure Investment Director at 1401 E. Broad Street, Richmond, VA 23219 or e-mail them to Six-YearProgram@vdot.virginia.gov. For transit and public transportation projects, you may send your comments to DRPTPR@drpt.virginia.gov, Public Information Office, Virginia Department of Rail and Public Transportation 600 East Main Street, Suite 2102, Richmond VA, 23219. Comments on the Draft SYIP and candidate projects will be accepted until May 20, 2024. For more information, please visit https://www.ctb.virginia.gov/planning/springmeetings2024/default.asp.

I truly appreciate your attendance at this session. If you have any questions prior to the meeting, please contact Regina Moore at 703-963-5388.

Sincerely,

for Bill Cuttler, P.E.
Northern Virginia District Engineer

VirginiaDOT.org
WE KEEP VIRGINIA MOVING

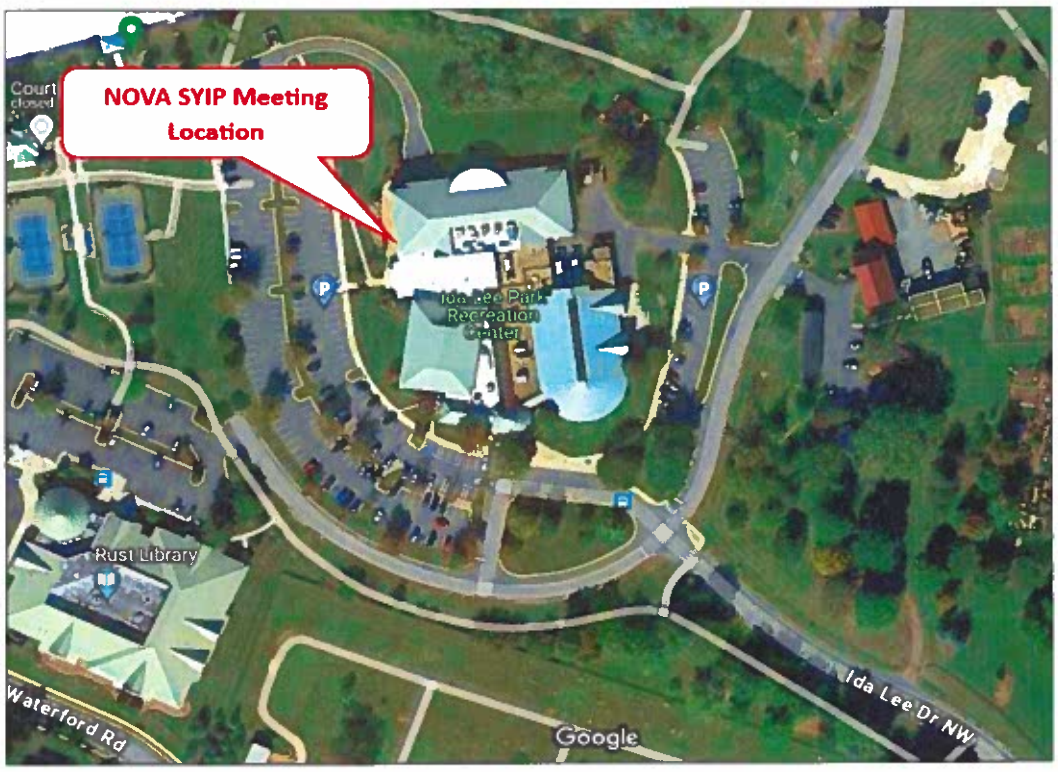
## Spring Public Meeting Dates and Locations

### Public meetings begin at 4:00 p.m. in each of the locations except as noted below:

**Public meetings begin at 4 p.m. in each of the locations except as noted below:**
*A formal comment period will be held at these meetings.*

| | | |
|---|---|---|
| **Thursday, April 18**<br>Richmond District<br>Richmond District/Hawthorne Room<br>2430 Pine Forest Drive<br>Colonial Heights, VA 23834 | **Monday, April 22**<br>Staunton District<br>Shenandoah University<br>Halpin-Harrison Hall<br>Margaret Byrd Simpson Auditorium<br>600 Millwood Avenue<br>Winchester, VA 22601 | **Tuesday, April 23**<br>*Northern Virginia District<br>Ida Lee Park Recreation Center<br>60 Ida Lee Drive, N.W.<br>Leesburg, VA 20176 |
| **Wednesday, May 1**<br>Lynchburg District<br>Lynchburg District Ramey Auditorium<br>4303 Campbell Avenue<br>Lynchburg, VA 24501 | **Thursday, May 2**<br>Hampton Roads District<br>Hampton Roads District Office<br>James River Auditorium<br>7511 Burbage Drive<br>Suffolk, VA 23435 | **Monday, May 6**<br>Bristol District<br>Southwest Virginia Higher Education Center<br>One partnership Circle<br>Abingdon, VA 24210 |
| **Tuesday May 7**<br>Salem District<br>Salem Civic Center<br>Community Room<br>1001 Roanoke Boulevard<br>Salem, VA 24153 | **Wednesday, May 8**<br>Culpeper District<br>TJPDC Water Street Center<br>401 East Water Street<br>Charlottesville, VA 22902 | **Thursday, May 9**<br>Fredericksburg District<br>VDOT Fredericksburg District Auditorium<br>86 Deacon Road<br>Fredericksburg, VA 22405 |

*The Northern Virginia District meeting will begin at 5 p.m.



FREE EVENT

# BIKE TO WORK DAY FRIDAY MAY 17, 2024

50 YEARS 1974-2024 COMMUTER CONNECTIONS. A SMARTER WAY TO WORK

WABA WASHINGTON AREA BICYCLIST ASSOCIATION

GO Alex

ICF

Bike Arlington

TERRAPIN BICYCLES

AL's Bike Shop

BICYCLE SPACE

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS AASHTO

NATIONAL LANDING

capital bikeshare

goDCgo powered by d.

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

VDOT Virginia Department of Transportation

Giant

AMERICAN COLLEGE of CARDIOLOGY

FAIR LAKES

POTOMAC PEDALERS MD DC VA

HANDY BIKES Alexandria VA

Prince George's County Department of Public Works & Transportation

VISIONZERO prince george's

Be Seen Be Alert Be Safe

BIKES@VIENNA

Printed on recycled paper

Working from Home? No Problem!

Bike to Your Local Pit Stop on May 17th for Your

**FREE T-SHIRT* & BIKE RAFFLE**

REGISTER TODAY AT

**BikeToWorkMetroDC.org**

Free refreshments & giveaways at participating locations, while supplies last.

bike to work day 2024

Visit **biketoworkmetrodc.org** for pit stop locations and times.
*T-shirts available at pit stops to first 16,000 registrants.
Pit stops in D.C., Maryland, and Virginia!

The Bike to Work Day event is a program of the Metropolitan Washington Council of Governments and is funded by DDOT, MDOT, VDOT, and USDOT.

Register for free at
**BIKETOWORKMETRODC.ORG**
800.745.7433

#BTWD2024

**ITEM 7 – Action**
**April 17, 2024**

Approval of Regional Bike to Work Day 2024 Proclamation

**Action:** Approve the BTWD Proclamation.

**Background:** In an effort to increase public awareness of the viability of bicycle commuting in the Washington region, regional Bike to Work Day events are being organized at over 100 locations in the region for Friday, May 17. These events will encourage the business community and other regional decision-makers to support increased bicycle commuting through bicycle-friendly policies and initiatives.

# *Proclamation*

WHEREAS, the National Capital Region Transportation Planning Board through its Commuter Connections program promotes bicycling and organizes Bike to Work Day together with the Washington Area Bicyclist Association; and

WHEREAS, bicycle commuting is an effective means to support the region's air quality goals, improve mobility, and conserve energy; and

WHEREAS, bicycle commuting benefits both employees and employers through better health and fitness, and reduced commuting and parking costs; and

WHEREAS, many employers have embraced bicycling and provide secure parking and shower facilities to help encourage bicycle commuting; and

WHEREAS, Capital Bikeshare's regional system has thousands of bikes at hundreds of stations across seven jurisdictions; and

WHEREAS, more than 100 Bike to Work Day pit stops will be located within 23 COG member jurisdictions; and

WHEREAS, the week of May 13th is National Bike to Work Week, which promotes bicycling as a viable means of transportation to and from work;

NOW, THEREFORE, BE IT RESOLVED THAT THE
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD:

1. Proclaims Friday, May 17, 2024 as Bike to Work Day throughout the Washington, DC metropolitan region; and

2. Encourages TPB member jurisdictions to adopt similar proclamations in support of the event; and

3. Reminds all members of the importance of bicycle safety as advocated by the Street Smart campaign.

_____

Chair, National Capital Region Transportation Planning Board

**ITEM 8 – Action**
**April 17, 2024**

Approval of FY 2025 TLC Technical Assistance Recipients

**Action:** Approve TLC technical assistance recipients under the FY 2025 TLC Program.

**Background:** The TPB's Transportation Land-Use Connections (TLC) Program has provided support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level since 2006. Staff solicited applications for the FY 2025 TLC round of technical assistance between January 5 and March 8, 2024. The board will be briefed and asked to approve the applications that are being recommended for FY 2025.

National Capital Region
**Transportation Planning Board**

## MEMORANDUM

TO: National Capital Region Transportation Planning Board

FROM: John Swanson, Transportation Planner
Kenneth Derryberry, Transportation Planning Intern

SUBJECT: Funding Recommendations for the FY 2025 Transportation Land-Use Connections (TLC) Program

DATE: April 11, 2024

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This memo provides information on the recommendations of the Selection Panel for the FY 2025 round of technical assistance under the Transportation Land-Use Connections (TLC) Program. At the panel's meetings on March 28 and April 2, the group identified nine projects to recommend for funding in FY 2025. The TPB is scheduled to vote on the panel's recommendations on April 17.

## FUNDING RECOMMENDATIONS FOR FY 2025

A total of $685,000 will be provided for the TLC Program in FY 2025 through funding in the Unified Planning Work Program (UPWP). The recommended slate of nine projects is highly consistent with key TPB objectives: All nine projects are in/near Activity Centers or positively affect Activity Centers; eight projects are in/near Equity Emphasis Areas or positively affect EEAs; all nine projects are in or near high-capacity transit (HCT) station areas or positively affect HCTs, and 5 of these are in/near Transit Access Focus Areas (TAFAs); eight projects support the National Capital Trail Network (NCTN)—directly or indirectly.

The nine projects recommended for funding are described below:

### Edsall Road Corridor Improvements

*Alexandria, $80,000*

Three conceptual alternatives will be studied to enhance mobility, access, safety, and comfort for all roadway users on Edsall Road between South Pickett Street and the City line. Walking and biking infrastructure improvements are a particular focus of the study, as it is within a high-capacity transit area with the future West End Transitway intersecting this corridor. The study will identify improved connections between the corridor's high-density residential communities, commercial areas and transit stations.

### River Road Protected Bike Lanes Project - 30% Design Phase

*College Park, $60,000*

This project will develop 30% design plans for protected bike lanes between the College Park-UMD Metro station and the Anacostia Tributary Trail System. Further, it will link Riverdale Park and College Park with dedicated bike lane facilities and follow the path of the Purple Line light rail, including a connection to Riverdale Park North-UMD Station. This will create a low-stress bike network that builds on existing facilities to provide direct access to multiple transit stations. This project was recommended in the FY2022 TLC Project Discovery District Multi-Use Trail Transit Access Plan.

### Capital Bikeshare Fare Study

*DC, $55,000*

Capital Bikeshare updates its fare schedule infrequently and without in-house expertise on transit fare best practices. This study will examine the fare schedules of peer bikeshare systems, develop a fare model for Capital Bikeshare, and apply scenarios to that model, analyzing impacts on ridership, membership, and revenue. The study will ultimately result in a list of recommendations to the Capital Bikeshare fare structure, which will aim to maximize participation and revenue to ensure a financially sustainable and successful shared micromobility program for the entire Capital Bikeshare service area.

### Public Space Strategies to Advance Racial Equity

*DC, $50,000*

This study will produce strategies for two commercial corridors to become more accessible and welcoming to pedestrians and transit riders: Okie Street NE in Ivy City and Martin Luther King Jr. Avenue SE in Anacostia, two predominantly Black communities lacking equitable historic investment. The study aims to enhance public space access and use, via wayfinding, gathering spaces, and public art.

### Wiehle Avenue Safety Project

*Fairfax County, $100,000*

This project will result in 30% design plans for a two-way protected cycletrack on Wiehle Ave in Reston running between the W&OD Trail and Sunrise Valley Dr. This cycletrack will provide a protected bikeway between existing and incoming developments in the Wiehle-Reston East Activity Center north and south of Dulles Access Road, which is currently a major barrier to biking connectivity in the region. It will also provide a connection to and from the W&OD Trail and directly to the Wiehle-Reston East Metrorail station, while linking up with existing bike networks in the Reston area.

### Southern East Street Redesign 30% Design

*Frederick, City of, $100,000*

Building upon the FY2022 East Street Redesign TLC feasibility study, this project will develop 30% design plans for sidewalks and bikeways recommended in that report. Implementing these facilities will improve the attractiveness of this street for business patrons and potential redevelopment, address frequent crashes between drivers and bicyclists, and provide better active transportation links between downtown Frederick and the Frederick Transit Center. The results of this design work will directly inform the work of the East Frederick Form-Based Code and will significantly improve north-south connectivity in the city.

### Montgomery County VMT Tool

*Montgomery County, $80,000*

This study will evaluate how Montgomery County can best transition its transportation impact analysis process for new development projects towards using vehicle miles traveled (VMT) as a key metric. The project will include the creation of a public-facing VMT tool that will estimate average daily VMT based on location and land-use type. County staff believe that VMT is better correlated to impacts on the environment, public health, fiscal health, and infrastructure resiliency than the current system. A switch to VMT will encourage development in transit-rich areas because places with existing multimodal infrastructure will have fewer mitigation requirements.

### Congressional Lane Complete Street Feasibility Study

*Rockville, $80,000*

This study will assess the possible pedestrian, bicycle, transit, and traffic calming improvements that could be added, as well as determine the impact of these new facilities on existing transportation patterns. Ultimately, it will identify three preliminary alternatives for redesigning Congressional Lane with multimodal infrastructure. Congressional Lane provides access to the Rollins Park Community, the Congressional Plaza shopping center, Montrose Park and Community Center, includes a bus stop and a Capital Bike Share station, intersects with Rockville Pike, which has a planned Capital Trails Network Trail and the MD 355 Bus Rapid Transit line, and is less than half a mile from the Twinbrook Metrorail Station.

### New Ave Bikeway Purple Line Connection Study

*Takoma Park, $80,000*

The Takoma-Langley Crossroads Transit Center is already a major transit hub and the site of a future Purple Line light rail station, but it is hard to reach by bicycle. This project will examine bikeway connectivity between the transit center and the planned New Ave Bikeway along the New Hampshire Avenue corridor. The New Ave Bikeway has been partially developed through two prior TLC projects and is nearing 100% design. This new study will determine routing and infrastructure recommendations for a safe and comfortable bike and pedestrian connection that will support transit access in an area that currently has somewhat dangerous conditions for walking and biking. It will also invite the creation of new community open space in an area that currently has none.

## APPLICATION PROCESS

On January 5, 2024, the TPB issued a call for projects for the FY 2025 round of TLC technical assistance. The deadline for application submissions was March 8. Applicants were invited to submit optional abstracts which provided applicants an interim opportunity for TPB staff to review project concepts and to provide feedback on how to develop stronger TLC applications.

This year, the funding ceiling for preliminary engineering/design was increased from $80,000 to $100,000. The maximum request for planning projects remained $80,000.

For the second year, the TLC application process was combined with the Regional Roadway Safety Program, which is a TPB program that operates on the same model as TLC. The application timelines for both programs were synchronized to simplify the application process for interested member jurisdictions. Applicants had the opportunity to submit one joint application for both programs – or they could choose to apply just for one program. Ten applications were submitted for both programs.

The TPB received 29 TLC applications for FY 2025 — 15 from Virginia, 12 from Maryland, and two from the District of Columbia. The total funding request for the entire application package was $2,255,000.

The number of applications this year was nearly twice as many as last year. For FY 2024, the TPB received 16 applications for a total funding request of $1.200,000.

For this application cycle, $685,000 is available. This includes four funding sources:

- $300,000 from the TPB's FY 2025 UPWP core regional planning funds. Applications from all TPB jurisdictions are eligible for these funds
- $300,000 from the Maryland UPWP Technical Assistance account for projects in Maryland
- $80,000 from the Virginia UPWP Technical Assistance account for projects in Virginia
- $5,000 from the DC UPWP Technical Assistance account for projects in the District of Columbia

## SELECTION PROCESS

The selection panel included the following members:

- Deborah Bilek, Panel Chair, Urban Land Institute Washington Chapter
- Ralph Buehler, Virginia Tech
- Mike Farrell, COG/TPB staff
- Douglas Noble, Institute of Transportation Engineers (ITE)
- Claire Randall, Transportation Research Board
- John Swanson, COG/TPB staff

Janie Nham of the COG staff participated in the panel meetings as a technical resource for safety and freight-related questions.

The selection panel met twice— on March 28 and April 2— to review the applications and develop a list of recommended projects for the FY 2025 round of TLC technical assistance. The selection panel used established regional evaluation criteria and their own extensive industry knowledge to assess the proposed projects. The selection panel members individually reviewed and scored each application in advance of the meetings based on their assessments of the projects as well as regional criteria. The panel members then used their scores to divide the applications in rankings of high/medium/low. The rankings served as a starting point for the panel's collective discussion.

Based upon discussion of the regional and local merits of the applications, the selection panel developed a list of nine projects to recommend to the TPB for approval. The panel believes this package of projects will be locally and regionally beneficial. In developing the list, the panel strove to equitably allocate funding shares of different sizes among the region's jurisdictions, while also attempting to create a slate of projects that addresses regional priorities across a diversity of topics affecting core, inner, and outer jurisdictions.

## PROPOSED PROJECT COMPLETION TIMELINE

On April 17, 2024, the TPB will be asked to approve the proposed slate of nine projects for funding under the FY 2025 TLC technical assistance program. Upon approval of the projects, TPB staff will begin to coordinate with the jurisdictions that have been awarded technical assistance to commence the consultant selection process from the pre-qualified list of TLC consultants. All projects will begin soon after consultant task orders are signed. The projects will be scheduled for completion by June 30, 2025.

As noted above, 10 applications were submitted for both the TLC Program and the Regional Roadway Safety Program (RRSP). Five of those applications were not recommended for TLC funding

but will remain in contention for RRSP consideration. The RRSP selection process is approximately one month behind TLC. The TLC is expected to vote on the RRSP projects in May.

For further information regarding the TLC program, contact John Swanson (jswanson@mwcog.org; 202-962-3295) or Kenneth Derryberry (kderryberry@mwcog.org) of the TPB staff.

TLC Program
FY 2025 Applications and Recommendations

| Jurisdiction Name | State | Project Name | Request | Panel Recommen-dation |
|---|---|---|---|---|
| DC | DC | Capital Bikeshare Fare Study | $55,000 | $55,000 |
| DC | DC | Public Space Strategies to Advance Racial Equity | $50,000 | $50,000 |
| Bowie | MD | Bowie Tanglewood Trail Connection | $60,000 | |
| College Park | MD | Knox Road Open Space Traffic Study | $80,000 | |
| College Park | MD | River Road Protected Bike Lanes Project - 30% Design Phase | $60,000 | $60,000 |
| Frederick Co | MD | Royal Oak Drive Bicycle and Pedestrian Safety and Access Study | $40,000 | |
| Frederick, City of | MD | Monocacy Village Trail Feasibility Study | $50,000 | |
| Frederick, City of | MD | Jefferson Street Engineering | $100,000 | |
| Frederick, City of | MD | Southern East Street Redesign 30% Design | $100,000 | $100,000 |
| Gaithersburg | MD | Gaithersburg Elementary School Safe Routes to School Implementation | $100,000 | |
| Montgomery Co | MD | Montgomery County VMT Tool | $80,000 | $80,000 |
| Rockville | MD | Congressional Lane Complete Street Feasibility Study | $80,000 | $80,000 |
| Takoma Park | MD | New Ave Bikeway Northern Extension Study | $100,000 | $80,000 |
| Takoma Park | MD | Anne Street Public Space Concept Study | $80,000 | |
| Alexandria | VA | Edsall Road Corridor Improvements | $100,000 | $80,000 |
| Arlington Co | VA | S George Mason Drive and S Four Mile Run Drive Intersection Alternatives Analysis | $80,000 | |
| Fairfax Co | VA | Concept Design for NOVA Loop Trail Waypoints/Rest Stops in Fairfax County | $80,000 | |
| Fairfax Co | VA | Route 29 Active Transportation Study (Hollywood Road to Route 7) | $60,000 | |
| Fairfax Co | VA | Wiehle Avenue Safety Project | $100,000 | $100,000 |
| Falls Church | VA | Residential Parking Standards Update | $80,000 | |
| Falls Church | VA | Wilson Boulevard Safety Improvements | $100,000 | |
| Loudoun Co (Leesburg) | VA | Dry Mill Road Safety Assessment Study | $80,000 | |
| Manassas | VA | Nokesville Road Bike Facilities Conceptual Plan Development | $80,000 | |
| Manassas Park | VA | Mathis Avenue Multimodal Extension Study | $60,000 | |
| Manassas Park | VA | Manassas Park Route 28 Safe Crossings Feasibility | $60,000 | |
| Prince William Co | VA | Prince William County Truck Parking Planning Study | $80,000 | |
| Prince William Co | VA | Southbridge/Dumfries Road Transportation Planning Study | $80,000 | |
| Prince William Co | VA | Judicial Center Multimodal Connectivity | $80,000 | |
| Prince William Co (Occoquan) | VA | Riverwalk Preliminary Engineering and Design Project | $100,000 | |
| TOTAL | | | $2,255,000 | $685,000 |

**ITEM 9 – Information**
**April 17, 2024**

National Capital Region Transportation Plan:
Visualize 2050 Development

**Background:** Item 9A: Overview of Maryland Express Lane Projects proposed for Visualize 2050

- The board will receive a briefing on the Maryland express lane projects and the differences from Visualize 2045. Staff provided the board a Frequently Asked Question (FAQ) handout on this item.

Item 9B: Briefing on Comments Received on the Draft Project Inputs and Scope of Work for the Air Quality Conformity Analysis of Visualize 2050 And the FY 2026-2029 Transportation Improvement Program

- The board will receive a summary and all the comments in response to the technical inputs submitted for inclusion in the Visualize 2050 Air Quality Conformity (AQC) process. The 30-day comment period took place between March 1 and March 30, 2024. The board will also review an updated Air Quality Conformity Inputs Table and Scope of Work based on the agency feedback received and the related Project Summary Table with project information packets

ATTACHMENTS

Item 9A – March 29, 2024 Clarification on the Maryland Express Lanes Projects Visualize 2050 FAQ

Item 9B – Visualize 2050 March Comment Period Summary and Updates Memo– will be posted by Tuesday April 16, 2024

VISUALIZE 2050
National Capital Region Transportation Plan

# Frequently Asked Question

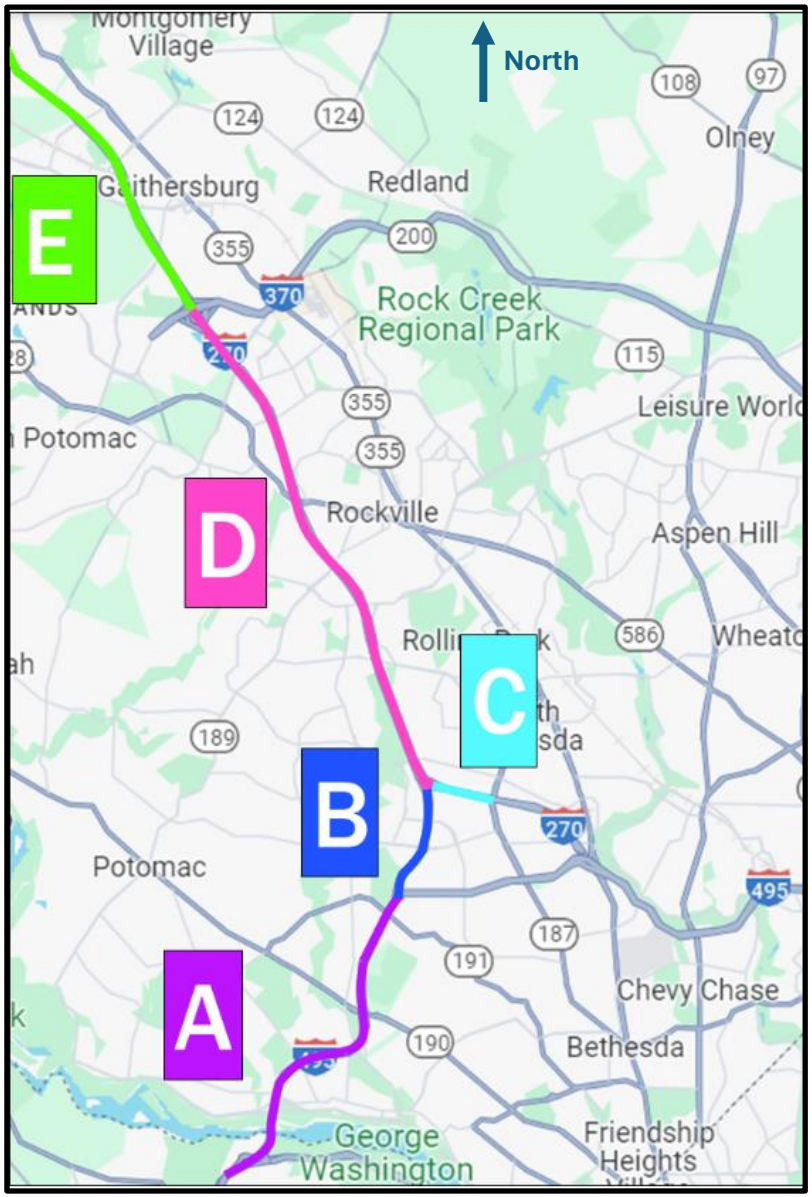
***What express lanes projects are proposed in Maryland for Visualize 2050, and is it different from what was included in Visualize 2045?***

The map shows five express lane segments proposed for inclusion in Visualize 2050. Each segment is detailed in the following table indicating the existing conditions, approved future conditions in Visualize 2045, and proposed conditions after re-evaluation of the projects for Visualize 2050. Additional project development activities provided by MDOT are attached.

ABBREVIATIONS: HOV = High Occupancy Vehicle
HOT = Express Toll Lanes

NOTES:

1) All existing HOV lanes are HOV2+ and currently operate in the peak period in the peak direction only. The HOV lanes are available to non-HOVs at other times.
2) It is proposed that the HOV lanes occupancy will change from 2+ to 3+ and the HOV lanes converted to HOT lanes to allow vehicles not meeting HOV occupancy requirements to use the lanes by paying a toll.
3) All HOT lanes will operate as HOT3+ on a 24/7 basis.
4) There will be 2 HOT lanes in each direction, except in segment C which will convert the existing 1 HOV lane in each direction to a HOT lane, and segment E, which may consider express lanes, but the specific configurations will be studied. Two HOT lanes will be constructed in each direction in segment A. Segment B and segment D will convert 1 HOV lane to a HOT lane and construct 1 HOT lane in each direction.



VISUALIZE 2050
National Capital Region Transportation Plan

| UPDATED TPB PROJECT TITLE | SEGMENT | SEGMENT LIMITS | EXISTING | VISUALIZE 2045 | VISUALIZE 2050 |
|---|---|---|---|---|---|
| I-495/I-270Y (West Spur) Express Toll Lanes Widening: American Legion Bridge (including the bridge) to I-270<br><br>*(T11582, CE3863)* | A | I-495<br>(VA line to I-270 Western Spur) | 8-10 general purpose lanes | 8-10 general purpose lanes<br>+<br>4 HOT lanes | 8-10 general purpose lanes<br>+<br>4 HOT lanes |
| | B | I-270 Western Spur | 6-7 general purpose lanes<br>of which<br>1 lane operates as HOV during the peak period in the peak direction | 5-6 general purpose lanes<br>+<br>4 HOT lanes | 5-6 general purpose lanes<br>+<br>4 HOT lanes |
| I-270 Express Toll Lanes Widening: MD 187 to I-370<br><br>*(CE3281)* | C | I-270 Eastern Spur<br>(top of Western Spur to MD 187) | 6 general purpose lanes<br>of which<br>1 lane operates as HOV during the peak period in the peak direction | 4 general purpose lanes<br>+<br>4 HOT lanes | 4 general purpose lanes<br>+<br>2 HOT lanes |
| | D | I-270<br>(top of Spur to I-370) | 8-11 general purpose lanes<br>of which<br>1 lane operates as HOV during the peak period in the peak direction | 7-10 general purpose lanes<br>+<br>4 HOT lanes | 7-10 general purpose lanes<br>+<br>4 HOT lanes |
| *N/A* | *E* | *I-270*<br>*(I-370 to I-70)* | *4-11 general purpose lanes of which*<br>*1 lane operates as HOV during the peak period in the peak direction*<br>*(from Middlebrook Rd to I-370 southbound and from I-370 to MD 121 northbound)* | *4-10 general purpose lanes*<br>*+*<br>*4 HOT lanes* | *Not included in Visualize 2050 for construction. No change to existing configuration.*<br><br>*Study only.* |

AMERICAN LEGION BRIDGE+270

The American Legion Bridge+270 Corridor Program includes a set of activities to evaluate and implement multimodal strategies for addressing transportation challenges along the I-495 and I-270 corridors in a manner that is equitable and sustainable and addresses the core congestion relief needs of the National Capital region. Specific activities include:

- **Transit and Ridesharing.** Options include improving the MARC Brunswick line, bus rapid transit on parallel roads, commuter bus using managed lanes in the corridor and expansion of transportation demand management programs to incentivize people to not drive alone but carpool, take transit, shift travel times, or other ways to reduce single drivers on the road.
- **Transit-Oriented Development**. Identifying and supporting opportunities for transit-oriented development at transit stations within the corridor.
- **Bicycle and Pedestrian Connections.** Improved connections throughout the corridor with a focus on connecting transit, rideshare, rail, and existing bicycle and pedestrian facilities.
- **Phased Approach to Managed Lanes.** Implementation of managed lanes will be phased, with the American Legion Bridge, I-495 to the I-270 West Spur, and the I-270 West Spur being the focus for initial implementation. The section from the I-270 West Spur to I-370, including through the City of Rockville, has been de-emphasized for the near-term and would be addressed in a later phase after stakeholder coordination. This phasing will allow for a rational and fiscally prudent phased development.
- **A Comprehensive Planning Strategy for I-270.** Evaluating multimodal options for enhancing mobility on the northern section of the I-270 corridor between I-370 and I-70 by beginning the I-270 from I-370 to I-70 environmental study.

State of good repair, safety, transit, and reliable active transportation needs for the aging American Legion Bridge and along the corridor will be addressed as part of this program. Most of the infrastructure in the corridor was originally constructed more than 60 years ago, cannot support today's transportation needs, and is not up to today's design standards. Considering the age, condition, and continued traffic expected to use the American Legion Bridge, it is anticipated the bridge will be in poor condition within the next ten years, unless significant preservation investments are made in the existing bridge. Activities to address the condition of the bridge deck require either lanes to be closed in each direction for the duration of construction or a wider bridge to be constructed. The traffic backups and safety issues associated with closing one or more lanes for the duration of construction, which would be many years, make it infeasible to repair the bridge deck without widening the bridge. Considering all the factors, a bridge replacement would be the most efficient long-term approach.

While replacing the American Legion Bridge, new bridge lanes would also provide a new bicycle-pedestrian path connection over the Potomac River between Maryland and Virginia and the means for fast and convenient transit connections between Maryland and Virginia. Additional travel lane improvements between the American Legion Bridge and transit stations, such as the Westfield Montgomery Transit Center located off the I-270 West Spur, are included in this program, and are needed to provide viable bus transit while allowing buses to move at or near free-flow speeds.

**I-270 North.** The I-270 from the Intercounty Connector/I-370 to I-70 will take a comprehensive look at the transportation needs and opportunities within the corridor. A range of equitable and environmentally sensitive transportation solutions including transit and transportation demand management will be considered. Options will be considered for near-term, mid-term, and long-term implementation.

**Program Status**

MDOT is currently advancing design activities associated with American Legion Bridge, I-495 to the I-270 West Spur, and the I-270 West Spur with a goal to deliver that section first. MDOT is working to refine the transit, ridesharing, transit-oriented development, and bicycle-pedestrian program and pursuing federal grants to implement the program.

MDOT intends to launch the I-270 North NEPA study in fall of this year.

At this juncture, MDOT is not currently advancing design activities associated with the section of I-270 between Westlake Terrace and I-370. MDOT will continue to engage with stakeholders as we plan the future of that section of the corridor.

**ITEM 9 – Information**
**April 17, 2024**

National Capital Region Transportation Plan:
Visualize 2050 Development

**Background:** Item 9A: Overview of Maryland Express Lane Projects proposed for Visualize 2050

- The board will receive a briefing on the Maryland express lane projects and the differences from Visualize 2045. Staff provided the board a Frequently Asked Question (FAQ) handout on this item.

Item 9B: Briefing on Comments Received on the Draft Project Inputs and Scope of Work for the Air Quality Conformity Analysis of Visualize 2050 And the FY 2026-2029 Transportation Improvement Program

- The board will receive a summary and all the comments in response to the technical inputs submitted for inclusion in the Visualize 2050 Air Quality Conformity (AQC) process. The 30-day comment period took place between March 1 and March 30, 2024. The board will also review an updated Air Quality Conformity Inputs Table and Scope of Work based on the agency feedback received and the related Project Summary Table with project information packets

ATTACHMENTS

Item 9A – March 29, 2024 Clarification on the Maryland Express Lanes Projects Visualize 2050 FAQ

Item 9B – Visualize 2050 March Comment Period Summary and Updates Memo

National Capital Region
**Transportation Planning Board**

## MEMORANDUM

**TO:** TPB Board
**FROM:** Cristina Finch, Principal Transportation Planner
**SUBJECT:** Visualize 2050 March Comment Period Summary and Updates
**DATE:** April 17, 2024

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## PURPOSE

The purpose of this memorandum is to provide updated information on the technical inputs to be included in the regional air quality conformity analysis of the next National Capital Region Transportation Plan, Visualize 2050, and the FY2026-2029 Transportation Improvement Program (TIP). Following the 2023 public input period, transportation agencies reviewed and resubmitted their projects for consideration in Visualize 2050. Staff shared the comments received in 2023 with the Board in December which follows separate comment opportunities often held during project development processes at the local and state levels. TPB provided another comment opportunity in March prior to the Board's vote in May 2024.

This memorandum includes the results from an open format, not statistically significant public comment opportunity in March 2024 with the purpose of allowing the Board to consider comments as part of the regional transportation decision-making process. The TPB's regional process generally follows previous public input opportunities conducted as part of local and state planning processes.

This memorandum includes the following attachments:

**These two documents reflect agency corrections/clarifications received since the initial publishing on March 1 and are available for review. The Board will be asked to approve in May:**

- **Air Quality Conformity Network Input Tables** reflect every regionally significant for air quality project that will be analyzed. The table identifies changes in blue highlight (i.e. deletions) and yellow highlight (e.g. additions, updates) to the 600+ project conformity records submitted by member agencies since the adoption of the 2022 update to the Visualize 2045 plan. *This list does not include ongoing or candidate projects that are not regionally significant for air quality.*
- **Air Quality Conformity Analysis Scope of Work** which provides additional technical information to be used and outlines the work tasks to be performed in the analysis.

**Additional materials, which reflect agency corrections/clarifications received since the initial publishing on March 1, to help educate and provide context include:**

- Project summary table which includes links to detailed information packets for each project to be completed in 2026 or later. Project titles have been colored green (exempt), orange (non-exempt), or not colored if it is a new project not previously in Visualize 2045. Color-

coding of projects is intended to help members understand the original status of projects being exempt or non-exempt from the zero-based budgeting (ZBB) re-examination requirement. Exempt projects were expected to continue in Visualize 2050 due to the project already being programmed and well-underway.

**Also attached in response to public questions/comments:**

- TPB staff developed an FAQ handout, Response to Questions received during the Visualize 2050 March 2024 Comment Opportunity
- Agency responses which supplement the state's letters (available on http://www.visualize2050.org) responding to the summary of comments shared at the TPB December 2023 meeting.

Please note, between March 1 and March 30, 2024, the TPB held a public and agency open comment period centered on projects that have been proposed for various reasons and due to their capacity-impacting nature are regionally significant for air quality conformity and the TPB's air quality conformity analysis process. This comment period and interagency review process is a tradition of the TPB and is not a federal requirement or statistically significant. Specifically, this comment period was focused on the air quality conformity (AQC) inputs to Visualize 2050, which is a subclass of all the numerous transportation projects in the region and includes only projects of regional significance that may impact the air quality conformity analysis which follows requirements in the 1990 Clean Air Act Amendments. The project list is fiscally constrained in that projects can be implemented using revenue sources that are already committed, available, or reasonably expected to be available in the future regardless of their potential funding source.

## UPDATES TO THE AIR QUALITY CONFORMITY ANALYSIS CONFORMITY TABLE AND SCOPE OF WORK

During the March comment period and subsequent interagency coordination, TPB received feedback on the Air Quality Conformity Inputs Table from agency staff that prompted the following edits:

1. Potomac Shores VRE station construction (row 52) – was listed with completion date 2024, should be 2030
2. I-270Y Eastern Spur from MD 187 to the main I-270 (row 188)– was listed as study/not coded, should be converted from 4+2 HOV to 4+2 HOT with a completion date of 2040
3. I-495 Toll Lanes from the Virginia State Line to the I-270 Western Spur (row 204) – completion date was listed as 2030, should be 2035
4. I-495 Toll Lanes from the I-270 Western Spur to MD 187 (row 205) – was listed as construct/widen, should be study/not coded
5. MD 301 from Harry Nice Bridge to I-595/US 50 (row 227) – was listed as reconstruct from Mt. Oak Road to I-595/US 50, should be removed
6. Dulles Toll Road Cleveland ramp (row 399) – was listed as widening, should be study/not coded
7. VA 7 widening from Reston Ave. to Jarrett Valley Drive (row 416) – was listed as 2023/completed, should be 2024/completed

8. VA 123 widening from Fairfax County Parkway to Braddock Road (rows 447 & 448)- was listed as removed, should be retained
9. Euclid Ave. construction from current terminus to Centreville Road (row 470) – was listed as construct, should be study/not coded
10. Georgia Avenue (MD 977) Widening: MD 390 to MD 192/Forest Glen road (row 230) – was listed as reconstruct, should be widen
11. From limit on I-95 Bi-Directional Toll Lanes was listed as Turkeycock Run, should be I-95/Springfield Interchange and update title to I-95 New Bi-Directional Operation Express Toll Lanes with Widening: I-95/Springfield Interchange to Opitz Boulevard
12. I-495 Southside Express Lanes (row 373) – added Southside in Facility Name, From field should have "East of" before Springfield Interchange and To field should be West of I-295 to align with #lanes; between I-295 and East of MD 210 should be +1 express in each direction (row 373a), instead of 2+ express in each direction
13. I-95 Express Lanes Truck Access (row 375) – from limit was I-95/Springfield Interchange, should be Turkeycock Run and update title to I-95 Express Lanes Truck Access: Turkeycock Run to I-95/Route 17 Interchange
14. VA 234 Sudley Road (row 453) – completion date was listed as 2021, should be 2025
15. Randolph Rd BRT (Transit, Row 23) – was listed as Implement, should be study/not coded
16. North Bethesda Transitway BRT (Transit, Row 24) – was listed as Implement, should be study/not coded. Project ID changed from CE3663 to T3663
17. New Hampshire Avenue New BRT Expansion from Colesville Park and Ride to Fort Totten Metro Station (Transit, Row 27) – was listed as Implement, should be study/not coded
18. Some PIT Project IDs and CON IDs for conformity records have been updated

Within that attachment, the pink highlighted cells show these updated changes since the public comment period version. Yellow indicates new information and blue/strikethrough indicates removals compared to the Visualize 2045 plan.

Additionally, in response to comments, in the Scope of Work, staff removed the comment regarding no Metrorail "capacity constraint" (removed with March 2018 passage of annual funding for WMATA agreement) because it is no longer new information. Also, the tables for the COG-approved Cooperative Forecasts Round 10 data referenced in the Scope of Work have been appended. The information outlined in the Scope of Work will be used in the travel demand forecasting model and motor vehicle emissions model to determine if the total on-road mobile source ozone emissions will be within EPA-approved levels.

## UPDATES TO THE PROJECT SUMMARY TABLE AND PROJECT PACKETS

During March comment period, TPB received feedback on the project information and made updates including but not limited to:

- **Name Changes:**
  - I-270 Express Toll Lanes Widening: I-270 Spur to I-370 CHANGED TO I-270 Express Toll Lanes Widening: MD 187 to I-370

- I-495/I-270Y (West Spur) Express Toll Lanes Widening: I-270 to George Washington Memorial Parkway CHANGED TO I-495/I-270Y (West Spur) Express Toll Lanes Widening: American Legion Bridge (including the bridge) to I-270
- I-95 New Bi-Directional Operation Express Toll Lanes with Widening: Turkeycock Run to Optiz Boulevard CHANGED TO I-95 New Bi-Directional Operation Express Toll Lanes with Widening: I-95/Springfield Interchange to Optiz Boulevard
- I-95 Express Lanes Truck Access: I-95 Springfield Interchange to I-95/Route 17 Interchange CHANGED TO I-95 Express Lanes Truck Access: Turkeycock Run to I-95/Route 17 Interchange

- **Projects Added to Summary Table and Packets:**
  - Braddock Road (VA 620) Widening: Gum Springs Road to Fairfax County Line
  - Catharpin Road (VA 676) Widening: Heathcote Boulevard to John Marshall Highway
  - Dulles West Boulevard Extension: Arcola Boulevard to Northstar Drive
  - I-495 Auxiliary Lanes: north of Hemming Avenue underpass to Georgetown Pike (VA 193)
  - Liberia Avenue Widening: VA 28 to Richmond Avenue
  - Ox Road (VA 123) Widening: US 1 to the Occoquan River
  - Solomons Island Road (MD 2/4) Widening: north of Stoakley Road/Hospital Road to south of MD 765A just south of Parkers Creek
  - US 1 Metroway Enhancements: Glebe Road to Evans Lane

- **Projects Removed from Summary Table and Packets:**
  - Randolph Road New BRT: US 29 to Rockville Pike (MD 355) – Removed due to it being changed to a study, not coded
  - North Bethesda Transitway New BRT Expansion from Montgomery Mall Transit Center to North Bethesda Metro Station – Removed due to it being changed to a study, not coded
  - New Hampshire Avenue New BRT Expansion from Colesville Park and Ride to Fort Totten Metro Station – Removed due to it being changed to a study, not coded
  - I-495 Express Toll Lane Ramps: at Dulles Connector Road and Dulles Toll Road – Removed due to it being included within I-495 Express Toll Lanes Northern Extension (NEXT): South of Old Dominion Drive to American Legion Bridge
  - Euclid Avenue Extension: Manassas Park High School to Centreville Road (VA 288)
  - I-66 Corridor Enhanced Bus Service (Outside the Beltway)
  - University Boulevard Extension: Wellington Road to Sudley Manor Drive

- **Project Packet Information Updated:**
  - Arcola Mills Drive (formerly VA 621) Widening: Stone Springs Boulevard to Loudoun County Parkway
  - Benning Road Streetcar Expansion from Oklahoma Avenue NE to Benning Road Metro Station
  - Crosstrail Boulevard Extension: Sycolin Road (VA 625) to Dulles Greenway (VA 267)
  - DASH Service Expansion throughout the City of Alexandria
  - Dulles Toll Road (VA 267) Ramp Widening: SB I-495 off Ramp 19A to Scotts Run Crossing
  - Dulles Toll Road Collector-Distributor Extension: Spring Hill Road to Leesburg Pike (VA 7)

- Fredericksburg and Manassas VRE Lines Service Improvements
- I-495 Express Toll Lane Ramps: at Dulles Connector Road and Dulles Toll Road
- Indian Head Highway (MD 210) Corridor Improvements: I-95/I-495 to MD 228
- Maryland Avenue NE Capacity Reduction for New Bicycle/Pedestrian Accommodations: Bladensburg Road NE to Neal Street NE
- New Long Bridge over the Potomac River
- New Manassas Bypass (VA 28): Sudley Road (VA 234) to Centreville Road (VA 28)
- Old Ox Road (VA 606) Widening: Shaw Road to Rock Hill Road
- Ox Road (VA 123) Widening: US 1 to the Occoquan River
- Ox Road (VA 123) Widening: Weatherly Way to Fairfax County Parkway (VA 286)
- Rock Hill Road Overpass Extension: Sunrise Valley Drive to Innovation Avenue (VA 209)
- Shellhourn Road (VA 643) Extension: Loudoun County Parkway (VA 606) to Moran Road (VA 634)
- Tall Cedars Parkway Extension: US 50 to Air and Space Museum Parkway/VA 28
- Telegraph Road Widening: Prince William Parkway (VA 294) to Caton Hall Road
- Wellington Road (VA 674) Widening: Rixlew Lane (VA 668) to University Boulevard
- Westwind Drive Extension: Loudoun County Parkway to Old Ox Road (VA 606)
- Williamson Boulevard Extension: Sudley Manor Drive to Portsmouth Road

- **Edits in Progress on Alignment with TPB Goals for these Projects:**
  *(indicated by a light blue checkmark in the Project Summary Table)*
  - I-495 Auxiliary Lanes: north of Hemming Avenue underpass to Georgetown Pike (VA 193)
  - I-495 Express Toll Lanes Northern Extension (NEXT): South of Old Dominion Drive to American Legion Bridge
  - I-495 Express Lanes Truck Access: American Legion Bridge to I-95/I-395 Interchange
  - I-495 Southside Express Toll Lanes (SEL): Springfield Interchange to MD 210
  - I-95 Express Lanes Truck Access: Turkeycock Run to I-95/Route 17 Interchange
  - James Madison Highway (US 15) Overpass Widening: 1000 ft North of Railroad Tracks to Lee Highway (US 29)
  - New Manassas Bypass (VA 28): Sudley Road (VA 234) to Centreville Road (VA 28)
  - Pageland Road (VA 704) Widening: Sudley Road (VA 234) to Lee Highway (US 29)
  - Rippon Boulevard Widening: West of Wigeon Way to Rippon VRE Station
  - Rollins Ford Road Extension: Wellington Road to Linton Hall Road
  - Summit School Road Extension: Telegraph Road to existing terminus of Summit School Road
  - Van Buren Road (VA 627) Extension: Dumfries Road (VA 234) to Cardinal Drive (VA 610)
  - Wellington Road (VA 674) Widening: Rixlew Lane (VA 668) to University Boulevard
  - Williamson Boulevard Extension: Sudley Manor Drive to Portsmouth Road

## SCHEDULE

The Visualize 2050 development process has completed the second of three public comment opportunities. Key upcoming dates:

April — TPB members review updated information in the AQC table, scope of work and the project data from the PIT as shown in the Project Summary Table and linked project.

Agencies continue entering not regionally significant for air quality projects into the Project InfoTrak (PIT) database.

May — The TPB will take a key vote in the planning process on May 15, 2024, which will enable the continuation of modeling and analysis work.

June — Agencies submit any remaining not-regionally significant for air quality projects into the PIT **by June 28, 2024**.

| Projects in V2050 Financial Plan | Currently Programmed Through FY29 | For Future Programming In FY30-50 |
|---|---|---|
| Regionally Significant for Air Quality | **Highway or Transit Projects Project Details & Total Cost Estimate due 12/29/23** | |
| | Financial Details due 1/26/25 | **Financial Details due 12/29/23** |
| Not Regionally Significant for Air Quality | **Highway, Transit, Bike, Pedestrian, etc. Projects, Phases, or Project Grouping Categories Project Details & Total Cost Estimate due 6/28/24** | |
| | Financial Details due 1/26/25 | **Financial Details due 6/28/24** |

## PROMOTION OF THE MARCH 2024 COMMENT PERIOD

The comment period was advertised via the following methods:

- Washington Post and Washington Hispanic newspaper ads were published on March 1 and on March 2 for the AFRO News. The Washington Hispanic ad was posted in Spanish.
- Project website: visualize2050.org – The comment form was available on the homepage of the Visualize 2050 website. In addition to the homepage, the form was mentioned on the following pages of the website: About Visualize 2050, Comment, Ambassador Kit, Plan Goals, and Plan Development.
- Facebook – Visualize 2050 updates were posted each week from the TPB's Facebook account. Both English and Spanish posts were shared with a call to action encouraging comments and linking to the Visualize 2050 website. TPB staff boosted Facebook posts through paid advertisements the weeks of March 10, March 17, and March 24.
- Specifically, the MetroQuest comment form was available in English and Spanish and paid Facebook advertising promoted both versions of the survey. To ensure that residents in Equity Emphasis Areas (EEA's) had exposure to the comment opportunity, targeted advertising through Facebook was done, targeting residents who live in EEA zip codes.

- X/Twitter – Posts were shared each week from the TPB Twitter account. COG, TPB members, and partner organizations also shared by reposting or quote posting. Both English and Spanish messages were posted using the Visualize 2050 logo or a specialized graphic with the visualize2050.org URL and #Visualize2050.
- LinkedIn – Posts were shared from the COG LinkedIn account using the Visualize 2050 logo.

The following TPB members and partner organizations posted or shared comment period materials:

- Arlington County
- Arlington County Dept. Environmental Services
- Bike Arlington
- DASH Bus (Alexandria)
- Fairfax County
- Fairfax County Transportation
- Fredericksburg Area MPO
- City of Greenbelt
- Greater Washington Board of Trade
- Northern Virginia Transportation Authority
- Virginia DOT - Northern Virginia
- Virginia Railway Express

## SUMMARY OF PUBLIC COMMENTS RECEIVED

Many people throughout the region took the time to provide input during the March 2024 public comment period through various channels as summarized in the table below.

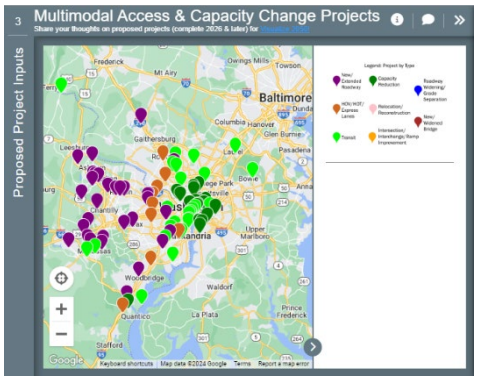
| | *MetroQuest Comment Form* | *TPB Website Comment Form* | *Phone* | *Email* | *Letter* | *In Person at TPB's March 2024 Meeting* | *Total* |
|---|---|---|---|---|---|---|---|
| ***Number of Respondents*** | 823 | 0 | 0 | 48 | 16 | 6 | 893 |

Some people took the time to provide comments via multiple methods. Many people provided input in favor or against particular projects. An analysis of the project responses reveals a great amount of project-related input was determined by the type of project and not by the application of the project type in a particular project location. This indicated that many participants were in favor or against a type of project regardless of where it was being proposed, for example, roadway projects that add capacity for automobiles. Comments by type are further summarized below.

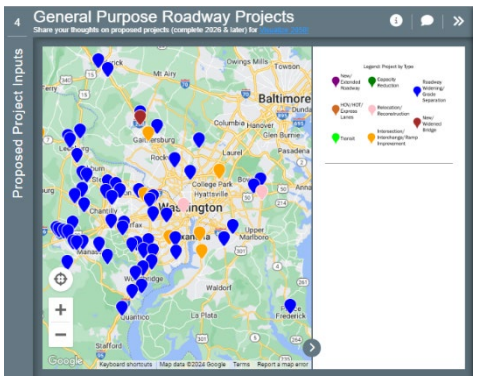
The primary method of providing comments was via an interactive comment form enabled by the company Social Pinpoint which owns MetroQuest.

An introduction screen provided an overview of the Visualize 2050 comment period.

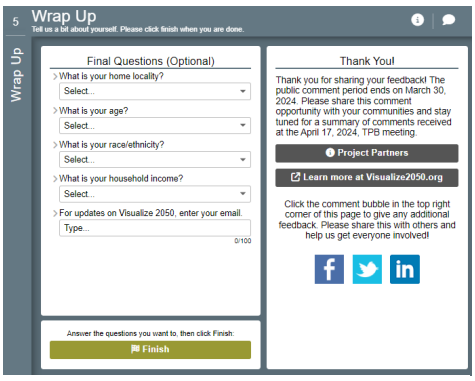
A funnel graphic that summarizes the TPB's air quality analysis scope of work was provided and asked participants if they had any comments on the scope.




A map screen showed locations of multimodal access and capacity change projects that are significant for air quality conformity. Participants were asked if they support including the projects in the 2050 plan.




A map screen showed locations of general-purpose roadway projects that are significant for air quality conformity. Participants were asked if they support including the projects in the 2050 plan.




The final screen asked for participants' demographic information and provided information on Visualize 2050 updates.

## METROQUEST FORM - AIR QUALITY CONFORMITY (AQC) ANALYSIS PROCESS COMMENTS

This section details the responses received to the second slide of the MetroQuest comment form which informed participants about the TPB's AQC process. On this slide, participants were asked whether they had any comments about the AQC process. Of the 823 individual participants, 110 answered "Yes" and left a comment and 274 answered "No"; 416 people did not respond to this question. The submitted comments are attached.

There were several themes in the comments on the AQC process and can be summarized as follows:

- **Suggestions to consider:** Tire dust, vehicle miles traveled (VMT), CO2 emissions, greenhouse gas emissions, vehicle weight, traffic jams, traffic light sequencing, the positive effects transit and active transportation can have on air quality, and the effects of induced automobile demand on air quality.
- **Request for:** Additional insight on the method of the TPB's AQC process.
- **Skepticism about:** The positive impact that HOV/HOT lanes will have on the region's air quality.
- **Requests to:** Conduct various alternative scenario analyses that consider other project lists, along with alternative supportive land uses.

## METROQUEST FORM - PROJECT COMMENTS

The focal points of the MetroQuest form are the proposed project inputs on screens 3 and 4. The first map showed participants the transit, capacity reduction, new/extended roadways, and HOV/HOT/express lane projects. The second map showed participants the roadway widening/grade separation, relocation/reconstruction, interchange/intersection/ramp improvement, and new/widened bridge projects. Both maps only included projects that are significant for air quality conformity and are expected to be completed in 2026 or later. Participants could navigate the maps using a zoom-in function. After clicking on a project point, participants were asked if they support the inclusion of the project in Visualize 2050. To learn more details about the projects, participants were directed to Visualize2050.org where a project summary table was linked with detailed project information packets. Two tables are attached; one shows how many people were in favor or opposition to a particular project and the second provides the responses for each project.
*A statistical sampling method was not employed for the MetroQuest comment form and participation was open to any interested party. Therefore, the MetroQuest results cannot be considered statistically representative of the views of the region.*

The following table summarizes the feedback, **resulting from the open comment opportunity and are not statistically representative of the region**, and shows general sentiments are most closely aligned with project type rather than the application of the project type at a particular location.

| *Project Type by MQ project category* | Number of Projects "Favor" | Number of Projects "Not in Favor" | Total Projects in Category | % of Projects Favored |
|---|---|---|---|---|
| *Capacity Reduction* | 19 | 0 | **19** | **100%** |
| *HOV/HOT/Express Lanes* | 0 | 9 | **9** | **0%** |
| *Intersection/ Interchange/Ramp Improvements* | 2 | 6 | **8** | **25%** |
| *New/Widened Bridge* | 0 | 1 | **1** | **0%** |
| *New/Extended Roadway* | 0 | 31 | **31** | **0%** |
| *Reconstruction* | 1 | 1 | **2** | **50%** |
| *Roadway Widening/Grade Separation* | 2 | 57 | **59** | **3%** |
| *Transit* | 25 | 0 | **25** | **100%** |
| ***Total*** | **49** | **105** | **154** | **32%** |

## METROQUEST FORM - GENERAL COMMENTS SUBMITTED

One-hundred and forty-eight unique comments were received on the general comment portals via the MetroQuest comment form. These can be summarized as follows:

- **Support for:** increased transit, cyclist and pedestrian facilities. Concerns that few such projects were in the plan.
- **Air Quality and health:** The plan does not adequately consider local public health impacts such as emissions from roadway operations or localized hot-spot emissions.
- **Climate change:** The plan does not adequately reflect the greenhouse gas reductions called for in TPB's policies.
- **Induced demand:** Road expansions often lead to more vehicles and traffic, not less. Investments should favor multimodal transit options over road widening.
- **Pedestrian safety:** More pedestrian infrastructure is needed, especially in high-incident areas near schools and residential zones. The use of right-turn-on-red signs should be minimized.
- **Road widening projects:** These were generally viewed negatively referencing a possible increase in congestion and emissions.
- **Express toll lane projects:** Many people expressed opposition to these projects citing concerns that they don't reduce congestion and potentially create new bottlenecks where they end; concerns about environmental harm and equity due to policies around use.
- **Transit investments:** Questions are raised about the lack of transit investments in the face of numerous road widening projects.
- **Several people offered additional or preferred solutions such as:**
    1. Implement tolls on all highway lanes without expanding them.
    2. Increase the use of speed and red-light cameras, including point-to-point average speed cameras.
    3. Eliminate all road-widening projects from the plan; divert to transit.

## EMAIL COMMENTS

A total of forty-eight emails were received by the end of the comment period. Of these, two were unique comments, one was a cover memo transmitting a letter, and the rest were comments in favor of the Virginia transportation projects. Of the 48 comments received in favor of the Virginia projects, most consisted of a form letter or form letter variation that urged the TPB to approve Virginia's transportation project submissions, as well as the American Legion Bridge and I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network.
One form letter variation urged the TPB to remember that their primary mission is to improve transportation performance. Others specifically mentioned support of the bi-directional express lanes.

Of the two other emails, one email called on the TPB to reconsider the list and include projects that reflect regional and local climate goals such as Route 7 rapid transit; and remove projects that do not align with these goals, such as highway expansions. The other extended appreciation for removal of the Mid-County Highway Extended.

## LETTER COMMENTS

A total of sixteen commenters provided letters. Two from Virginia House Delegates in support of Virginia's projects. Ten were from coalitions and groups, including: the League of Women Voters (MD); MD Advocates for Sustainable Transportation; Citizens Against Beltway Expansion; Don't Widen 270; the Coalition for Smarter Growth; the Northern Virginia Transportation Coalition; South Tuckerman Inverness Citizens Association; Seneca Creek Watershed Partners; the Greater Washington Partnership, and the Sierra Club- MD Chapter.

Commenters expressed support and opposition for toll lane projects on I-95, I-495, and I-270. There were four individual commenters, two of which wrote in opposition to the VA Route 15 project north of Leesburg. General themes from the letter comments included the following:

- Overall support of increased road capacity projects in VA and MD.
- The Air Quality Conformity Analysis doesn't comply with the Board's resolutions regarding Greenhouse Gas reductions.
- There are too many capacity-increasing road projects and not enough transit/non-motorized projects.
- Concerns regarding equity in the planning process, and possible health effects of projects.
- Environmental impacts of road projects.
- Support of multimodalism.

## RESPONSES TO COMMENTS

In response to comments, TPB staff developed a Frequently Asked Questions (FAQ) handout, attached. Additionally, agencies have been given the opportunity to provide a response to comments. The Virginia Department of Transportation, Fairfax County, Loudoun County, and Prince William County have provided responses in a letter, also attached.

## ATTACHMENTS

Air Quality Conformity Inputs Table (to be approved by TPB)
Air Quality Conformity Analysis Scope of Work (to be approved by TPB) with COG-approved Round 10 Cooperative Forecasts
Project Summary Table
March 2024 public comments received:
- Comments from Member Organizations
- Comments from Non-Member Agencies / Advocacy Groups
- Comments from Individuals via Letters
- Comments from Individuals via Email
- Comments from Individuals via MetroQuest on the Air Quality Analysis Scope of Work
- Participant Support for Projects collected via MetroQuest form
- Comments from Individuals via MetroQuest on Multimodal Access & Capacity Change Projects
- Comments from Individuals via MetroQuest on General Purpose Roadway Projects
- General Comments from Individuals via MetroQuest
- In-Person Comments at March TPB Board Meeting

Visualize 2050 FAQ handout in response to comments
Virginia letter in response to comments

# VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (transit)

**DRAFT 4/16/2024**

| | PIT Project ID | ConID | Scenario | Improvement | Facility | From | To | Projected Completion Date |
|---|---|---|---|---|---|---|---|---|
| | | | | | **DDOT** | | | |
| 1 | ~~6103~~ | ~~794~~ | ~~UHOWEXT~~ | ~~Implement~~ | ~~DC Circulator Expansion~~ | ~~Rosslyn to Dupont Circle Route~~ | ~~Extension to U St./Howard University~~ | ~~2026~~ |
| 2 | T5754 | 613 | DCSTHST2 | Construct | Benning Road Streetcar Extension | Oklahoma Avenue NE | 45th Street/Benning Road Metro | ~~2026~~ 2030 |
| 3 | ~~CE3081~~ | ~~610~~ | ~~DCSTGTWN~~ | ~~Implement~~ | ~~Union Station/Georgetown Streetcar~~ | ~~K Street/34th Street NW~~ | ~~3rd Street/H Street NE~~ | ~~2040~~ |
| 4 | T3212 | | | Implement | H St. and I St Bus lanes Phase 2 | 13th St. NW | Pennsylvania Ave NW | 2021 completed |
| 5 | ~~3212~~ T13580 | 7835<br>32666 | | ~~Study~~ Implement | H St. NW Bus Improvements | 14th St. NW | North Capitol St. | ~~not coded~~ 2022 completed |
| 6 | ~~CE3081~~ | | | ~~Construct~~ | ~~K St. NW Transitway~~ | ~~9th St. NW~~ | ~~21st St. NW~~ | ~~2025~~ |
| 7 | T13585 | 32690 | | Implement | U St. NW Bus Improvements | 18th St. NW | 9th St NW | 2025 |
| 9 | ~~3212~~ T13588 | 31057<br>31058<br>~~31059~~ | | Implement | 8th St. SE Bus Improvements | | | 2024 |
| 10 | T13583 | 32646 | | Implement | 11th St. NW Bus Improvements | Pennsylvania Ave NW | G Street NW | 2024 |
| 11 | T13583 | 32647 | | Implement | 11th St. NW Bus Improvements | H Street NW | L Street NW | 2024 |
| 12 | T13583 | 32648 | | Implement | 11th St. NW Bus Improvements | L Street NW | E Street NW | 2024 |
| 13 | T6638 | 989 | | Implement | 16th St. Bus Priority Improvements | H St. NW | Arkansas Ave NW | 2022 completed |

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# VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (transit)

**DRAFT 4/16/2024**

| | PIT Project ID | ConID | Scenario | Improvement | Facility | From | To | Projected Completion Date |
|---|---|---|---|---|---|---|---|---|
| 14 | T13590 | 32016 | | Implement | Florida Ave. NW Bus Improvements | 9th Street NW | 1st Street NE | 2024 |
| 15 | T13591 | 32016 | | Implement | Georgia Ave. NW Bus Improvements | Eastern Ave. | Barry Place NW | 2026 |
| 16 | ~~3212~~ T13582 | 32595 32673 | | ~~Study~~ Implement | Minnesota Avenue SE Bus Improvements (southbound) | Nelson Pl SE | Burns St SE | ~~not coded~~ 2023 completed |
| 17 | T13586 | 32728 | | Implement | Southern Ave SE Bus Improvements (NB) | South Capitol St SE | Barnaby Road SE | 2026 |
| **MDOT/MTA** | | | | | | | | |
| 18 | ~~CE3427~~ CE3787 | ~~617~~ 15642 | MARCFRQ | Implement | Brunswick Line Service Improvements | | | ~~2029~~ 2045 |
| 19 | ~~CE3427~~ CE3788 | ~~618~~ 15646 | MARCFRQ | Implement | Camden Line Service Improvements | | | ~~2029~~ 2045 |
| 20 | ~~CE1649~~ | ~~481~~ | ~~CCTBRT~~ | ~~Construct~~ | ~~Corridor Cities BRT~~ | ~~Shady Grove~~ | ~~Comsat~~ | ~~2035~~ |
| 21 | ~~CE3427~~ CE3855 | ~~619~~ 34252 | MARCFRQ | Implement | Penn Line Service Improvements | | | ~~2029~~ 2045 |
| 22 | T2795 | 479 | PURPLE | Construct | Purple Line Transitway | Bethesda | New Carrollton | ~~2023~~ 2027 |
| **Montgomery County** | | | | | | | | |
| 23 | CE3662 | | RANDBRT | ~~Implement~~ Study | Randolph Road BRT | US 29 | MD 355 | ~~2030~~ Not Coded |
| 24 | ~~CE3663~~ T3663 | ~~5062~~ 963 | NBETHBRT | ~~Implement~~ Study | North Bethesda Transitway BRT | Montgomery Mall Transit Center | White Flint | ~~2030~~ Not Coded |
| 25 | ~~CE3424~~ CE3856 T6396 | | MD355BRT | Implement | MD 355 BRT | MD 410 East-West Highway | Clarksburg Rd. | 2030 |

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# VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (transit)

**DRAFT 4/16/2024**

| | PIT Project ID | ConID | Scenario | Improvement | Facility | From | To | Projected Completion Date |
|---|---|---|---|---|---|---|---|---|
| 26 | CE3103 | 485 | VEIRSBRT | Implement | Veirs Mill Road BRT | ~~MD 355 Rockville Pike~~ Montgomery College, Rockville | ~~MD 97 Georgia Ave.~~ Wheaton Metro Station | ~~2025~~ 2030 |
| 27 | CE3672 ~~T12004~~ | 982 | NHBRT | ~~Implement~~ Study | New Hampshire Ave. BRT | Colesville Park and Ride | ~~Takoma Metro Station~~ Fort Totten Metro Station | ~~2045~~ Not Coded |
| 28 | ~~CE1249~~ | ~~483~~ | ~~MCT7~~ | ~~Construct~~ | ~~Olney Transit Center~~ | ~~adjacent to or north of MD 108~~ | | ~~2045~~ |
| 29 | CE1253 | 487 | TIGERVEIR | Construct | Veirs Mill Road Bus Enhancement | Rockville | Wheaton | 2021 completed |
| 30 | CE3857 | 487 | | Construct | Great Seneca Transit Network Bus Service Improvements | | | 2025 |
| 31 | | | | Construct | Md 193 (University Blvd) Bus Lanes | Amherst Ave | Dennis Ave | 2024 |
| **VDOT/VDRPT** | | | | | | | | |
| 32 | T6727 | 1028 | | Construct | Long Bridge | Control Point RO (Arlington) Rosslyn (RO) Interlocking near Long Bridge Park in Arlington, Virginia | L'Enfant (LE) Interlocking near 10th Street SW in the District of Columbia | 2030 |
| 33 | ~~CE3758~~ T11581 | 3680 | | Construct | VRE L'Enfant Station and 4th Track Improvements | L'Enfant Interlocking | Virginia Interlocking | 2028 |
| 34 | CE3708 T6673 | 1029 | | Construct | Alexandria 4th Track Project | Control Point Rosslyn (CFP RO) near milepost 110.1 south of the George Washington Parkway | Control Point Alexandria (CFP AF) near milepost 104.3 south of Telegraph Road | ~~2028~~ 2026 |
| 35 | T6706 | 1030 | | Construct | Franconia to Occoquan 3rd Track Project | One mile north of the Franconia-Springfield VRE station (CFP 98.8) | Approximately 400 feet north of Furnace Road, just north of the Occoquan River (CFP 90.08) | 2028 |

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# VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (transit)

**DRAFT 4/16/2024**

| | PIT Project ID | ConID | Scenario | Improvement | Facility | From | To | Projected Completion Date |
|---|---|---|---|---|---|---|---|---|
| 36 | CE2832 | 504 | VREFREQ | Implement | VRE Service Improvements (Reduce Headways) | Fredericksburg and Manassas lines | | 2035 |
| 37 | CE2831 | 630 | | Construct | VPRA 3rd Track - RF&P | Arkendale, Stafford Co. | Powell's Creek, Prince William County | 2024 |
| 38 | ~~CE2420~~ T12003 | 9841 | | Construct | Broad Run Expansion- 3rd Track Project | Broad Run | Manassas (Wellington Road) | ~~2025~~ 2027 |
| 39 | ~~CE1942~~ | ~~795~~ | ~~US1VABUS~~ | ~~Widen~~ | ~~US 1 (bus/right-turn lanes)~~ | ~~VA 235 North~~ | ~~SCL Alexandria (I-95 Capital Beltway)~~ | ~~2035~~ |
| 40 | CE3496 T6680 | 808 | US1BRT | Construct | US 1 Richmond Highway Bus Rapid Transit (BRT) | Huntington Metro | Ft. Belvoir ~~and to Woodbridge VRE~~ | ~~2030~~ 2031 |
| 41 | CE3521 | 861 | | Construct | Crystal City Transitway: Northern Extension - complete dedicated lanes | Crystal City Metro Station | ~~Army Navy Drive Transit Station (Army Navy Dr halfway between Hayes St and Joyce St)~~ Pentagon City Metro Station | ~~2022~~ 2026 |
| 42 | | | MWAYEXT2 | Construct | Crystal City Transitway: Southern Extension - complete dedicated lanes | South Glebe Road | Alexandria city line | 2025 |
| 43 | T6672 | 18600 | MWAYROW | Construct | Crystal City/Potomac Yard Transitway-realign with dedicated right-of-way | East Glebe Road | Evans Lane | 2030 |
| 44 | CE3013 | 489 | POTYDS | Construct | Metro Station | Potomac Yard | | ~~2022~~ 2023 completed |
| 45 | CE2188 | 493 | | Construct | Park-and-Ride Garage | Springfield CBD | vic. I-95 & Old Keene Mill Road | 2023 completed |
| 46 | CE2875 | 499 | | Construct | Park and Ride Lot | Arcola Center 300 spaces | | 2024 |

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# VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (transit)

**DRAFT 4/16/2024**

| | PIT Project ID | ConID | Scenario | Improvement | Facility | From | To | Projected Completion Date |
|---|---|---|---|---|---|---|---|---|
| 47 | CE1981 | 503 | SILVER 2 | Construct | Dulles Corridor Metrorail | Wiehle-Reston East Station | Ashburn Station | 2022 completed |
| 48 | CE3802 | | | Study | Orange Line Metrorail Extension | Vienna Metrorail Station | Prince William County | not coded |
| 49 | CE3803 | | | Study | Yellow Line Metrorail Extension | Huntington Metro | Hybla Valley/Gum Springs Community Business Center | not coded |
| 50 | CE3839 | | | Study | Route 7 BRT | West Falls Church | Spring Hill via International Drive | not coded |
| 51 | CE3700 | 1019 | SILVER 2 | Construct | Park-and-Ride Garage | Innovation Station | 2000+ parking spaces | 2020 completed |
| 52 | CE2831 | 629 | POTSHRS | Construct | VRE - Potomac Shores Commuter Rail Station | Potomac Shores | Prince William County | ~~2022~~ 2030 |
| 53 | CE2930 | 505 | VANDBRT | Construct | West End Transitway (City Funded) | Van Dorn Street Metro | Pentagon | ~~2026 & 2035~~ 2028 |
| 54 | CE2930 | 1034 | VANDBRT2 | Construct | West End Transitway Phase II (Southern Segment) | Van Dorn Street Metro | Landmark Mall | 2026 |
| 55 | CE3071 | ~~507~~ 32580 | ~~NRS~~ | Construct | Landmark Transit Center | Duke Street and Van Dorn Street | | ~~2023~~ 2027 |
| 56 | CE2933 | 508 | ALEXBUS | Implement | DASH Service Expansion | citywide | | 2030 |
| 57 | | ~~821~~ | ~~BELTHOT~~ | ~~Implement~~ | ~~Beltway HOT lanes transit service~~ | | | ~~2030~~ |
| 58 | CE2932 | 509 | DUKEBUS | Construct | Duke Street Transitway | King Street Metro | Fairfax County Line | ~~2027~~ 2028 |
| 59 | ~~CE2695~~ | ~~672~~ | | ~~Construct~~ | ~~Leesburg Park and Ride Lot (new location)~~ | ~~Crosstrails Blvd (approx)~~ | ~~300 Spaces~~ | ~~2018~~ |
| 60 | | 674 | | Construct | One Loudoun Park and Ride Lot | VA 7 & Loudoun County Parkway | 200 Spaces | 2019 completed |

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# VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (transit)

DRAFT 4/16/2024

| | PIT Project ID | ConID | Scenario | Improvement | Facility | From | To | Projected Completion Date |
|---|---|---|---|---|---|---|---|---|
| 61 | CE3359 | 675 | | Construct | Western Loudoun Park and Ride Lot | | 250 Spaces | 2024 |
| 62 | CE3484 | 797 | I66HOTI | Implement | I-66 Multimodal Corridor Improvements | Inside the beltway | | through 2050 |
| 63 | CE3448 | 799 | I66HOTO | Implement | I-66 Corridor Enhanced Bus Service (details shown with project description sheet) | Outside the beltway | | 2022 completed |
| 64 | CE3448 | 800 | I66HOTO | Implement | I-66 Corridor Enhanced Bus Service | Outside the beltway | | through 2050 |
| 65 | CE3448 | 801 | | Construct | I-66 Corridor Park and Ride lot | Haymarket | | 2021 completed |
| 66 | CE3448 | 802 | | Construct | I-66 Corridor Park and Ride lot | University Blvd. in Gainesville | | 2021 completed |
| 67 | CE3448 | 803 | | Construct | I-66 Corridor Park and Ride lot | Balls Ford Road in Manassas | | 2021 completed |
| **FAMPO** | | | | | | | | |
| 67 | | | | Construct | New Chatham Heights Road PNR | 80 spaces | | 2038 |
| 67 | | | | Construct | VA 3 East PNR | 150 spaces | | 2038 |
| 67 | | | | Construct | US 17 Business New Warrenton Road PNR | 1000 spaces near Olde Forge Dr. | | 2038 |
| 67 | | | | Construct | US 1 at Commonwealth Dr. PNR | | | 2027 |

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# VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

DRAFT 4/16/2024

| | PIT Project ID | Con ID | Project ID | Agency ID | Improvement | Facility | From | To | Fr | To | Lanes From | Lanes To | Completion Date |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **DDOT** | | | | | | | | | | | | | |
| **68** | CE2860 | 605 | DI9 | | Reconstruct | I 295 Interchange at Malcolm X Blvd. | Add above grade ramp connection from NB I-295 off ramp to new St. Elizabeth's Access Road | | | | | | 2022 completed |
| **69** | T13597 | 33037 | | | Reduce Capacity | Alabama Ave SE (eastbound) | 5th Street SE | MLK Elementary School | | | 2 | 1 | 2030 |
| **71** | T13597 | 33038 | | | Reduce Capacity | Alabama Ave SE (eastbound) | Jasper St. SE | James M. McGee Sr. St. SE | | | 2 | 1 | 2030 |
| **71** | T13597 | 33039 | | | Reduce Capacity | Alabama Ave SE (eastbound) | Gainesville St. SE | Aigner Pl. SE | | | 2 | 1 | 2030 |
| **72** | T13597 | 33040 | | | Reduce Capacity | Alabama Ave SE (eastbound) | 25th Street SE | Naylor Rd. SE | | | 2 | 1 | 2030 |
| **73** | T13597 | 33041 | | | Reduce Capacity | Alabama Ave SE (westbound) | Marion Barry Ave SE | Branch Ave. SE | | | 2 | 1 | 2030 |
| **74** | T13597 | 33042 | | | Reduce Capacity | Alabama Ave SE (westbound) | Randle Pl. SE | 7th Street SE | | | 2 | 1 | 2030 |
| **75** | T13597 | 33043 | | | Reduce Capacity | Alabama Ave SE (westbound) | Congress St. SE | 15th Street SE | | | 2 | 1 | 2030 |
| **76** | T13597 | 33044 | | | Reduce Capacity | Alabama Ave SE (westbound) | 24th Street SE | Irving St. SE | | | 2 | 1 | 2030 |
| **77** | T13597 | 33045 | | | Reduce Capacity | Alabama Ave SE (westbound) | Naylor Rd. SE | 31st Street SE | | | 2 | 1 | 2030 |
| **78** | T13597 | 33046 | | | Widen | Alabama Ave SE (westbound) | Irving St. SE | Aigner Pl. SE | | | 1 | 2 | 2030 |
| **79** | T13597 | 33047 | | | Reduce Capacity | Alabama Ave SE (westbound) | 31st Place SE | Branch Ave. SE | | | 2 | 1 | 2030 |
| **80** | T13597 | 33048 | | | Reduce Capacity | Alabama Ave SE (westbound) | 34th Street SE | Suitland Rd. SE | | | 2 | 1 | 2030 |
| **81** | T13597 | 33049 | | | Reduce Capacity | Alabama Ave SE (westbound) | 38th Street SE | Pennsylvania Ave SE | | | 2 | 1 | 2030 |
| **82** | T3232 | 31473 | | | Reduce Capacity - bike lanes | Arizona Ave NW (north/eastbound) | Carolina Place NW | Loughboro Rd NW | | | 3 | 2 | 2024 |
| **83** | T13596 | 32873 | | | Reduce Capacity | Bladensburg Rd. NE | Eastern Ave. | Benning Road | | | 6 | 4 | 2028 |

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# VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

DRAFT 4/16/2024

| | PIT Project ID | Con ID | Project ID | Agency ID | Improvement | Facility | From | To | Fr | To | Lanes From | Lanes To | Completion Date |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84 | T3232 | 31566 | | | Reduce Capacity - bike lanes | Branch Ave SE | Randle Circle SE | Alabama Ave SE | | | 4 | 2 | 2025 |
| 85 | T13599 | 34039 | | | Reduce Capacity | Constitution Ave. | Louisiana Ave NW | Pennsylvania Ave NW | | | 6 | 5 | 2026 |
| 86 | T3232 | 1008 | DS28 | | Reduce Capacity - bike lanes | Dalecarlia Pkwy NW | Loughboro Road | Westmoreland Circle | | | 4 | 2 | ~~2040~~ 2030 |
| 87 | T6315 | 567 | DP16 | | Reduce Capacity | East Capitol Street | 40th Street | Southern Ave | | | 6 | 4 | ~~2021~~ 2030 |
| 88 | T13592 | 32401 | | | Reduce Capacity | Eastern Ave NE | Whittier St NW | New Hampshire Ave NE | | | 3 | 2 | 2028 |
| 89 | T13590 | 32016 | | | Reduce Capacity Bus Lanes | Florida Avenue NW | 9th Street NW | 1st Street NE | | | 4 | 2 | 2025 |
| 90 | 6195 | 710 | | | Reduce Capacity | Florida Avenue NE | 2nd Street | 3rd Street | | | 6 | 5 | 2023 completed |
| 91 | 6195 | 717 | DS13 | | Reduce Capacity | Florida Avenue NE | 3rd Street | West Virginia Avenue | | | 6 | 4 | 2023 completed |
| 92 | T13591 | 32180 | | | Reduce Capacity Bus Lanes | Georgia Avenue NW | Eastern Ave. | Barry Place NW | | | 4 | 2 | 2026 |
| 93 | T3232 | 860 | DS23 | | Reduce Capacity - bike lanes | Harewood Road NW | Rock Creek Church Road NW | North Capitol Street | | | 2 | 1 | ~~2022~~ 2024 |
| 94 | T3232 | 31668 | | | Reduce Capacity - bike lanes | Kansas Ave NW | Peabody St NW | Chillum Place NW | | | 4 | 2 | 2024 |
| 95 | T3232 | 31704 | | | Reduce Capacity - bike lanes | Lincoln Rd NE | V St NE | 4th St NE | | | 3 | 2 | 2025 |
| 96 | T3232 | 835 | DP22 | | Reduce Capacity - bike lanes | Louisana Avenue NW | ~~Columbus Circle NE/ Mass Ave NE~~ North Capitol St. | Constitution Avenue NW | | | ~~4~~ 5 | ~~3~~ 4 | ~~2040~~ 2026 |
| 97 | T13587 | 31053 | | | Reduce Capacity Bus Lanes | MLK Jr. Ave SE | W Street | Marion Barry Ave | | | 2 | 1 | 2024 |

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# VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

DRAFT 4/16/2024

| | PIT Project ID | Con ID | Project ID | Agency ID | Improvement | Facility | From | To | Fr | To | Lanes From | Lanes To | Completion Date |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **98** | T13593 | 32442 | | | Reconstruct | MLK Jr. Ave SE | South Capitol St. SE | Upsal St. SE | | | 4 | 2 | 2027 |
| **99** | CE3075 T6014 | 585 | DS6 | | Reduce Capacity | Maryland Ave. NE | 6th St. NE | 15 St. NE | | | 4 | 2 | 2021 completed |
| **100** | T13596 | 36004 | | | Reduce Capacity | Maryland Ave. NE | Bladensburg Rd. NE | Neal St. NE | | | 4 | 1 | 2028 |
| **101** | T13599 | 34486 | | | Reduce Capacity | Massachusettes Ave NE | 1st Street NE | 6th Street NE | | | 4 | 3 | 2024 |
| **102** | T13582 | 32595 | | | Reduce Capacity Bus Lanes | Minnesota Ave SE bus lanes (southbound) (Phase B) | Nelson Pl SE | Burns St SE | | | 2 | 1 | 2023 completed |
| **103** | T13581 | 32593 | | | Reduce Capacity Bus Lanes | Minnesota Ave SE bus lanes (Phase A) | Nelson Pl SE | East Capitol St. SE | | | 2 | 1 | 2023 completed |
| **104** | T13581 | 32668 | | | Reduce Capacity Bus Lanes | Minnesota Ave SE bus lanes (Phase A) | L'Enfant Square SE | A St. SE | | | 2 | 1 | 2023 completed |
| **105** | T3232 | 31503 | | | Reduce Capacity - bike lanes | Missouri Avenue NW (Eastbound) | 17th St NW | 16th St NW | | | 2 | 1 | 2030 |
| **106** | T3232 | 1006 | DS30 | | Reduce Capacity - bike lanes | Mount Olivet Rd NE | Brentwood Parkway | ~~West Virginia Ave~~ 17th Street NE | | | 4 | 3 | ~~2022~~ 2024 |
| **107** | T3232 | 1010 | DP40 | | Reduce Capacity - bike lanes | Nebraska Ave NW | New Mexico Ave | Loughboro Road | | | 4 | 3 | ~~2022~~ 2030 |
| **108** | CE3399 | 608 | | | Reconstruct | New Jersey Avenue NW 1-way to 2-way | H Street NW | N Street NW | | | | | 2021 completed |
| **109** | ~~CE3081~~ | ~~842~~ | ~~DS26~~ | | ~~Reduce Capacity - Streetcar~~ | ~~New Jersey Avenue NW~~ | ~~H St NW~~ | ~~K Street NW~~ | | | ~~3 lanes 1-way~~ | ~~1 lane each 2-way~~ | ~~2040~~ |
| **110** | T3232 | 707 31741 | | | Reduce Capacity | New Jersey Avenue NW | H Street | Louisiana Ave | | | 4 | ~~2~~ 3 | ~~2021~~ 2024 |
| **111** | ~~T3212~~ T3232 | ~~7836~~ 10675 | DS42 | | Reduce Capacity - | Park Place/5th Street NW | Grant Circle | Kenyon St NW | 3 | 3 | 2 | 1 | 2022 completed |
| **112** | ~~CE3447~~ T6595 | 712 | DS15 | | Reduce Capacity | Pennsylvania Avenue NW | 17th Street | 18th Street | | | 6 | 4 | 2025 |
| **113** | ~~CE3447~~ T6595 | 713 | DS14 | | Reduce Capacity | Pennsylvania Avenue NW | 18th Street | 20th Street | | | 5 | 4 | 2025 |

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# VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

DRAFT 4/16/2024

| | PIT Project ID | Con ID | Project ID | Agency ID | Improvement | Facility | From | To | Fr | To | Lanes From | Lanes To | Completion Date |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **114** | ~~CE3447~~ T6595 | 714 | ~~DS18~~ DS18A | | Reduce Capacity | Pennsylvania Avenue NW | 20th Street | ~~26th Street~~ 22nd Street | | | 6 | 4 | ~~2040~~ 2025 |
| **115** | CE3447 | 714 | DS18 | | Reduce Capacity | Pennsylvania Avenue NW | ~~20th Street~~ 22nd Street | 26th Street | | | 6 | 4 | 2040 |
| **116** | CE3447 | 715 | DS16 | | Reduce Capacity | Pennsylvania Avenue NW | 26th Street | 28th Street | | | 5 | 4 | 2040 |
| **117** | CE3447 | 716 | DS17 | | Reduce Capacity | Pennsylvania Avenue NW | 28th Street | 29th Street | | | 4 | 2 | 2040 |
| **118** | CE3654 ~~T3232~~ | ~~1009~~ 947 | ~~DP36A~~ DP35 | | Reduce Capacity - bike lanes | Pennsylvania Ave SE | 2nd Street SE | ~~17th Street~~ 14th Street SE | 2 | 2 | 6 | 4 | 2023 completed |
| **119** | CE3654 | 948 | DP36 | | Reduce Capacity - bike lanes | Pennsylvania Ave SE | 14th Street SE | Barney Circle | | | 8 | 6 | ~~2024~~ 2023 completed |
| **120** | T3232 | 31949 | | | Reduce Capacity - bike lanes | Potomac Ave SE | 18th St SE | 19th St SE | | | 2 | 1 | 2024 |
| **121** | T3423 | 541 | DP9A | AW011, AW024A, AW001A, AW025A, CKTB6 | Widen | South Capitol Street Corridor: Frederick Douglass Bridge | Independence Avenue (East) | Martin Luther King, Jr. Blvd. (west) | 2 | 2 | 5 | 6 | ~~2025~~ 2021 completed |
| **122** | T5803 | 542 | DP9C | | Construct | South Capitol Street Intersection | at Potomac Avenue | | | | | | 2022 completed |
| **123** | T6114 | 609 | | | Reduce Capacity | South Capitol Street | Firth Sterling Ave. | Southern Ave Maryland state line | | | 5 | 4 5 | 2022 completed |
| **124** | T13586 | 31051 | | | Reduce Capacity | Southern Ave SE (northbound) | South Capitol St. SE | Barnaby Road SE | | | 2 | 1 | 2026 |
| **125** | T13599 | 34038 | | | Reduce Capacity | Southern Ave SE | Pennsylvania Ave SE | Benning Road SE | | | 4 | 2 | 2024 |
| **126** | T6038 | 543 | DP9D | | Construct | Suitland Parkway interchange | at Martin Luther King, Jr. Boulevard to complete movements | | | | | | 2021 completed |

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# VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

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| | PIT Project ID | Con ID | Project ID | Agency ID | Improvement | Facility | From | To | Fr | To | Lanes From | Lanes To | Completion Date |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 127 | T13599 | 34053 | | | Reduce Capacity | Taylor St. NE | North Capitol St NW | 7th Street NE | | | 3 | 2 | 2024 |
| 128 | T3232 | 31780 | | | Reduce Capacity - bike lanes | Van Buren St NW | Blair Rd NW | 3rd St NW | | | 2 | 1 | 2025 |
| 129 | ~~T3212~~ T3232 | ~~7825~~ 11119 | DS43 | | Reduce Capacity - | Virginia Ave NW | Rock Creek and Potomac Pkwy NW | 18th St NW | 3 | 3 | 6 | 5 | 2021 completed |
| 130 | ~~T3212~~ T3232 | ~~7837~~ 10614 | DS44 | | Reduce Capacity - bike lanes | Warder Street/7th Street NW | Kenyon St NW | New Hampshire Ave NW | 4 | 4 | 2 | 1 | 2022 completed |
| 131 | T13599 | 34050 | | | Reduce Capacity | Western Ave NW | Park Ave | River Road NW | | | 3 | 2 | 2024 |
| 132 | T13599 | 34051 | | | Reduce Capacity | Western Ave NW | River Road NW | 45th Street NW | | | 4 | 3 | 2024 |
| 133 | T13599 | 34052 | | | Reduce Capacity | Western Ave NW | 45th Street NW | Jenifer Street NW | | | 5 | 4 | 2024 |
| 134 | ~~3232~~ T13578 | ~~709~~ 29860 | DS19 | | Reduce Capacity | Wheeler Road SE | Alabama Avenue | Southern Avenue | | | 4 | 2 | ~~2021~~ 2027 |
| 135 | CE3077 | 558 | DP42B | ED0C2A | Reduce Capacity | C Street (westbooound only) | ~~Oklahoma Avenue~~ 16th Street NE | 14th Street NE | | | ~~5~~ 2 | ~~3~~ 1 | 2022 completed |
| 136 | CE3077 | ~~558~~ 33201 | DP42A | ED0C2A | Reduce Capacity | N. Carolina Avenue | 14th Street NE | ~~Oklahoma Avenue~~ 16th Street NE | | | ~~5~~ 4 | ~~3~~ 2 | 2022 completed |
| 137 | CE3077 | ~~558~~ 33202 | DP42 | ED0C2A | Reduce Capacity | C Street~~/N. Carolina Avenue~~ | ~~Oklahoma Avenue~~ 22nd Street NE | ~~14th Street NE~~ 16th Street NE | | | 5 | 3 | 2022 completed |
| 138 | ~~CE3081~~ | ~~841~~ | ~~DP25~~ | | ~~Reduce Capacity - Streetcar~~ | ~~H Street NE/NW~~ | ~~3rd Street NE~~ | ~~New Jersey Ave NW~~ | | | ~~6~~ | ~~4~~ | ~~2040~~ |
| 139 | 3212 | 11116 | DP43A | | Reduce Capacity Bus Lanes | H Street NW | Pennsylvania Ave | Connecticut Ave | 2 | 2 | 4 | 3 | 2021 completed |
| 140 | 3212 | 11117 | DP43B | | Reduce Capacity Bus Lanes | H Street NW | Connecticut Ave | Vermont Ave | 2 | 2 | 4 | 2 | 2021 completed |
| 141 | ~~3212~~ T3232 | 11118 | DP43C | | Reduce Capacity Bus Lanes | H Street NW | Vermont Ave | 15th Street | 2 | 2 | 4 | 3 | 2021 completed |

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# VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

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| | PIT Project ID | Con ID | Project ID | Agency ID | Improvement | Facility | From | To | Fr | To | Lanes From | Lanes To | Completion Date |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 142 | ~~3212~~ T3232 | 11119 | DP43D | | Reduce Capacity Bus Lanes | H Street NW | 15th Street | 14th Street | 2 | 2 | 3 | 2 | 2021 completed |
| 143 | T13580 | 32584 | DP43E | | Reduce Capacity Bus Lanes | H Street NW | 13th Street | 9th Street | 2 | 2 | 6 | 3 | 2022 completed |
| 144 | T13580 | 32585 | DP43F | | Reduce Capacity Bus Lanes | H Street NW | 9th Street | 6th Street | 2 | 2 | 6 | 4 | 2022 completed |
| 145 | T13580 | 32586 | DP43G | | Reduce Capacity Bus Lanes | H Street NW | 6th Street | 5th Street | 2 | 2 | 6 | 3 | 2022 completed |
| 146 | T13580 | 32587 | DP43H | | Reduce Capacity Bus Lanes | H Street NW | New Jersey Avenue NW | North Capitol St | 2 | 2 | 6 | 4 | 2022 completed |
| 147 | T13584 | 30503 | | | Reduce Capacity | H Street NE | 3rd Street NE | Benning Ave NE | 2 | 2 | 4 | 2 | 2024 |
| 148 | T3232 | 31823 | | | Reduce Capacity - bike lanes | I St NW | 15th St NW | Vermont Ave NW | | | 3 | 2 | 2024 |
| 149 | ~~3212~~ T3232 | 11122 | DP44C | | Reduce Capacity Bus Lanes | I Street NW | 17th Street | 18th Street | 2 | 2 | 3 | 2 | 2021 completed |
| 150 | ~~3212~~ T3232 | 11123 | DP44D | | Reduce Capacity Bus Lanes | I Street NW | 19th Street | 20th Street | 2 | 2 | 3 | 2 | 2021 completed |
| 151 | T3232 | 31633 | | | Reduce Capacity - bike lanes | K St NE | 1st St NE | 2nd St NE | | | 4 | 2 | 2024 |
| 152 | CE3652 | 946 | DP34 | | Reduce Capacity - bike lanes | K Street NW | 7th St NW | 1st Street NE | | | 4 | 2 | 2021 completed |
| 153 | ~~CE3081~~ | ~~844~~ | ~~DP26A~~ | | ~~Reduce Capacity - Streetcar~~ | ~~K Street NW~~ | ~~New Jersey Avenue NW~~ | ~~7th Street NW~~ | | | ~~3~~ | ~~2~~ | ~~2040~~ |
| 154 | ~~CE3081~~ | ~~845~~ | ~~DP27~~ | | ~~Reduce Capacity – Transitway~~ | ~~K Street NW~~ | ~~9th Street NW~~ | ~~12th St NW~~ | | | ~~4~~ | ~~2~~ | ~~2025~~ |
| 155 | ~~CE3081~~ | ~~846~~ | ~~DP28~~ | | ~~Reduce Capacity – Transitway~~ | ~~K Street NW~~ | ~~12th St NW~~ | ~~21st St NW~~ | | | ~~6~~ | ~~4~~ | ~~2025~~ |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 156 | ~~CE3081~~ | ~~847~~ | ~~DP29~~ | | ~~Reduce Capacity - Streetcar~~ | ~~K Street NW~~ | ~~21st Street NW~~ | ~~25th Street NW~~ | | | ~~4~~ | ~~2~~ | ~~2040~~ |
| 157 | ~~CE3081~~ | ~~848~~ | ~~DP30~~ | | ~~Reduce Capacity - Streetcar~~ | ~~K Street NW~~ | ~~25th Street NW~~ | ~~29th Street NW~~ | | | ~~6/4~~ | ~~4~~ | ~~2040~~ |
| 158 | ~~CE3081~~ | ~~849~~ | ~~DP31~~ | | ~~Reduce Capacity - Streetcar~~ | ~~K Street NW~~ | ~~29th Street NW~~ | ~~Wisconsin Avenue NW~~ | | | ~~4~~ | ~~2~~ | ~~2040~~ |
| 159 | T3232 | 31599 | | | Reduce Capacity - bike lanes | M St NE | 1st St NE | 1st St NW | | | 2 | 1 | 2026 |
| 160 | T3232 | ~~1005~~ 31904 | DS31 | | Reduce Capacity - bike lanes | M Street SE | ~~Half St~~ 1st Street SE | 11th Street SE | | | 6 | ~~5~~ 3 | ~~2022~~ 2023 completed |
| 161 | T13585 | 30507 | | | Reduce Capacity Bus Lanes | U Street NW | 18th Street | 9th Street | | | 4 | 2 | 2025 |
| 162 | T3232 | 31781 | | | Reduce Capacity - bike lanes | 4th St NW | Butternut St NW | Van Buren St NW | | | 2 | 1 | 2030 |
| 163 | T3232 | 1013 831 | | | Reduce Capacity - bike lanes | 9th St NW | Massachusetts Ave | Florida Ave | | | 4 | ~~3/2~~ 2 | ~~2030~~ 2023 completed |
| 164 | T3232 | 1012 | DP39 | | Reduce Capacity - bike lanes | 9th St NW | Constitution Ave | Massachusetts Ave | | | 6/4 | 4/2 | ~~2030~~ 2023 completed |
| 165 | T3232 | 829 | DS21 | | Reduce Capacity - bike lanes | 6th Street NW | Constitution Avenue | Massachusetts Avenue | | | 6 peak- 4 offpeak | 4 peak - 2 offpeak | 2030 |
| 166 | T3232 | 830 | DS22 | | Reduce Capacity - bike lanes | 6th Street NW | Massachusettes Avenue | Florida Ave NW | | | 4 | 3 | 2030 |
| 167 | T3232 | 702 | DS9 | | Reduce Capacity | 7th Street NW | New York Avenue | N Street | | | 4 | 2 | ~~2021~~ 2016 completed |
| 168 | T13599 | 34040 | | | Reduce Capacity | 7th Street NW | Pennsylvania Ave NW | Constitution Avenue NW | | | 6 | 3 | 2025 |
| 169 | T13599 | 34041 | | | Reduce Capacity | 7th Street NW | Constitution Avenue NW | C Street/ Maryland Ave SW | | | 7 | 4 | 2025 |
| 170 | T13599 | 34042 | | | Reduce Capacity | 7th Street NW | C Street/ Maryland Ave SW | G Street SW | | | 6 | 3 | 2025 |
| 171 | T13599 | 34043 | | | Reduce Capacity | 7th Street NW | G Street SW | Maine Ave SW | | | 6 | 3 | 2025 |
| 172 | T13588 | 31056 | | | Reduce Capacity Bus Lanes | 8th Street SE | I Street | L Street | | | 3 | 2 | 2024 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 173 | T13588 | 31057 | | | Reduce Capacity Bus Lanes | 8th Street SE | D Street | L Street | | | | 1 | 2024 |
| 174 | T13588 | 31058 | | | Reduce Capacity Bus Lanes | 8th Street SE | E Street | Pennsylvania Ave | | | | 1 | 2024 |
| 175 | T13583 | 30480 | | | Reduce Capacity Bus Lanes | 11th St NW | E Street NW | L Street NW | | | 4 | 2 | 2024 |
| 176 | T13583 | 32645 | | | Reduce Capacity Bus Lanes | 11th St NW | Pennsylvania Ave NW | E Street NW | | | 4 | 2 | 2024 |
| 177 | ~~T3212~~ T3232 | ~~7820~~ 11123 | DS35 | | Reduce Capacity - bike lanes | 15th Street Cycletrack | Pennsylvania Ave NW | East Basin Dr. SW | 3 | 3 | 4 | 3 | ~~2021~~ 2022 completed |
| 178 | T3232 | 31822 | | | Reduce Capacity - bike lanes | 15th St NW | H St NW | I St NW | | | 4 | 4 | 2024 |
| 179 | T6638 | 839 | DP23 | | Reduce Capacity - Bus Priority | 16th Street NW | Arkansas Avenue NW | Columbia Road NW | | | 6 | 4 | 2022 completed |
| 180 | T6638 | 840 | DP24 | | Reduce Capacity - Bus Priority | 16th Street NW | Columbia Road NW | W Street NW | | | 5 | 4 | 2022 completed |
| 181 | CE3651 ~~T3212~~ | 944 | DP32 | | Reduce Capacity - bike lanes | 17th Street NW | New Hampshire Avenue | ~~K St. NW~~ Massachusettes Ave. | 3 | 3 | 2 | 1 | 2021 completed |
| 182 | T3232 | 31534 | | | Reduce Capacity - bike lanes | 17th St NE/SE | Benning Rd NW | Potomac Ave SE | | | 2 | 1 | 2023 completed |
| 183 | T3232 | 31996 | | | Reduce Capacity - bike lanes | 19th St SE | Potomac Ave SE | East Capitol St NE | | | 2 | 1 | 2024 |
| 184 | ~~T3212~~ T3232 | ~~7821~~ 11122 | DS37 | | Reduce Capacity - bike lanes | 20th St. NW Bike Lanes | G St. | Massachusetts Ave. | 4 | 4 | 4 | 2 | 2022 completed |
| 185 | ~~T3212~~ T3232 | ~~7827~~ 11118 | DS38 | | Reduce Capacity - bike lanes | 21st St. NW | ~~Constitution Ave.~~ C Street NW | ~~Massachusettes Ave.~~ G Street NW | | | 3 | 2 | 2021 completed |
| **MDOT** | | | | | | | | | | | | | |
| | | **Interstate** | | | | | | | | | | | |
| 186 | T3044 | 126 | MI2Q | MO8391 | Construct | I 270 Interchange | at Watkins Mill Road | | 1 | 1 | 8 | 8 | 2020 completed |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 187 | ~~T6432~~ T11582 CE1186 | 125 | MI2U1 | ~~AW0731~~ AW0754 | Construct/Widen | I 270 Toll Lanes | I 270Y ~~on the entire~~ western spur~~, and on the eastern spur from MD187 north to the main I-270~~ | | 1 | 1 | 4 + 2 HOV | 4 + 4 HOT | ~~2025~~ 2030 |
| 188 | ~~T6432 T11582 CE1186~~ CE3281 | 125 | MI2U1 | ~~AW0731~~ AW0754 | ~~Construct/Widen~~ Convert | I 270 Toll Lanes | I 270Y~~ on the entire western spur, and~~ on the eastern spur from MD187 north to the main I-270 | | 1 | 1 | 4 + 2 HOV | 4 + 2 ~~4~~ HOT | ~~2025~~ 2040 |
| 189 | ~~T6432 T11582 CE1186~~ CE3281 | 892 | MI2U2 | ~~AW0731~~ AW0754 | Construct | I 270 Toll Lanes | I 270Y | I 370 | 1 | 1 | 10 + 2 HOV | 10 + 4 HOT | ~~2025~~ 2040 |
| 190 | ~~T6432~~ CE1186 T11583 | 893 | MI2U3 | ~~AW0731~~ AW0754 | ~~Construct/Widen~~ Study | I 270 Northbound Toll Lanes | I 370 | Middlebrook Road | 1 | 1 | 3 + 1 HOV NB | 3 + 2 HOT NB | ~~2030~~ not coded |
| 191 | ~~T6432~~ CE1186 T11583 | 893 | MI2U4 | ~~AW0731~~ AW0754 | ~~Construct/Widen~~ Study | I 270 Southbound Toll Lanes | Middlebrook Road | I-370 | 1 | 1 | 4 SB | 4 + 2 HOT SB | ~~2030~~ not coded |
| 192 | ~~T6432~~ CE1186 T11583 | 894 | MI2U5 | ~~AW0731~~ AW0754 | ~~Construct/Widen~~ Study | I 270 Northbound Toll Lanes | Middlebrook Road | MD 121 | 1 | 1 | 2 + 1 HOV NB | 2 + 2 HOT NB | ~~2030~~ not coded |
| 193 | ~~T6432~~ CE1186 T11583 | 894 | MI2U6 | ~~AW0731~~ AW0754 | ~~Construct/Widen~~ Study | I 270 Southbound Toll Lanes | MD 121 | Middlebrook Road | 1 | 1 | 3 SB | 3 + 2 HOT SB | ~~2030~~ not coded |
| 194 | ~~T6432~~ CE1186 T11583 | 895 | MI2U7 | ~~AW0731~~ AW0754 | ~~Construct/Widen~~ Study | I 270 Toll Lanes | MD 121 | I 70 / US 40 | 1 | 1 | 4 | 4 + 4 HOT | ~~2030~~ not coded |
| 195 | 6444 | 953 | MI2TSB7 | | Construct | I270 southbound auxiliary lane (innovative congestion management) | MD 28 on-ramp | MD 189 off-ramp | 1 | 1 | | | ~~2021~~ 2024 |
| 196 | 6444 | 957 | MI2TNB2 | | Construct | I270 northbound auxiliary lane (innovative congestion management) | MD 189 on-ramp | MD 28 off-ramp | 1 | 1 | | | ~~2021~~ 2024 |
| 197 | 6444 | 958 | MI2TNB2 | | Construct | I270 northbound auxiliary lane (innovative congestion management) | South of MD 28 slip ramp to express lanes | North of MD 28 slip ramp to local lanes | 1 | 1 | | | ~~2021~~ 2024 |
| 198 | | | MI2TNB3 | | Construct | I270 northbound (innovative congestion management) | Shady Grove Road | I-370 off-ramp | 1 | 1 | | | 2019 completed |
| 199 | | | MI2TNB4 | | Construct | I270 northbound (innovative congestion management) | MD 124 on-ramp | Watkins Mill Road off-ramp | 1 | 1 | | | 2019 completed |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **200** | | | MI2TNB4 | | Construct | I270 northbound auxiliary lane (innovative congestion management) | Watkins Mill Road on-ramp | Middlebrook Road westbound off-ramp | 1 | 1 | | | 2019 completed |
| **201** | CE1187 | 210 | MI4 | | Widen | I 70 | Mt. Phillip Road | West of I 270 | 1 | 1 | 4 | 6 | 2035 |
| **202** | CE2250 | 151 | MI4a | FR5801 | Reconstruct | I 70 | at MD 144FA, Meadow Road, and Old National Pike | | 1 | 1 | 6 | 6 | 2022 completed |
| **203** | ~~CE1479~~ T2894 | 108 | MI1P MI1PR | PG3331 | Construct | I-95/I-495 | at Greenbelt Metro Station | | 1 | 1 | 8 | 8 | 2030 |
| **204** | ~~T6432~~ T11582 ~~CE3281~~ CE3863 | 696 | MI1Q | ~~AW0731~~ AW0754 | Construct/Widen | I 495 Toll Lanes | Virginia State line/Potomac River (including American Legion Bridge) | I 270Y - western spur | 1 | 1 | 8/10 | 8/10 + 4 HOT | ~~2025~~ 2035 |
| **205** | ~~T6432~~ T11582 ~~CE3281~~ CE3863 | 856 | MI1R | ~~AW0731~~ AW0754 | ~~Construct/Widen~~ Study | I 495 Toll Lanes | I 270Y - western spur | MD 355 | 1 | 1 | 6 | 6 + 4 HOT | ~~2025~~ not coded |
| **206** | ~~T6432~~ CE3281 | 905 | MI1S | AW0731 | Study | I 495 Toll Lanes | ~~MD 355~~ MD 187 | I 95 | 1 | 1 | 8 | 8 + 4 HOT | not coded |
| **207** | ~~T6432~~ ~~CE3281~~ | 906 | MI1T | AW0731 | Study | I 95 / I 495 Toll Lanes | I 95 | Baltimore Washington Parkway | 1 | 1 | 8 | 8 + 4 HOT | not coded |
| **208** | T6432 CE1182 | 907 | MI1U | AW0731 | Study | I 95 / I 495 Toll Lanes | Baltimore Washington Parkway | Glenarden Parkway | 1 | 1 | 8 | 8 + 4 HOT | not coded |
| **209** | T6432 CE1182 | 908 | MI1V | AW0731 | Study | I 95 / I 495 Toll Lanes | Glenarden Parkway | MD 202F | 1 | 1 | 10 | 10 + 4 HOT | not coded |
| **210** | T6432 CE1182 | 909 | MI1W | AW0731 | Study | I 95 / I 495 Toll Lanes | MD 202F | Potomac River (not including Wilson Bridge) | 1 | 1 | 8 | 8 + 4 HOT | not coded |
| | | **Primary** | | | | | | | | | | | |
| **211** | T3108 | 139 | MP10A | PG2531 | Reconstruct | US 1 | College Avenue | MD 193 | 2 | 2 | 4 | 4 | ~~2023~~ 2024 |
| **212** | CE1200 | 370 | MP9 | CA4131 | Widen | MD 2/4 Solomons Island Road | North of Stoakley Road/Hospital Drive | South of MD 765A (south junction) just south of Parkers Creek | 2 | 2 | 4 | 6 | 2045 |
| **213** | CE1200 | 913 | NRS | CA4131 | Construct | MD 2 / MD 4 Interchange | at Stoakley Road/Hospital Drive and at MD 765A (south junction) | | 2 | 5 | 4 | 6 | 2045 |
| **214** | ~~T6394~~ | ~~127~~ | ~~MP2C~~ | ~~AT1981~~ | ~~Widen~~ | ~~MD 3 Robert Crain Highway~~ | ~~I595/US 50/US 301~~ | ~~Anne Arundel County Line~~ | ~~2~~ | ~~2~~ | ~~4~~ | ~~6~~ | ~~2035~~ |

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| 215 | CE1194 | 212 | MP3A | PG9171 | Widen | MD 4 Pennsylvania Avenue | I-95/I-495 | MD 223 | 5 | 5 | 4 | 6 | 2040 |
| 216 | ~~T3469~~ CE1196 | 205 | MP4F | PG3916 | Widen/Upgrade | MD 5 Branch Avenue | US 301 at T.B. | North of I95 /I 495 | 2 | 5 | 4 | 6 | 2035 |
| 217 | CE3567 T6431 | 914 34276 | MP15B | FR1881 | Construct/Widen | US 15 | MD 26 | North of Biggs Ford Road with grade separated interchange at Biggs Ford Road | 5 | 5 | 4 | 6 | 2040 |
| 218 | CE3566 T6431 | ~~915~~ 34269 | MP15A | FR1881 | Construct/Widen | US 15 | ~~US 340 / South Jefferson Street~~ I-270 | MD 26 | 5 | 5 | 4 | 6 | 2030 |
| 219 | ~~CE1197~~ | ~~551~~ | | | ~~Construct~~ | ~~US 29 Columbia Pike~~ | ~~at Tech Road / Industrial Road~~ | | ~~5~~ | ~~5~~ | ~~6~~ | ~~6~~ | ~~2030 2035~~ |
| 220 | ~~CE1197~~ | ~~552, 919, 918~~ | ~~MP19A MP19B MP19C~~ | | ~~Construct~~ | ~~US 29 Columbia Pike Interchange~~ | ~~at Stewart Lane, Greencastle Road, & Blackburn Road~~ | | ~~5~~ | ~~5~~ | ~~6~~ | ~~6~~ | ~~2045~~ |
| 221 | CE1210 | 858 | FP2B | | Widen | MD 85 | South of English Muffin Way | Crestwood Drive/Shockley Drive | 2 | 2 | 2/4 | 4 | 2035 |
| 222 | CE1210 | 859 | FP2C | FR3881 | Construct/Widen | MD 85 Buckeystown Pike | Spectrum Drive | North of Grove Road | 2 | 2 | ~~4~~ | 6 | 2035 |
| 223 | T6483 | 391 | FP2A | FR3881 | Construct/Widen | MD 85 Buckeystown Pike | Crestwood Drive/Shockley Drive | Spectrum Drive | 2 | 2 | 4 | 6 | ~~2022~~ 2023 completed |
| 224 | CE1190 | 387 | ~~MP14~~ NRS | PG6191 | Reconstruct | MD 202 | at Brightseat Road | | 2 | 2 | 6 | 6 | 2045 |
| 225 | ~~T4879~~ T6524 CE1199 | 124 | MP6D | PG2211 | Upgrade | MD 210 Indian Head Highway | I-95/495 | MD 228 | 2 | 5 | 6 | 6 | 2040 |
| 226 | T5527 | 384 | MP18 | | Construct | US 301 Gov. Nice Bridge | Charles County, MD | King George County, VA | 2 | 2 | 2 | 4 | ~~2023~~ 2025 |
| 227 | ~~CE1004 CE1619~~ | ~~940~~ | ~~MP8E~~ | | ~~Widen~~ | ~~US 301~~ | ~~Harry Nice Bridge~~ | ~~I-595 / US 50~~ | ~~2~~ | ~~5~~ | ~~4/6~~ | ~~6~~ | ~~2045~~ |
| | | **Secondary** | | | | | | | | | | | |
| 228 | ~~T3476~~ CE1462 | 206 | MS2F | MO8861 | Widen | MD 28 Norbeck Road | MD 97 | MD 182 | 2 | 2 | 2 | ~~2 4~~ 4 | 2045 |
| 229 | T3106 | 137 | MP12C | MO7461 | Construct | MD 97 Brookeville Bypass | Gold Mine Road | North of Brookville | 0 | 2 | 0 | 2 | ~~2021~~ 2025 |
| 230 | ~~CE2618~~ T5420 | 931 ~~33680 35167~~ | ~~NRS~~ | MO2241 | ~~Reconstruct~~ Widen | MD 97 | MD 390 | MD 192 / Forest Glen Road | 2 | 2 | ~~6/~~ 7 | ~~6/7~~ 8 | 2030 |
| 231 | CE1211 | 392 | NRS | MO8521 | Upgrade | MD 97 Georgia Avenue Interchange | at MD 28 Norbeck Road | | 2 | 2 | 6 | 6 | 2035 |

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| | PIT Project ID | Con ID | Project ID | Agency ID | Improvement | Facility | From | To | Fr | To | Lanes From | Lanes To | Completion Date |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 232 | CE1203 | 115 | MS32 | | Reconstruct | MD 117 Clopper Road | I270 | Metropolitan Grove Road | 3 | 3 | 4 | 4 | 2030 |
| 233 | CE1203 | 921 | ~~NRS~~ MS32A | | Reconstruct | MD 117 Clopper Road | Metropolitan Grove Road | West of Game Preserve Road | 3 | 3 | 2 | 3 | 2035 |
| 234 | ~~3057~~ ~~CE1206~~ | ~~118~~ | ~~MS6B~~ | ~~MO632~~ | ~~Widen~~ | ~~MD 124 Woodfield Road~~ | ~~Midcounty Highway~~ | ~~South of Airpark Drive~~ | ~~3~~ | ~~3~~ | ~~2~~ | ~~6~~ | ~~2035~~ |
| 235 | ~~3057~~ ~~CE1206~~ | ~~1~~ | ~~MS6D~~ | ~~MO6323~~ | ~~Widen~~ | ~~MD 124 Woodfield Road~~ | ~~North of Fieldcrest Road~~ | ~~Warfield Road~~ | ~~3~~ | ~~3~~ | ~~2~~ | ~~6~~ | ~~2035~~ |
| 236 | | | | | reduce capacity bus lanes | MD 193 (University Blvd) | Amherst Ave. | Dennis Ave. | | | 6 | 4 | 2024 |
| 237 | CE2253 T13579 T4887 | 356 | MS35 | PG6911 | Widen | MD 197 Collington Road | MD 450 | Kenhill Drive | 2 | 2 | 2 | 4 | ~~2030~~ 2050 |
| 238 | ~~CE2261~~ | ~~924~~ | ~~MS36A~~ | ~~FR5491~~ | ~~Construct/Widen~~ | ~~MD 180~~ | ~~Greenfield Drive~~ | ~~I 70 (west junction)~~ | ~~4~~ | ~~4~~ | ~~2~~ | ~~4~~ | ~~2035~~ |
| 239 | ~~CE1204~~ | ~~359~~ | ~~MS10B~~ | ~~PG9491~~ | ~~Widen~~ | ~~MD 201 Edmonston Rd. / Old Baltimore Pike~~ | ~~Cherrywood Lane~~ | ~~Ammendale Way~~ | ~~3~~ | ~~3~~ | ~~2/3~~ | ~~4~~ | ~~2045~~ |
| 240 | ~~CE1204~~ | ~~965~~ | ~~MS10E~~ | ~~PG9491~~ | ~~Construct/Widen~~ | ~~MD 201 Extended (Cedarhurst Dr.)~~ | ~~Muirkirk Road~~ | ~~US 1~~ | ~~3~~ | ~~3~~ | ~~2~~ | ~~4~~ | ~~2045~~ |
| 241 | CE1207 | 175 | MS18D | PG6541 | Widen | MD 450 Annapolis Road | Stonybrook Drive | west of MD 3 | 2 | 2 | 2 | 4 | ~~2030~~ 2035 |
| 242 | T3542 | 516 | same as MC15B | MO3441 | Construct | Montrose Parkway | Randolph Road | East of Parklawn Drive | 0 | 2 | 0 | 4 | ~~2020~~ 2045 |
| | | **Frederick County** | | | | | | | | | | | |
| | | **Secondary** | | | | | | | | | | | |
| 243 | | 648 | MS36C | FR5491 | Widen/Upgrade | MD 180 Ballenger Creek Pike | Ballenger Center Drive | Corporate Drive | 3 | 2 | 2 | 4 | 2020 completed |
| 244 | CE3594 | 880 | FS3 | | Expansion | Christopher's Crossing | Walter Martz Road | Thomas Johnson Drive | 3 | 3 | 0 to 2 | 4 | ~~2020~~ 2024 |
| 245 | T5494 | 993 | FS3A | | Widen/Upgrade | Christopher's Crossing | Whittier Drive | Poole Jones Rd./Walter Martz Rd. | 3 | 3 | 2 | 4 | 2024 |
| 246 | CE1181 | 651 | FS2a | | Widen | Monocacy Boulevard | Schifferstadt Boulevard | Gas House Pike | 3 | 3 | 2 | 4 | ~~2019~~ 2020 completed |
| | | **Montgomery County** | | | | | | | | | | | |
| | | **Secondary** | | | | | | | | | | | |
| 247 | CE1577 | 199 | MC43 | | Construct | Dorsey Mill Road Bridge over I-270 | Century Blvd. | ~~Milestone Center Dr.~~ Observation Dr. | 0 | 3 | 0 | 4 | ~~2030~~ 2040 |

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# VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

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| | PIT Project ID | Con ID | Project ID | Agency ID | Improvement | Facility | From | To | Fr | To | Lanes From | Lanes To | Completion Date |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 248 | T3049 | 112 | MC7A | | Widen | Goshen Road South | South of Girard Street | 1000 feet north of Warfield Road | 3 | 3 | 2 | 4 | ~~2030~~ 2040 |
| 249 | T7503 | 11221 | | | Widen | Little Seneca Parkway | MD355 | Observation Drive | 3 | 3 | 2 | 4 | 2035 |
| 250 | | ~~113~~ | ~~MC12F~~ | | ~~Widen~~ | ~~MD 118 Germantown Road Extended~~ | ~~MD 355~~ | ~~M 83 at Watkins Mill Road~~ | ~~2~~ | ~~2~~ | ~~3~~ | ~~4~~ | ~~2020~~ |
| 251 | ~~CE1229~~ | ~~161~~ | ~~MC14G~~ | | ~~Widen~~ | ~~Middlebrook Road Ext.~~ | ~~MD 355~~ | ~~M 83~~ | ~~2~~ | ~~2~~ | ~~3~~ | ~~4~~ | ~~2045~~ |
| 252 | ~~3703~~ | ~~214~~ | ~~MC15B~~ | | ~~Construct~~ | ~~Montrose Parkway East~~ | ~~Eastern Limit of MD 355/Montrose Interchange~~ | ~~Veirs Mill Road/Parkland Road Intersection~~ | ~~0~~ | ~~2~~ | ~~0~~ | ~~4~~ | ~~2045~~ |
| 253 | T7503 | 11220 | | | Construct | Extend Observation Drive | Waters Discovery Lane | West Old Baltimore Road | 0 | 3 | 0 | 4 | 2035 |
| 254 | T7503 | 11222 | | | Construct | Extend Observation Drive | Little Seneca Parkway | Existing Observation Drive near Stringtown Road | 0 | 3 | 0 | 2 | 2045 |
| 255 | CE1236 | 119 | MC34 | | Widen | Snouffer School Road | MD 124 Woodfield Road | Centerway Road | 3 | 3 | 2 | 4 | 2021 completed |
| | | **Urban** | | | | | | | | | | | |
| 256 | T5986 | 423 | | 501116-5 | Construct | MD 187 Old Georgetown Road | MD 187 Old Georgetown Road | Nicholson Lane/Tilden Lane | | | 0 | 6 | 2030 |
| | | **Prince George's County** | | | | | | | | | | | |
| | | **Secondary** | | | | | | | | | | | |
| 257 | ~~6367~~ | ~~361~~ | ~~PGS3a~~ | | ~~Widen~~ | ~~Addison Road~~ | ~~Walker Mill Road~~ | ~~MD 214 Central Avenue~~ | ~~3~~ | ~~3~~ | ~~2~~ | ~~4~~ | ~~2026~~ |
| 258 | ~~CE1270~~ | ~~386~~ | ~~PGS5~~ | | ~~Construct~~ | ~~Allentown Road Relocated~~ | ~~MD 210 Indian Head Highway~~ | ~~Brinkley Road~~ | | ~~3~~ | | ~~4~~ | ~~2028~~ |
| 259 | ~~CE1320~~ | ~~365~~ | ~~PGS73~~ | ~~PGS73~~ | ~~Widen~~ | ~~Ardwick-Ardmore Road~~ | ~~MD 704~~ | ~~91st Ave.~~ | ~~4~~ | ~~4~~ | ~~2~~ | ~~4~~ | ~~2030~~ |
| 260 | ~~CE1272~~ | ~~388~~ | ~~PGS9a~~ | | ~~Widen~~ | ~~Bowie Race Track Road~~ | ~~MD 450 Annapolis Road~~ | ~~Clearfield Road~~ | ~~4~~ | ~~4~~ | ~~2~~ | ~~4~~ | ~~2024~~ |
| 261 | ~~CE1277~~ | ~~140~~ | ~~PGS16a~~ | | ~~Construct~~ | ~~Campus Way North~~ | ~~Lake Arbor Way~~ | ~~south of Lottsford Road~~ | ~~0~~ | ~~4~~ | ~~0~~ | ~~4~~ | ~~2023~~ |
| 262 | ~~CE1277~~ | ~~138~~ | ~~PGS16b~~ | | ~~Construct~~ | ~~Campus Way North Extended~~ | ~~south of Lottsford Road~~ | ~~Evarts Drive~~ | ~~0~~ | ~~4~~ | ~~0~~ | ~~4~~ | ~~2020~~ |
| 263 | ~~CE1279~~ | ~~142~~ | ~~PGS18~~ | | ~~Widen~~ | ~~Church Road~~ | ~~Woodmore Road~~ | ~~Central Ave. (MD 214)~~ | ~~4~~ | ~~4~~ | ~~2~~ | ~~4~~ | ~~2028~~ |
| 264 | ~~CE1280~~ | ~~143~~ | ~~PGS20a~~ | | ~~Widen~~ | ~~Columbia Park Road~~ | ~~Cabin Branch Road~~ | ~~Columbia Terrace~~ | ~~4~~ | ~~4~~ | ~~2~~ | ~~4~~ | ~~2020~~ |
| 265 | ~~CE1288~~ | ~~162~~ | ~~PGS30a~~ | | ~~Widen~~ | ~~Good Luck Road~~ | ~~MD 201 Kenliworth Avenue (east of)~~ | ~~Cipriano Road~~ | ~~4~~ | ~~4~~ | ~~2~~ | ~~4~~ | ~~2025~~ |
| 266 | ~~3132~~ | ~~163~~ | ~~PGS34B~~ | | ~~Widen~~ | ~~Hill Road~~ | ~~Consideration Lane~~ | ~~MD 214 Central Avenue~~ | ~~4~~ | ~~4~~ | ~~2~~ | ~~4~~ | ~~2028~~ |

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# VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

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| | PIT Project ID | Con ID | Project ID | Agency ID | Improvement | Facility | From | To | Fr | To | Lanes From | Lanes To | Completion Date |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 267 | T5806 | 165 | PGS38b | | Widen | Livingston Road | Piscataway Creek | Farmington Road | 4 | 4 | 2 | 4 | 2025 |
| 268 | ~~CE1291~~ | ~~417~~ | ~~PGS38a~~ | | ~~Widen~~ | ~~Livingston Road~~ | ~~MD 210 Indian Head Highway at Eastover~~ | ~~Kerby Hill Rd.~~ | ~~4~~ | ~~3~~ | ~~2~~ | ~~4~~ | ~~2028~~ |
| 269 | | 213 | PGS40a | | Widen | Lottsford Road | Archer Lane | MD 193 Enterprise Road | 3 | 3 | 2 | 4 | 2021 completed |
| 270 | | | ~~PGS40b~~ | | ~~Reduce Capacity - bike lanes~~ | ~~Lottsford Road~~ | ~~MD 202 (Landover Rd.)~~ | ~~Largo Dr. West~~ | ~~3~~ | ~~3~~ | ~~6~~ | ~~4~~ | ~~2020~~ |
| 271 | ~~CE1295~~ | ~~360~~ | ~~PGP4a~~ | | ~~Construct~~ | ~~MD 193 Greenbelt Road~~ | ~~Baltimore-Washington Parkway (ramp to)~~ | | ~~0~~ | ~~5~~ | ~~0~~ | ~~4~~ | ~~2025~~ |
| 272 | ~~CE1294~~ | ~~2~~ | ~~PGS42C~~ | | ~~Widen~~ | ~~MD 223 Woodyard Road Relocated~~ | ~~Piscataway Creek/Floral Park Road~~ | ~~MD 4 /Livingston Road~~ | ~~3~~ | ~~3~~ | ~~2~~ | ~~4~~ | ~~2017~~ |
| 273 | CE1295 | 169 | PGS44b | | Widen | Metzerott Road | Adelphi Road | MD 193 University Boulevard | 4 | 4 | 2 | 4 | 2020 completed |
| 274 | ~~CE1297~~ | ~~173~~ | ~~PGS47~~ | | ~~Widen~~ | ~~Oak Grove and Leeland Roads~~ | ~~MD 193 Watkins Park Road~~ | ~~US 301 Robert Crain Highway~~ | ~~4~~ | ~~4~~ | ~~2~~ | ~~4~~ | ~~2028~~ |
| 275 | ~~CE1299~~ | ~~649~~ | ~~PGS50~~ | | ~~Widen~~ | ~~Old Branch Avenue~~ | ~~MD 223 Piscataway Road (north of)~~ | ~~MD 337 Allentown Road~~ | ~~4~~ | ~~4~~ | ~~2~~ | ~~4~~ | ~~2028~~ |
| 276 | | ~~369~~ | ~~PGS51a~~ | | ~~Widen~~ | ~~Old Gunpowder Road~~ | ~~Powder Mill Road~~ | ~~Greencastle Road~~ | ~~3~~ | ~~3~~ | ~~2~~ | ~~4~~ | ~~2018~~ |
| 277 | ~~CE2623~~ | ~~153~~ | ~~PGS55b~~ | | ~~Widen~~ | ~~Ritchie-Marlboro Road~~ | ~~White House Road~~ | ~~Old Marlboro Pike~~ | ~~2~~ | ~~2~~ | ~~2~~ | ~~4~~ | ~~2028~~ |
| 278 | ~~CE1304~~ | ~~178~~ | ~~PGS58~~ | | ~~Widen~~ | ~~Rosaryville Road~~ | ~~US 301~~ | ~~MD 223 Woodyard Road~~ | ~~3~~ | ~~3~~ | ~~2~~ | ~~4~~ | ~~2020~~ |
| 279 | ~~CE1309~~ | ~~181~~ | ~~PGS63~~ | | ~~Widen~~ | ~~Sunnyside Avenue~~ | ~~US 1~~ | ~~MD 201 Kenilworth Avenue~~ | ~~4~~ | ~~4~~ | ~~2~~ | ~~4~~ | ~~2022~~ |
| 280 | t3159 | 182 | PGS64 | | Widen | Surrats Road | Beverly Ave. | Brandywine Rd | 4 | 4 | 2 | 4 | ~~2025~~ Completed 2018 |
| 281 | ~~CE1314~~ | ~~187~~ | ~~PGS67a~~ | | ~~Widen~~ | ~~Van Dusen Road~~ | ~~Contee Road~~ | ~~MD 198 Sandy Springs Road~~ | ~~3~~ | ~~3~~ | ~~2~~ | ~~4~~ | ~~2020~~ |
| 282 | | 188 | PGS68 | | Widen | Virginia Manor Road | Muirkirk Road | Old Gunpowder Road | 4 | 4 | 2 | 4 | 2014 completed |
| 283 | ~~CE1316~~ | ~~429~~ | ~~PGS69a~~ | | ~~Widen~~ | ~~Walker Mill Road~~ | ~~Silver Hill Road~~ | ~~I 95~~ | ~~3~~ | ~~3~~ | ~~2~~ | ~~4~~ | ~~2028~~ |
| 284 | ~~CE2624~~ | ~~154~~ | ~~PGS91~~ | | ~~Widen~~ | ~~Westphalia Road~~ | ~~MD 4 Pennsylvania Avenue~~ | ~~Ritchie Marlboro Road~~ | ~~2~~ | ~~2~~ | ~~2~~ | ~~4~~ | ~~2028~~ |
| 285 | | ~~436~~ | ~~PGS40b~~ | | ~~Construct~~ | ~~Woodmore Road~~ | ~~MD 193 Enterprise Road~~ | ~~Church Road~~ | ~~3~~ | ~~3~~ | ~~2~~ | ~~4~~ | ~~2025~~ |
| **Anne Arundel County** | | | | | | | | | | | | | |
| 286 | | | ~~AA14D~~ | | ~~Widen~~ | ~~US 50~~ | ~~I-97~~ | ~~MD 2~~ | ~~1~~ | ~~1~~ | ~~6/8~~ | ~~8~~ | ~~2045~~ |
| 287 | | | | | widen | I-97 HOV lanes | MD 32 | US 50/301 | | 2 | 4 | 6 | 2045 |
| 288 | | | AA15A | | Widen | I-295 with interchange at Hanover Road | I-195 | MD 100 | 1 | 1 | 4 | 6 | ~~2035~~ 2045 |
| 289 | | | AA3E | | Widen | MD 2 | US 50 | ~~I-695 MD100~~ | | | 4 | 6 | ~~2035~~ 2045 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 290 | | | AA4E | | Widen | MD 3 | ~~MD 32~~ Waugh Chapel Road | ~~MD 424~~ St. Stevens Church Road | 2 | 2 | 4 | 6 | ~~2025~~ 2024 Complete |
| 291 | | | AA4F | | Widen | MD 3 NB | St. Stevens Church Road | MD 32 | 2 | 2 | 4 | 5 | 2030 |
| 292 | | | | | ~~Widen~~ | ~~MD 32 HOV?~~ | ~~I-97~~ | ~~Howard County Line~~ | | ~~2~~ | ~~6~~ | ~~8~~ | |
| 293 | | | AA6E | | Widen | MD 100 | ~~Howard Co. Line~~ I-97 | ~~I-97~~ MD 170 | | 5/1 | 4 | 6 | ~~2035~~ 2024 Complete |
| 287 | | | ~~AA6E~~ | | ~~Widen~~ | ~~MD 100~~ | ~~MD 170~~ | ~~MD 713~~ | | | | | |
| 288 | | | AA6EA | | Widen | MD 100 | MD 713 | Howard County Line | | | 4 | 6 | 2024 Complete |
| 289 | | | AA36 | | Widen | MD170 | Norcross Ln. | Wieker Road | | | 2 | 4 | 2026 |
| 290 | | | AA8B | | Widen | MD 175 | MD 170 | ~~295 BW Parkway~~ Reece Road | | 2 | 4 | 6 | ~~2025~~ 2045 |
| 291 | | | AA8D | | Widen | MD 175 | Reece Rd | Sellner Rd/Race Rd | | | 4 | 6 | 2025 |
| 292 | | | AA35 | | Widen | MD 177 | MD 2 | Lake Shore Dr. | | | 2 | 4 | 2045 |
| 293 | | | AA30 | | Widen | MD 198 | MD 32 | BW Parkway | 2 | 2 | 2 | 4 | ~~2030~~ 2035 |
| 294 | | | AA37 | | Widen | MD 214 | MD 424 | Shoreham Beach Rd. | | | 2 | 4 | 2045 |
| 295 | | | AA34A | | Widen | MD 713 | MD 175 | MD 176 | | 2 | 2 | 4 | ~~2040~~ 2045 |
| | | **Carroll County** | | | | | | | | | | | |
| 298 | | | CA2A | | Widen | MD 26 | MD 32 | Liberty Reservoir | | | 4 | 6 | ~~2035~~ 2050 |
| | | | CA7 | | Widen | MD 27 | Carroll County Line | Leishear Road | | | 2 | 4 | 2040 |
| 299 | | | CA4A | | widen | MD 32 | MD 26 | Howard County Line | | 2 | 2 | ~~5~~ 4 | 2040 |
| 300 | | | CA5 | | Widen | MD 97 | MD 140 | Bachmans Valley Rd. | | 2 | 2 | ~~4~~ 5 | ~~2035~~ 2028 |
| 301 | | | CA1B | | Widen | MD 140 | Sullivan Road | Market St. | | 1 | 6 | 8 | ~~2035~~ 2050 |
| | | **Howard County** | | | | | | | | | | | |
| 302 | | | ~~HW1B~~ | | ~~Widen~~ | ~~I-70~~ | ~~US 29~~ | ~~MD 32~~ | ~~1~~ | ~~1~~ | ~~4~~ | ~~6~~ | ~~2035~~ |
| 303 | | | HW19 | | Widen | I-95 Peak period shoulder use | MD 32 | MD 100 | 1 | 1 | 4 | 4+1 | ~~2035~~ 2034 |
| 304 | | | HW20 | | Widen | US 1 | Howard/PG line | Howard/Balt. Co. line | | | 4 | 6 | 2045 |
| 305 | | | HW10B | | Widen | US 29 NB | Middle Patuxent River | Seneca Dr. | | 5 | 4 | 6 | 2030 |
| | | | HW23 | | Construct | US 29/Brokenland Parkway Interchange & North South Connector Rd. | | | | | | | 2025 |
| | | | ~~HW3c~~ | | ~~Widen~~ | ~~MD 32~~ | ~~Cedar Lane~~ | ~~Anne Arundel County Line Brock Bridge Rd.~~ | ~~-~~ | ~~1~~ | ~~4/6~~ | ~~8~~ | ~~2045~~ |
| | | | HW3B | | Widen | MD 32 | MD 108 | I-70 | | 2 | 2 | 4 | ~~2021~~ 2022 Completed |
| | | | HW3D | | Widen | MD 32 | I-70 | Howard/ Carroll County Line River Rd | | | 2 | 4 | 2045 |
| 306 | | | HW5F | | Widen | MD 100 | I-95 | AA/Howard Line | 1 | 1 | 4 | 6 | ~~2035~~ 2045 |
| 307 | | | ~~HW6c~~ | | ~~Widen~~ | ~~MD 108~~ | ~~Trotter Rd.~~ | ~~Guilford Rd.~~ | ~~2~~ | ~~2~~ | ~~2~~ | ~~4~~ | ~~2035~~ |
| 308 | | | HW7C | | Widen | MD 175 | Oceano Ave | Howard/AA Col Line | | | 2 | 4 | ~~2045~~ 2040 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 309 | | | HW8B | | Widen | MD 216 | High School Access Rd. | Maple Lawn Blvd. | | 3 | 2 | 4 | 2015 completed |
| 310 | | | HW22 | | Widen | Marriotsville Road | US 40 | MD 99 | | | 2 | 4 | 2025 |
| 311 | | | HW14C | | Widen | Snowden River Parkway | Oakland Mills Road | Broken Land Parkway | | 3 | 4 | 6 | ~~2023~~ 2030 |
| | | **Calvert-St. Mary's MPO** | | | | | | | | | | | |
| 314 | CE2246 | 644 | MP9B | C-SMMPO | ~~Construct~~ Study | Thomas Johnson Bridge replacement | over the Patuxent River | | 2 | 2 | 2 | 4 | ~~2031~~ not coded |
| 315 | | | MP9C | C-SMMPO | Widen | MD 4 (in St. Mary's County) | Thomas Johnson Bridge | MD 235 | 2 | 2 | 2 | 4 | ~~2031~~ 2032 |
| 316 | | | NRS | C-SMMPO | Construct | MD 4/ MD 235 Interchange | in Lexington Park | | 2 | 2 | -- | -- | ~~2028~~ 2032 |
| 317 | | | MP9D | C-SMMPO | Widen | MD 4 (in Calvert County) | Thomas Johnson Bridge | Patuxent Point Parkway | 2 | 2 | 2 | 4 | ~~2031~~ 2034 |
| 318 | | | NRS | C-SMMPO | Reconstruct | MD 5 Great Mills Project | MD 471 Indian Bridge Road | MD 246 Great Mills Road | | | 2 | 2 | ~~2026~~ 2030 |
| | | | | | | **VDOT** | | | | | | | |
| | | **Federal Lands** | | | | | | | | | | | |
| 319 | ~~CE3061~~ CE3791 | ~~433~~ 32610 | FED3A | | Construct | Manassas National Battlefield Park Bypass | US 29 ~~West of Centreville~~ Lee Highway at Pageland Lane | ~~East of Gainesville, via 234~~ Bull Run Drive | 0 | 1 | 0 | 4 | 2040 |
| 320 | ~~CE3061~~ CE3791 | ~~434~~ 32611 | FED3B | | Remove/Close | US 29 Lee Highway | Pageland Lane | ~~Bridge over Bull Run~~ Paddington Lane | 2 | 2 | 2/4 | 0 | 2040 |
| 321 | ~~CE3061~~ CE3791 | ~~435~~ 32612 | FED3C | | Remove/Close | VA 234 Sudley Road | ~~Southern Park Boundary~~ Battleview Parkway | ~~Sudley Springs (north of park)~~ Featherbed Lane | | | 2 | 0 | ~~2030~~ 2040 |
| | | **Interstate** | | | | | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **322** | CE1759 | 399 | VI1AJ | 81009 | Construct | I 66 Vienna Metro Station bus ramp (duplicate project with ConID 759, below) | Transit Ramps- from EB & to WB | -'@Vaden Dr. | 1 | 1 | 0 | 2 | 2022 completed |
| **323** | CE2096 | 350 | VI1AG | 78827 | Reconstruct | I 66 WB Operational/Spot Improvements | Lee Highway/Spout Run On-Ramp | Glebe Road Off-Ramp | 1 | 1 | 2 | 3 | 2022 completed |
| **324** | ~~CE3448~~ T6540 | 718 | VI1Y | 105500 | Widen / Revise Operations | I-66 | I-495 | US 50 | 1 | 1 | 3 general purpose in each direction + 1 HOV in peak direction during peak period | 3 general purpose + 1 Auxiliary + 2 HOT each direction | 2022 completed |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **325** | ~~CE3448~~ T6540 | 851 | VI1Z | 105500 | Widen / Revise Operations | I-66 | US 50 | US 29 Centreville | 1 | 1 | 4 general purpose in each direction off-peak, 3 general purpose + 1 HOV in peak direction during peak period | 3 general purpose + 1 Auxiliary + 2 HOT in each direction (2 Aux per direction btwn VA 286 & VA 28 only) | 2022 completed |
| **326** | ~~CE3448~~ T6540 | 852 | VI1ZA | 105500 | Widen / Revise Operations | I-66 | US 29 Centreville | University Boulevard Ramps (new interchange for HOT only) | 1 | 1 | 4 general purpose in each direction off-peak, 3 general purpose + 1 HOV in peak | 3 general purpose + 2 HOT in each direction | 2022 completed |
| **327** | ~~CE3448~~ T6540 | 852 | VI1ZA1 | 105500 | Widen / Revise Operations | I-66 | VA 234 Bypass | University Blvd. | 1 | 1 | 4 general purpose in each direction off-peak, 3 general purpose + 1 HOV in peak direction during peak period | 3 general purpose+ 2 HOT in each direction (+1 Auxiliary each direction between US 29 and VA 234 Bypass only) | 2022 completed |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **328** | ~~CE3448~~ T6540 | 853 | VI1ZB | 105500 | Widen / Revise Operations | I-66 | University Boulevard Ramps (new interchange for HOT only) | US 15 (1.2 miles west of) | 1 | 1 | 4 general purpose in each direction off-peak, 3 general purpose + 1 HOV in peak direction during peak period | 3 general purpose+ 2 HOT in each direction (+1 Auxiliary each direction between US 29 and VA 234 Bypass only) | ~~2040~~ 2024 |
| **329** | CE3484 | 862 | VI1X1 | | Revise Operations | I-66 | I-495 | US 29 near Rosslyn | 1 | 1 | HOT 2 in peak direction during peak period | HOT 3 in peak direction during peak period | 2022 completed |
| **330** | ~~CE3484~~ | ~~863~~ | ~~VI1X2~~ | | ~~Revise Operations~~ | ~~I-66~~ | ~~I-495~~ | ~~US 29 near Rosslyn~~ | ~~1~~ | ~~1~~ | ~~HOT 3 in peak direction during peak period~~ | ~~HOT 3 in both directions during peak period~~ | ~~2040~~ |
| **331** | ~~CE3448~~ | ~~7221~~ | | | ~~Study~~ | ~~I-66 Revise Operations by 2024~~ | ~~I495~~ | ~~US 29 near Rosslyn~~ | | | ~~HOT 3 in peak direction during peak period~~ | ~~HOT 3 in both directions during peak period~~ | ~~not coded~~ |
| **332** | CE3484 | 788 | VI1XB | | Construct/Widen | I 66 Eastbound | VA 267 DTR | Washington Blvd. Off-Ramp | 1 | 1 | 3 | 4 | ~~2040~~ 2020 completed |
| **333** | CE3484 | 789 | VI1XC | | Construct/Widen | I 66 Eastbound | Washington Blvd. Off-Ramp | North Fairfax Drive | 1 | 1 | 2 | 3 | ~~2040~~ 2020 completed |
| **334** | CE3484 | 786 | VI1XD | | Construct/Widen | I 66 Westbound | Sycamore Street | Washington Blvd. On-Ramp | 1 | 1 | 2 | 3 | ~~2040~~ 2020 completed |
| **335** | ~~CE3448~~ T6540 | 752 | I66R31<br>I66R32<br>I66R34 | | Construct | I-66 Express Lanes Interchange Ramps | EB Expr to SB GP<br>NB GP to WB Expr<br>SB Expr to WB Expr<br>EB Expr to NB GP<br>SB GP to WB Expr | I-495 Interchange (Capital Beltway GP and Express Lanes) | 0 | 1 | 0 | 1 | 2022 completed |

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# VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

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| | PIT Project ID | Con ID | Project ID | Agency ID | Improvement | Facility | From | To | Fr | To | Lanes From | Lanes To | Completion Date |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 336 | ~~CE3448~~ T6540 | 753 | I66R37 | | Construct | I-66 General Purpose Lanes Interchange Ramp | NB Expr to WB GP (modification of existing loop ramp) | I-495 Interchange (Capital Beltway GP and Express Lanes) | 0 | 1 | 0 | 1 | 2022 completed |
| 337 | ~~CE3448~~ T6540 | 754 | | | Relocate / Reconstruct | I-66 Interchange | Dual-lane loop ramp from NB I-495 GP to I-66 GP relocated to dual-lane flyover & existing ramp modified to NB I-495 GP to I-66 WB HOT | @ I-495 | 1 | 1 | 2 | 2 | 2022 completed |
| 338 | ~~CE3448~~ T6540 | 755 | | | Reconstruct | I-66 Interchange | EB GP to SB GP<br>WB GP to SB GP<br>WB GP to SB Expr<br>NB GP to EB GP<br>SB GP to WB GP | @ I-495 | 1 | 1 | — | — | 2022 completed |
| 339 | ~~CE3448~~ T6540 | 756 | I66R29 | | Construct | I-66 flyover ramp | EB general purpose to EB express lanes | .5 mile east of VA 243 | 0 | 1 | 0 | 1 | 2022 completed |
| 340 | ~~CE3448~~ T6540 | 759 | I66R27<br>I66R28 | | Construct | I-66 Express Lanes Interchange Ramps (duplicate project with ConID 399, above) | EB off-ramp, WB on-ramp to/from I-66 Express lanes | @Vaden Dr. | 1 | 1 | | Bus / HOV-3 / HOT from proposed Express Lanes | 2022 completed |
| 341 | ~~CE3448~~ T6540 | 983 | I66R43 | | Remove | I-66 ramp | remove existing EB on-ramp from Saintsbury Dr. at Vaden Dr. | | | | | | 2022 completed |
| 342 | ~~CE3448~~ T6540 | 762 | VI1YA | | Reconstruct | I-66 Interchange | Reconfigured interchange to eliminate C-D roads & replacemodify EB to NB loop ramp with flyover& WB to SB flyover | @ Chain Bridge Road (VA 123) | 1 | 1 | — | — | 2022 completed |
| 343 | ~~CE3448~~ T6540 | 763 | I66R25<br>I66R26 | | Construct | I-66 Express Lanes Interchange Ramps | EB on-ramp, EB off-ramp, WB on-ramp, WB off-ramp to/from I-66 Express Lanes | @ Chain Bridge Road (VA 123) | 0 | 1 | 0 | 1 | 2022 completed |
| 344 | ~~CE3448~~ T6540 | 765 | I66R23<br>I66R24 | | Construct | I-66 Express Lanes Interchange Ramps | EB on-ramp, WB off-ramp to/from I-66 Express lanes | @ Lee Jackson Mem Highway (US 50) | 0 | 1 | 0 | 1 | 2022 completed |
| 345 | ~~CE3448~~ T6540 | 766 | I66R62 | | Construct | I-66 Express Lanes Interchange ramps | EB Express Lanes on-ramp from NB US 50 | @ Lee Jackson Mem Highway (US 50) | 0 | 1 | 0 | 1 | ~~2040~~ 2024 |
| 346 | ~~CE3448~~ T6540 | 767 | I66R19A<br>I66R20A<br>I66R21A<br>I66R22A | | Relocate / Reconstruct | I-66 Interchange | Reconfigure interchange with Express lanes ramps shifted to the north of I-66; ; Construct new EB off-ramp, WB on-ramp to/from I-66 Express lanes | @ Monument Drive (US 50) | 1 | 1 | Bus / HOV-2 Reversible by time of day | Bus / HOV-3 / HOT Movements in both directions 24 hrs/day | ~~2040~~ 2024 |

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# VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

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| | PIT Project ID | Con ID | Project ID | Agency ID | Improvement | Facility | From | To | Fr | To | Lanes From | Lanes To | Completion Date |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **347** | ~~CE3448~~ T6540 | 768 | I66R19<br>I66R20<br>I66R21<br>I66R22 | | Reconstruct / Revise Operations / Construct | I-66 Interchange | Conversion of existing HOV ramps to HOT; Construct new EB off-ramp, WB on-ramp to/from I-66 Express lanes | @ Monument Drive (US 50) | 1 | 1 | Bus / HOV-2 Reversible by time of day | Bus / HOV-3 / HOT Movements in both directions 24 hrs/day | 2022 completed |
| **348** | ~~CE3448~~ T6540 | 769 | I66R17<br>I66R18 | | Revise Operations | I-66 Express Lanes Interchange Ramps | The existing reversible HOV ramp at Stringfellow Road will be expanded and converted to Express Lanes ramps providing access to and from the east using the Express Lanes. The new ramps will allow two-way traffic to and from the Express Lanes toward the Beltway 24 hours a day. | @ Stringfellow Road | 1 | 1 | Bus / HOV-2 Reversible by time of day | Bus / HOV-3 / HOT both directions 24 hrs / day | 2022 completed |
| **349** | ~~CE3448~~ T6540 | 771 | I66R16 | | Construct | I-66 flyover ramp | EB express lanes to EB general purpose | 1.5 miles west of VA 286 | 0 | 1 | 0 | 1 | 2022 completed |
| **350** | ~~CE3448~~ T6540 | 772 | I66R41 | | Construct | I-66 slip ramp | EB general purpose to EB express lanes | 2.5 miles west of VA 286 | 0 | 1 | 0 | 1 | 2022 completed |
| **351** | ~~CE3448~~ T6540 | 773 | I66R15 | | Construct | I-66 flyover ramp | WB express lanes to WB general purpose | 1 mile west of VA 286 | 0 | 1 | 0 | 1 | 2022 completed |
| **352** | ~~CE3448~~ T6540 | 774 | I66R42 | | Construct | I-66 slip ramp | WB general purpose to WB express lanes | 2.0 miles west of VA 286 | 0 | 1 | 0 | 1 | 2022 completed |
| **353** | ~~CE3448~~ T6540 | 776 | I66R11<br>I66R12<br>I66R13<br>I66R14<br>I66R40 | | Construct | I-66 Express Lanes Interchange Ramps | EB Expr to NB GP<br>WB Expr to NB GP<br>SB GP to EB Expr<br>SB GP to WB Expr<br>NB GP to EB Expr | Route 28 Interchange | 0 | 1 | 0 | *1* | 2022 completed |
| **354** | ~~CE3448~~ T6540 | 916 | I66R61 | | Construct | I-66 Express Lanes Interchange ramps | SB HOV to WB Expr | Route 28 Interchange | 0 | 1 | 0 | 1 | ~~2040~~ 2024 |
| **355** | ~~CE3448~~ T6540 | 917 | I66R45 | | Construct | I-66 flyover ramp | EB general purpose to EB Express Lanes | .65 miles east of VA Bus 234 | 0 | 1 | 0 | 1 | 2022 completed |
| **356** | ~~CE3448~~ T6540 | 920 | I66R46 | | Construct | I-66 flyover ramp | WB Express Lanes to WB general purpose | .65 miles east of VA Bus 234 | 0 | 1 | 0 | 1 | 2022 completed |
| **357** | ~~CE3448~~ T6540 | 778 | I66R9<br>I66R10 | | Construct | I-66 Express Lanes Interchange Ramps | EB on-ramp, WB off-ramp to/from I-66 Express lanes | @ Balls Ford Road / Ashton Avenue Connector 1.25 mile west of VA Bus 234 | 0 | 1 | 0 | 1 | 2022 completed |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 358 | ~~CE3448~~ T6540 | 779 | I66R7 I66R8 | | Construct | I-66 Express Lanes Interchange Ramps | EB on-ramp, WB off-ramp to/from I-66 Express lanes | @ Cushing Road Park-Ride Lot .5 mile east of VA 234 Bypass | 0 | 1 | 0 | 1 | ~~2040~~ 2024 |
| 359 | ~~CE3448~~ T6540 | 855 | I66R38 I66R39 | | Construct | I-66 Express Lanes Interchange Ramps | EB off-ramp, WB on-ramp to/from I-66 Express lanes | @ VA 234 Bypass to/from south of I-66 | 0 | 1 | 0 | 1 | ~~2040~~ 2024 |
| 360 | ~~CE3448~~ T6540 | 781 | I66R5 I66R6 | | Construct | I-66 Express Lanes Interchange Ramps | EB on-ramp, WB off-ramp to/from I-66 Express lanes | @ University Bloulevard .75 mile east of US 29 | 0 | 1 | 0 | 1 | 2022 completed |
| 361 | ~~CE3448~~ T6540 | 784 | I66R1 I66R1A I66R2 I66R2A | | Construct | I-66 Express Lanes Interchange Ramps | EB on-ramp & off-ramp, WB on-ramp & off-ramp to/from I-66 Express lanes | @ New connector road between Heathcote Boulevard and VA 55 approx .5 mile west of US 15 | 0 | 1 | 0 | 1 | ~~2040~~ 2024 |
| 362 | ~~CE3448~~ T6540 | 785 | VSP49C | | Construct | I-66 Express Lanes Access Connector Road | Heathcote Boulevard Extension | John Marshall Highway (VA 55) | 0 | 1 | 0 | 1 | ~~2040~~ 2024 |
| 363 | ~~CE2147~~ | ~~270~~ | ~~VI2AC~~ | | ~~Reconstruct~~ | ~~I 95 Interchange~~ | ~~VA 613 Van Dorn Street~~ | | ~~1~~ | ~~1~~ | | | ~~2030~~ |
| 364 | CE3556 | | | | Construct | I-95 HOT lanes ramp | .25 miles south of Russell Road (Exit 148) | Russell Road | 0 | 1 | 0 | 1 | ~~2022~~ 2023 completed |
| 365 | CE2667 | 378 | BRAC | BRAC0005 | Construct | I 95 NB Off Ramp at Newington | I-95 NB | Fairfax County Parkway NB | 1 | 1 | 0 | 1 | 2020 completed |
| 366 | CE2668 | 8 | BRAC0004 / VI2ra | | Construct | I 95 Reversible Ramp (Colocated w/ existing slip ramp from HOV to GP lanes) | I 95 HOV/BUS/HOT Lanes (Located N of Rte. 7100/I 95 I/C Phase II DAR) | EPG Southern Loop Road AM Only | 0 | 1 | 0 | 1 | ~~2025~~ 2023 completed |
| 367 | | 16 | VI2r43a | | Construct | I 95 HOV/Bus/HOT Ramp SB Gen Purpose Lanes to SB HOV/Bus/HOT lanes | Between Dumfries Rd. and Joplin Rd. | | 0 | 1 | 0 | 1 | 2018 completed |
| 368 | | 18 | VI2r45a | | Construct | I 95 HOV/Bus/HOT Ramp NB HOV/Bus/HOT lanes to NB Gen Purpose Lanes | Between Joplin Rd. and Russell Rd. | | 0 | 1 | 0 | 1 | 2018 completed |
| 369 | T6682 | 969 | VI2X | | Construct | I-95 Auxiliary Lane SB | VA 123 | VA 294 | 1 | 1 | 0 | 1 | ~~2022~~ 2023 completed |
| 370 | ~~CE3697~~ T11510 | 1011 | VI2R48 | | Construct | I-95 Opitz Drive Reversible Ramp | I-95 Express Lanes at Opitz Drive | Optiz Drive | 1 | 1 | 0 | 1 | ~~2022~~ 2024 |
| 371 | CE3811 | 28920 | | | Widen/Revise Operations | I 95 Express Lanes- bi-directional operation | ~~Turkeycock Run~~ I-95/Springfield Interchange | Opitz Blvd. | 1 | 1 | reversible | bi-directional : 3 lanes peak direction, 2 lanes off-peak direction | 2030 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **372** | CE3811 | 38801 | | | Widen/Revise Operations | I 95 Express Lanes- new northbound and southbound access ramps to serve bi-directional operation | | | 1 | 1 | | | 2030 |
| **373** | CE3814 | 24840<br>28929 | | | Construct | ~~I 95/I 495 Express Lanes~~<br>I-95/I-495 Southside Express Lanes (SEL) | ~~Springfield Interchange~~<br>East of Springfield Interchange | ~~MD 210~~<br>West of I-295 | 1 | 1 | varies | +2 express in each direction | 2031 |
| **373a** | CE3814 | | | | Construct | I-95/I-495 Southside Express Lanes (SEL) | I-295 Interchange | East of MD 210 | 1 | 1 | varies | +1 express in each direction | 2031 |
| **374** | CE3814 | 24840<br>28929 | | | Construct | I 95/I 495 Express Lanes access ramps | Van Dorn St., US 1, I-295, and MD 210 | | 1 | 1 | | | 2031 |
| **375** | CE3813 | 28925 | | | Revise Operations | I 95 Express Lanes- truck access | ~~I 95/Springfield Interchange~~<br>Turkeycock Run | I-95/Route 17 Exit | 1 | 1 | | | 2030 |
| **376** | CE3812 | 28921 | | | Revise Operations | I 495 Express Lanes- truck access | I-95/I-395 Interchange | American Legion Bridge | 1 | 1 | | | 2030 |
| **377** | CE3272 | 20 | VI4Iaux1 | | Widen | I 495 Capital Beltway NB Auxiliary Lane | North of Hemming Ave. Underpass | Braddock Road Off Ramp | 1 | 1 | 4+2 | 5+2 | 2030 |
| **378** | CE3272 | 21 | VI4Iaux2 | | Widen | I 495 Capital Beltway SB Auxiliary Lane | Braddock Road On Ramp | North of Hemming Ave. Underpass | 1 | 1 | 4+2 | 5+2 | 2030 |
| **379** | CE3272 | 22 | VI4Iaux3 | | Widen | I 495 Capital Beltway NB Auxiliary Lane | Braddock Road On Ramp | VA 236 Off Ramp | 1 | 1 | 4+2 | 5+2 | 2030 |
| **380** | CE3272 | 24 | VI4Iaux5 | | Widen | I 495 Capital Beltway NB Auxiliary Lane | VA 236 On Ramp | Gallows Road Off Ramp | 1 | 1 | 4+2 | 5+2 | 2030 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **381** | CE3272 | 25 | VI4Iaux6 | | Widen | I 495 Capital Beltway SB Auxiliary Lane | Gallows Road On Ramp | VA 236 Off Ramp | 1 | 1 | 4+2 | 5+2 | 2030 |
| **382** | CE3272 | 29 | VI4Iaux10 | | Widen | I 495 Capital Beltway NB Auxiliary Lane | US 50 On Ramp | I 66 Off Ramp | 1 | 1 | 5+2 | 6+2 | 2030 |
| **383** | CE3272 | 32 | VI4Iaux13 | | Widen | I 495 Capital Beltway SB Auxiliary Lane | VA 7 On Ramp | I 66 Off Ramp to WB | 1 | 1 | 4+2 | 5+2 | 2030 |
| **384** | CE3272 | 35 | VI4Iaux16 | | Widen | I 495 Capital Beltway SB Auxiliary Lane | VA 123 On Ramp | VA 7 Off Ramp | 1 | 1 | 5+2 | 6+2 | 2030 |
| **385** | CE3272 | 38 | VI4Iaux19 | | Widen | I 495 Capital Beltway NB Auxiliary Lane | VA 267 On Ramp | VA 193 Off Ramp | 1 | 1 | 4+2 | 5+2 | 2025 |
| **386** | CE3272 | 39 | VI4Iaux20 | | Widen | I 495 Capital Beltway SB Auxiliary Lane | VA 193 On Ramp | VA 267 Off Ramp | 1 | 1 | 4+2 | 5+2 | 2035 |
| **387** | ~~CE2069~~ T11577 | 999 | VI4IRMP1 | | Construct | I-495 Express Lanes On-Ramp | Dulles Connector Road WB | I-495 Express Lanes NB | 0 | 1 | 0 | 1 | ~~2025~~ 2026 |
| **388** | ~~CE2069~~ T11577 | 1001 | VI4IRMP2 | | Construct | I-495 NB Exchange Ramp | I-495 NB GP Lanes at Dulles Toll Road | I-495 NB Express Lanes | 0 | 1 | 0 | 1 | ~~2045~~ 2026 |
| **389** | ~~CE2069~~ T11577 | 1002 | VI4IRMP3 | | Construct | I-495 SB Exchange Ramp | I-495 SB ~~GP~~ Express Lanes at Dulles Toll Road | I-495 SB GP Lanes | 0 | 1 | 0 | 1 | ~~2045~~ 2026 |
| **390** | ~~CE2069~~ T11577 | 40 | VI4K | | Construct | I 495 Capital Beltway HOT Lanes | American Legion Bridge | George Washington Parkway (south of) | 1 | 1 | 8 | 8+4 | ~~2025~~ 2026 |
| **391** | ~~CE2069~~ T11577 | 41 | VI4KA | | Construct | I 495 Capital Beltway HOT Lanes | George Washington Parkway (south of) | Old Dominion Drive (south of) | 1 | 1 | 8 | 8+4 | ~~2025~~ 2026 |
| **392** | CE3186 | 49 | Part VI4IHOTa | | Relocate | I 495 Capital Beltway Interchange Flyover Ramp (Phase 4) | EB Dulles Airport Access Highway to NB General Purpose | at VA 267 Dulles Toll Road | 1 | 1 | 1 | 1 | ~~2035~~ 2013 completed |
| **393** | CE3186 | 519 | VI4IRMP6 | | Construct | I 495 Capital Beltway Interchange (Phase IV) | Provide SB HOT to EB HOV | at VA 267 Dulles Toll Road | 1 | 1 | | | ~~2035~~ 2013 completed |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 394 | CE3186 | 519 | VI4IRMP5 | | Construct | I 495 Capital Beltway Interchange (Phase IV) | Provide EB DTR to NB HOT | at VA 267 Dulles Toll Road | 1 | 1 | | | ~~2025~~ 2013 completed |
| 395 | CE3186 | 517 | Part VI4IHOTa | | Widen | I 495 Capital Beltway Interchange Ramp (Phase III DTR) | Widen EB DTR ramp to 2 NB lanes | NB GP Lanes | 1 | 1 | 1 | 2 | ~~2045~~ 2013 completed |
| 396 | CE3186 | 520 | VI4IRMP7 | | Construct | I 495 Capital Beltway Interchange Flyover Ramp (Phase 4) | I 495 Capital Beltway NB GP lanes | Dulles Airport Access Highway (DAAH) WB | 0 | 1 | 0 | 1 | ~~2045~~ 2013 completed |
| 397 | CE3208 | 50 | VI4IHOTb | | Construct | I 495 Capital Beltway Interchange Ramp (Phase II, Ramp 3 DAAH) | I 495 Capital Beltway SB | Dulles Airport Access Highway WB | 0 | 1 | 0 | 1 | ~~2035~~ 2013 completed |
| 398 | CE3680 | 991 | VP21G | | Widen | Dulles Greenway - eastbound only | Toll Plaza | Dulles Toll Road | 1 | 1 | 2 | 3 | 2019 completed |
| 399 | CE3838 | 38420 | | | Study | Dulles Toll Road Cleveland Ramp | SB I-495 off ramp 19A | Scotts Run Crossing | 1 | 1 | 1/2 | 2/3 | not coded |
| 400 | CE3671 | 970 | VP15F | | Widen | VA 267 Dulles Toll Road - eastbound only | Dulles Greenway | Centreville Rd. off-ramp | 1 | 1 | 4 | 5 | 2019 completed |
| 401 | CE3152 | 534 | VP15E | | Construct | VA 267 Dulles Toll Road Ramp | New Boone Boulevard Extension at Ashgrove | | 0 | 1 | 0 | 2 | ~~2037~~ 2040 |
| 402 | CE3153 | 535 | VP15B | | Construct | VA 267 Dulles Toll Road Ramp | Greensboro Drive @ Tyco Road | | 0 | 1 | 0 | 2 | ~~2036~~ 2040 |
| 403 | CE1965 | 236 | MW1 | MW1 | Widen | Dulles Airport Access Road | Dulles Airport | ~~VA 123~~ I-495 Capital Beltway | 1 | 1 | 4 | 6 | ~~2030~~ 2040 |
| | | | | | | **Primary** | | | | | | | |
| 404 | CE3291 | 549 | VP1AH | 90339 | Widen | US 1 Richmond Highway | Fuller Road | Stafford County Line | 2 | 2 | 4 | 6 | 2040 |
| 405 | ~~CE2594~~ T6692 | 631 | VP1AD | 90339 | Widen | US 1 Fraley Blvd. (Town of Dumfries) | Brady's Hill Road | VA 234 Dumfries Road | 2 | 2 | 4 | 6 | ~~2025~~ 2030 |
| 406 | CE2594 | 632 | VP1ADA | | Widen | US 1 Richmond Highway | VA 234 Dumfries Road | Cardinal Drive/Neabsco Road | 2 | 2 | 4 | 6 | ~~2030~~ 2050 |
| 407 | CE3180 | 85 | VP1AG | | Widen | US 1 Richmond Highway | Annapolis Way | ~~Pohick Road~~ Telegraph Rd. | 2 | 2 | 4 | 6 | ~~2035~~ 2045 |
| 408 | CE1942 T6443 | 322 | VP1U | | Widen | US 1 Richmond Highway | Mt. Vernon Memorial Highway | VA 626 Sherwood Hall Ln | 2 | 2 | 4 | 6 | 2028 |
| 409 | CE3173 | 84 | VP1AF | 104303 | Widen | US 1 Richmond Highway | Featherstone Road | Mary's Way | 2 | 2 | 4 | 6 | 2022 |
| 410 | ~~CE2161~~ T6310 | 239 | VP1P | 94102 | Widen | US 1 Richmond Highway | Mary's Way | Annapolis Way | 2 | 2 | 4 | 6 | 2019 completed |
| 411 | CE2161 | 634 | VSP63 | 100938 | Construct | Belmont Bay Drive Extension | US 1 | Heron's View Way | | | 0 | 4 | ~~2025~~ 2022 completed |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 412 | ~~CE3331~~ T6618 | 653 | VP2P | 111666 | Construct | VA 7 Interchange | At VA 690 | | 2 | 2 | 0 | 4 | ~~2025~~ 2027 |
| 413 | CE3733 | | VP2JB | | Widen | VA 7 | VA 9 | West Market St. | 2 | 5 | 5 | 6 | 2030 |
| 414 | CE1870 | 86 | VP2JA | 16006 | Widen | VA 7 Bypass | ~~VA 7 West~~ Dulles Greenway | ~~US 15 South King Street South~~ VA7/US15 interchange | 5 | 1 | 4 | 6 | 2040 |
| 415 | CE1870 | 299 | VP2J | 16006 | Widen | VA 7 Bypass | US 15 South King Street | VA7/US 15 East | 5 | ~~1~~ 5 | 4 | 6 | ~~2040~~ 2030 |
| 416 | CE2105 T6539 | 221 | VP2M | | Widen | VA 7 | Reston Avenue | Jarrett Valley Dr. | 2 | 2 | 4 | 6 | 2024 completed |
| 417 | ~~CE2105~~ | ~~628~~ | ~~VP2Lb~~ | | ~~Widen~~ | ~~VA 7 Leesburg Pike~~ | ~~VA 123 Chain Bridge Road~~ | ~~I 495 Capital Beltway~~ | ~~2~~ | ~~2~~ | ~~6~~ | ~~8~~ | ~~2030 2035~~ |
| 418 | ~~CE3161~~ | ~~87~~ | ~~VP2N~~ | | ~~Widen~~ | ~~VA 7 Leesburg Pike~~ | ~~I 495~~ | ~~I 66~~ | ~~2~~ | ~~2~~ | ~~4~~ | ~~6~~ | ~~2030~~ |
| 419 | ~~CE2175~~ | ~~347~~ | ~~VP2B~~ | ~~TBD~~ | ~~Widen~~ | ~~VA 7~~ | ~~Seven Corners~~ | ~~Bailey's Crossroads~~ | ~~2~~ | ~~2~~ | ~~4~~ | ~~6~~ | ~~2030 2040~~ |
| 420 | CE3792 | 36461 | | | Construct | VA 7 Seven Corners Ring Road | West side of interchange on Route 50 | East side of interchange on Route 50 | | | 0 | 4 | 2045 |
| 421 | CE3162 | | VP4EA | | Widen | US 15 James Madison Highway Overpass | US29 Lee Highway | Haymarket Dr | 3 | 3 | 2 | 4 | 2040 |
| 422 | CE3162 | | VP4EC | | Widen | US 15 James Madison Highway Overpass | 1200' S of RR tracks | 1000' N. of RR tracks | 3 | 3 | 2 | 4 | 2030 |
| 423 | ~~CE3738~~ CE3608 | 881 | ~~VP4G~~ VP4GA | | Widen | US 15 | Battlefield Parkway | ~~Montresor Road~~ Whites Ferry Road | 2 | 2 | 2 | 4 | ~~2026~~ 2027 |
| 424 | ~~CE3738~~ CE3608 | ~~881~~ 27163 | ~~VP4G~~ VP4GB | | Widen | US 15 | ~~Battlefield Parkway~~ Whites Ferry Road | Montresor Road | 2 | 2 | 2 | 4 | ~~2026~~ 2029 |
| 425 | CE2045 | 88 | VP6H | | Widen | VA 28 | Fauquier County Line | VA 652 Fitzwater Drive | 3 | 3 | 2 | 4 | ~~2040~~ 2045 |
| 426 | CE2045 | 309 | VP6KA | 105198 | Widen | VA 28 | VA 652 Fitzwater Drive | VA 215 Vint Hill Road | 3 | 3 | 2 | 4 | 2019 completed |
| 427 | CE2045 T12001 | 326 | VP6MA | 96721 | Widen | VA 28 Nokesville Road | Godwin Drive | Manassas City limits | 3 | 2 | 4 | 6 | 2019 completed |
| 428 | CE2045 | 89 | VP6K | 105428 | Widen | VA 28 Nokesville Road | Manassas City limits | VA 619 Linton Hall Road | 3 | 3 | 4 | 6 | 2022 completed |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 429 | ~~CE1734~~ | ~~1037~~ | ~~VP6EDD~~ | | ~~Convert~~ | ~~VA 28 PPTA Phase II- HOV~~ | ~~I 66~~ | ~~Westfields Blvd~~ | ~~5~~ | ~~5~~ | ~~8+ 2 aux~~ | ~~6 + 2aux + 2 HOV~~ | ~~2040~~ |
| 430 | ~~CE1734~~ | ~~873~~ | ~~VP6EDE~~ | | ~~Convert~~ | ~~VA 28 PPTA Phase II- HOV~~ | ~~Westfields Blvd~~ | ~~Dulles Toll Road~~ | ~~5~~ | ~~5~~ | ~~8~~ | ~~6 + 2 HOV~~ | ~~2040~~ |
| 431 | CE1734 | ~~791~~ | VP6EAA | | Widen | VA 28 PPTA Phase II | I 66 | Westfields Blvd | 5 | 5 | 6 | 8+ 2 aux | 2021 completed |
| 432 | CE1734 | | VP6EAB | | Widen | VA 28 PPTA Phase II | Westfields | US 50 | 5 | 5 | 6 | 8 | ~~2025~~ 2023 completed |
| 433 | CE1734 | | VP6EBB | | Widen | VA 28 PPTA Phase II | US 50 | Sterling Blvd. | 5 | 5 | 6 | 8 | 2016 completed |
| 434 | CE1734 | 310 | VP6ECC | 106651 | Widen | VA 28 PPTA Phase II | Sterling Blvd. | VA 7 | 5 | 5 | 6 | 8 | 2025 2023 completed |
| 435 | ~~CE3479~~ T6450 | 737 | VP6N | 108720 | Widen | VA 28 Centreville Road | US 29 | Prince William County Line | 2 | 2 | 4 | 6 | 2023 completed |
| 436 | CE1865 | 995 | VP6O | | Construct | VA 28 Manassas Bypass | VA 234 Sudley Road | VA 28 Centreville Road in the vicinity of Bull Run | 0 | 5 | 0 | 4 | ~~2025~~ 2029 |
| 437 | CE3383 | 730 | | 105482 | Study | VA 28 | US 29 | Liberia Avenue | | | | | Not Coded |
| 438 | CE1956 | 620 | VP7s | | Widen | US 29 (add NB lane) | ~~I 66~~ US 55 (John Marshall Highway) | ~~Entrance to Conway Robinson MSF~~ Pageland Lane | 3 | 2 | 4 | ~~5~~ 6 | ~~2030~~ 2048 |
| 439 | ~~CE1933~~ | ~~349~~ | ~~VP7AA~~ | | ~~Widen~~ | ~~US 29~~ | ~~ECL City of Fairfax (vic. Nutley St.)~~ | ~~Espana Court~~ | ~~2~~ | ~~2~~ | ~~4~~ | ~~6~~ | ~~2040~~ |
| 440 | ~~CE1933~~ | ~~625~~ | ~~VP7AB~~ | | ~~Widen~~ | ~~US 29~~ | ~~Espana Court~~ | ~~I 495 Capital Beltway~~ | ~~2~~ | ~~2~~ | ~~4~~ | ~~6~~ | ~~2040~~ |
| 441 | CE3474 T6604 | 731 | VP7T | | Widen | US 29 Lee Highway | VA 659 Union Mill Road | Buckleys Gate Drive | 2 | 2 | 4 | 6 | ~~2024~~ 2027 |
| 442 | CE2182 | 319 | VP8H | | Widen | US 50 | ECL City of Fairfax | Arlington County Line | 2 | 2 | 4 | 6 | ~~2035~~ 2040 |
| 4423 | CE3739 | 2500 | VP25 | | Construct | US 50 North Collector Road / Tall Cedars Parkway Extension | Tall Cedars Parkway | VA 28/ Air and Space Museum | 0 | 2 | 0 | 4 | ~~2029~~ 2033 |
| 444 | CE3694 | 997 | VP16 | | Widen | VA 55 | Route 29 | Fayette St. | | | 2 | 4 | 2028 |
| 445 | CE1723 CE2161 | 245 | VP10G | 100938 | Widen | VA 123 | US 1 | ~~Annapolis Way~~ Occoquan River | 2 | 2 | 4 | 6 | ~~2025~~ 2045 |
| 446 | CE1784 | 235 | VP10H | | Widen | VA 123 Ox Road | ~~Hooes Rd.~~ Weatherly Way | Fairfax Co. Parkway | 2 | 2 | 4 | 6 | ~~2030~~ 2045 |

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# VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

DRAFT 4/16/2024

| | PIT Project ID | Con ID | Project ID | Agency ID | Improvement | Facility | From | To | Fr | To | Lanes From | Lanes To | Completion Date |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 447 | CE1784 | 337 | VP10F | 1784 | Widen | VA 123 Ox Road | Fairfax Co. Parkway | Burke Center Parkway | 2 | 2 | 4 | 6 | 2030 |
| 448 | CE1856 | 300 | VP10R | | Widen | VA 123 | Burke Center Parkway | Braddock Road | 2 | 2 | 4 | 6 | 2030 |
| 449 | CE3159 | 95 | VP10S | | Widen | VA 123 | VA 677 Old Courthouse Road | VA 7 Leesburg Pike | | | 4 | 6 | ~~2030~~ 2040 |
| 450 | CE3376 | 595 | VP10T | | Widen | VA 123 Chain Bridge Road | VA 7 Leesburg Pike | I 495 Capital Beltway | 2 | 2 | 6 | 8 | ~~2030~~ 2040 |
| 451 | CE3698 | 1015 | VP10U | | Widen | VA 123 | VA 267 Dulles Access Road | VA 634 Great Falls Street | 2 | 2 | 4 | 6 | ~~2030~~ 2040 |
| 452 | CE3371 | 590 | VP24B | | Widen | VA 215 Vint Hill Road | Kettle Run Drive | VA 1566 Sudley Manor Drive | 4 | 4 | 2 | 4 | 2020 completed |
| 453 | ~~CE3641~~ T6617 | 934 | | | Widen | VA 234 Sudley Road | Grant Road | Godwin Drive | 2 | 2 | 2 | 3 | ~~2021~~ 2025 |
| 454 | CE1897 | 286 | VP12O | 99482 | Construct | VA 234 Bypass Extension North | VA 234 Bypass@I-66 (Prince Wm. Co.) | US 50 (Loudoun Co.) | | 5 | | 4 | 2040 |
| 455 | CE3177 | 678 | | 105420/~~T143~~ T20906 | Construct | VA 234 Bypass Interchange | Balls Ford Road Relocated | | | | | | 2022 completed |
| 456 | CE3178 | 660 | | T5665 | Construct | VA 234 Bypass Interchange | Dumfries Road/Brentsville Road | | | | | | 2024 |
| 457 | ~~CE1760~~ | ~~311~~ | ~~VP13A~~ | | ~~Widen~~ | ~~VA 236~~ | ~~Pickett Road~~ | ~~I 395~~ | ~~2~~ | ~~2~~ | ~~4~~ | ~~6~~ | ~~2035~~ |
| 458 | ~~CE2106~~ CE3843 | ~~96~~ 30872 | VSF25ea | 57167 | Widen | VA 286 Fairfax County Parkway | Sunrise Valley | Rugby Road | 5 | 5 | 4 | 6 | ~~2035~~ 2045 |
| 459 | ~~CE2106~~ T6520 | ~~320~~ 30083 | VSF25GC | | Widen | VA 286 Fairfax County Parkway | US 29 | ~~VA 123 Ox Road~~ Nomes Ct. | 5 | 5 | 4 | 6 | ~~2030~~ 2027 |
| 460 | ~~CE2106~~ T13567 | ~~320~~ 29720 | VSF25GB | | Widen | VA 286 Fairfax County Parkway | ~~VA 123 Ox Road~~ Nomes Ct. | VA 123 Ox Road | 5 | 5 | 4 | 6 | ~~2030~~ 2028 |
| 461 | CE3841 | 30685 | VSF25GA | | Widen | VA 286 Fairfax County Parkway | VA 123 | Sydenstricker Road | 5 | 5 | 4 | 6 | ~~2040~~ 2045 |
| 462 | CE2718 | 408 | VSP23d | | Widen | VA 294 Prince William County Parkway | VA 776 Liberia Avenue | VA 642 Hoadly Road | 2 | 2 | 4 | 6 | 2040 |

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# VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

DRAFT 4/16/2024

| | PIT Project ID | Con ID | Project ID | Agency ID | Improvement | Facility | From | To | Fr | To | Lanes From | Lanes To | Completion Date |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 463 | ~~CE3151~~ ~~CE3154~~ | ~~106 1033~~ | ~~VP15CD~~ | | ~~Construct~~ | ~~Collector-Distributor Rd Westbound (parallels Dulles Toll Rd.)~~ | ~~Route 7 Leesburg Pike~~ | ~~VA 828 Wiehle Avenue~~ | ~~0~~ | | ~~0~~ | ~~+1~~ | ~~2037~~ |
| 464 | ~~CE3154~~ | ~~107~~ | ~~VP15CDE~~ | | ~~Construct~~ | ~~Collector-Distributor Rd Eastbound (parallels Dulles Toll Rd.)~~ | ~~VA 828 Wiehle Avenue~~ | ~~Route 7 Leesburg Pike~~ | ~~0~~ | | ~~0~~ | ~~+1~~ | ~~2036~~ |
| 465 | ~~CE3154~~ CE3151 | 1033 | VP15CD2 | | Construct | Collector-Distributor Rd Westbound (parallels Dulles Toll Rd.) | Route 7 Leesburg Pike | Spring Hill Rd. | | | 0 | +2 | ~~2035~~ 2040 |
| 466 | CE3151 | 1032 | VP15CDE2 | | Construct | Collector-Distributor Rd Eastbound (parallels Dulles Toll Rd.) | Spring Hill Rd. | Route 7 Leesburg Pike | | | 0 | +2 | ~~2035~~ 2040 |
| | | **Urban** | | | | | | | | | | | |
| 467 | CE2139 | 313 | VU28B | 100518 | Construct | Battlefield Parkway | US 15 south of Leesburg | Dulles Greenway | 0 | 2 | 0 | 4 | 2020 completed |
| 468 | CE3222 | 52 | VU30F | ~~50100~~ 5100 | Widen/Reconstruct | East Elden Street | Monroe Street | Fairfax County Parkway | 3 | 2 | 4 | 6 | ~~2026~~ 2029 |
| 469 | CE1783 | 328 | VU52 | 77378 | Widen | Eisenhower Avenue | Mill Road | Holland Lane | 3 | 3 | 4 | 6 | 2023 completed |
| 470 | CE3851 | 34662 | | | ~~Construct~~ Study | Euclid Avenue | current terminus | Centreville Rd. | | | 0 | 2 | ~~2040~~ not coded |
| 471 | CE3286 | 681 | VU56 | | Construct | Farrington Aveneue | Van Dorn Street at Eisenhower Avenue | Edsall Road | 0 | 4 | 0 | 2 | 2034 |
| 472 | CE3858 | | | | Construct | South Street (Fairfax City) | University Dr. | Chain Bridge Rd. | 0 | 4 | 0 | 2 | 2029 |
| 473 | ~~CE1952~~ T6537 | ~~267~~ 25140 | VU10B | | Widen/Reconstruct | Spring Street | Herndon Parkway (East)/Spring Street | Fairfax County Parkway Interchange | 3 | 2 | 4 | 6 | 2024 |
| 474 | ~~CE2073~~ T6203 | 232 | VU33 | 102895 | Widen | Sycolin Road | VA7/US 15 Bypass | SCL of Leesburg | 4 | 4 | 2 | 4 | ~~2027~~ 2021 completed |
| | | **Secondary** | | | | | | | | | | | |
| | | **Arlington County** | | | | | | | | | | | |
| 475 | CE2830 | 411 | AR17a | | Widen | Washington Boulevard | Wilson | Kirkwood | 3 | 3 | 3 | 4 | 2022 completed |
| 476 | CE3677 | 987 | AR30 | | Convert to 2-way | 27th Street South | US-1 | Crystal Drive | 4 | 4 | 4 | 4 | 2019 completed |
| 477 | CE3678 | 988 | AR31 | | Demolish | South Clark Street | 12th Street South | 20th Street South | 4 | 0 | 2 | 0 | 2019 completed |
| 478 | CE3826 | 29341 | | | Convert to 2-way | North Fort Myer Dr. | North Nash St. | North Fairfax Drive | | | | | 2031 |
| 479 | CE3847 | 31420 | | | Reduce Capacity | Potomac Ave | South Glebe Road | Arlington /Alexandria Line | 4 | 4 | 4 | 3 | 2028 |
| | | **Fairfax County** | | | | | | | | | | | |

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DRAFT 4/16/2024

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 480 | CE1849 | 336 | FFX2a | | Widen | VA 602 Reston Pkwy. | ~~VA 5320 Sunrise Valley Dr.~~ South Lakes Dr. | ~~VA 5320 Sunrise Valley Dr.~~ Dulles Toll Rd. | 3 | 3 | 4 | 6 | ~~2040~~ 2045 |
| 481 | CE1849 | | FFX2ab | | Widen | VA 602 Reston Pkwy. | ~~VA 5320 Sunrise Valley Dr.~~ Dulles Toll Rd. | Sunset Hills Road | 3 | 3 | 4 | 6 | 2000 completed |
| 482 | ~~CE1849~~ | ~~4041~~ | ~~FFX2b~~ | | ~~Widen~~ | ~~VA 602 Reston Pkwy.~~ | ~~New Dominion Parkway~~ | ~~VA 606 Baron Cameron Avenue~~ | ~~3~~ | ~~3~~ | ~~4~~ | ~~6~~ | ~~2040~~ |
| 483 | CE3475 | 732 | VSF44 | | Widen | VA 608 Frying Pan Road | VA 28 Sulley Road | VA 657 Centreville Road | 3 | 3 | 2 | 4 | ~~2030~~ 2045 |
| 484 | CE2186 | 218 | VSF4ca | 218 | Widen | VA 611 Telegraph Road | Leaf Road North | VA 635 Hayfield Road | 3 | 3 | 2 | 4 | ~~2040~~ 2045 |
| 485 | CE2186 | 298 | VSF4i | 298 | Widen | VA 611 Telegraph Road | VA 635 Hayfield Road | ~~VA 613 (Van Dorn St.)~~ Kings Highway | 3 | 3 | 2 | 4 | ~~2040~~ 2045 |
| 486 | CE2186 | 62 | VSF4h | 11012 | Widen | VA 611 Telegraph Road | VA 613 S. Van Dorn | VA 644 Franconia Road | 3 | 3 | 2 | 3 | ~~2040~~ 2045 |
| 487 | CE3275 | 63 | VSF15b | | Construct | VA 613 Van Dorn Interchange | VA 644 Franconia Road | | 0 | 0 | 0 | 0 | 2035 |
| 488 | CE2158 | 301 | VSF8g | | Widen | VA 620 Braddock Road | VA 286 Fairfax County Parkway | VA 123 Ox Road | 3 | 3 | 4 | 6 | ~~2040~~ 2045 |
| 489 | ~~CE2206~~ | ~~334~~ | ~~VSF8j~~ | | ~~Construct/Widen~~ | ~~VA 620 New Braddock Rd.~~ | ~~VA 28~~ | ~~US 29 @ VA 662 (Stone Rd.)~~ | ~~0/4~~ | ~~3~~ | ~~0/2~~ | ~~4~~ | ~~2025~~ |
| 490 | CE3478 | 736 | VSF45 | | Widen | VA 636 Hooes Road | VA 286 Fairfax County Parkway | VA 600 Silverbrook Road | 3 | 3 | 2 | 4 | ~~2025~~ 2035 |
| 491 | CE1936 T6247 | 302 | VSF10a | | Widen | VA 638 Rolling Road | Viola St. | VA 644 Old Keene Mill Road | 3 | 3 | 2 | 4 | 2026 |
| 492 | CE3301 | ~~586~~ 31368 | VSF10E | 102905 | Widen | VA 638 Rolling Road | Rt 5297 DeLong Drive | Virginia Dr. | 3 | 3 | 2 | 4 | ~~2035~~ 2045 |
| 493 | ~~CE1859~~ | ~~217~~ | ~~FFX11a~~ | | ~~Widen~~ | ~~VA 645 Stringfellow Road~~ | ~~US 50~~ | ~~VA 286 Fairfax County Parkway~~ | ~~3~~ | ~~3~~ | ~~2~~ | ~~4~~ | ~~2040~~ |
| 494 | ~~CE3156~~ | ~~64~~ | ~~VSF37a~~ | | ~~Widen~~ | ~~VA 650 Gallows Road~~ | ~~VA 7 Leesburg Pike~~ | ~~VA 699 Prosperity Ave.~~ | ~~2~~ | ~~2~~ | ~~4~~ | ~~6~~ | ~~2038~~ |
| 495 | CE2833 | 65 | ~~VSF33a~~ Study | | Widen | VA 651 Guinea Road | VA 6197 Roberts Parkway | VA 4807 Pommeroy Drive | 3 | 3 | 2 | 4 | ~~2040~~ not coded |
| 496 | ~~CE1748~~ | ~~255~~ | ~~FFX12a~~ | | ~~Construct~~ | ~~VA 651 New Guinea Road~~ | ~~VA 123 Ox Road~~ | ~~Roberts Road~~ | ~~0~~ | ~~3~~ | ~~0~~ | ~~4~~ | ~~2040~~ |
| 497 | CE3442 | 688 | VSF17b | | Construct | VA 655 Shirley Gate Road | VA 286 Fairfax County Parkway | VA 620 Braddock Road | 0 | 3 | 0 | 4 | ~~2030~~ 2028 |
| 498 | CE1939 | 346 | VSF18C | 74749 | Widen | VA 657 Centreville Road | VA 8390 Metrotech Dr. | VA 668 McLearen Road | 3 | 3 | ~~4~~ 2 | ~~6~~ 4 | ~~2040~~ 2009 completed |

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# VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

DRAFT 4/16/2024

| | PIT Project ID | Con ID | Project ID | Agency ID | Improvement | Facility | From | To | Fr | To | Lanes From | Lanes To | Completion Date |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 499 | CE3150 | 66 | VSF42 | | Construct | Boone Boulevard Extension | VA 123 Chain Bridge Road | Ashgrove Lane | | | 0 | 4 | ~~2036~~ 2045 |
| 500 | CE3832 | 29880 | VSF46 | 724 | Construct | Fairbrook Drive | Herndon Parkway | Spring Street | 0 | 4 | 0 | ~~4~~ | 2035 |
| 501 | CE3460 | 724 | VSF46 | 724 | Construct | VA 2677 Frontier Drive | Franconia-Springfield Transportation Center | VA 789 Loisdale Road | 0 | 4 | 0 | ~~4~~ | ~~2030~~ 2032 |
| 502 | CE3155 | 69 | ~~NRS~~ | | Construct | Greensboro Drive WB | Spring Hill Road | Tyco Road | 0 | 4 | 0 | 2 | 2034 |
| 503 | ~~CE3158~~ | ~~68~~ | ~~VSF43~~ | | ~~Widen~~ | ~~Magarity Road~~ | ~~VA 7 Leesburg Pike~~ | ~~VA 694 Great Falls Street~~ | | | ~~2~~ | ~~4~~ | ~~2037~~ |
| 504 | ~~CE3609~~ T6665 | 882 | VSF48 | | Construct | ~~Davis Dr. Bridge~~ Rock Hill Road Overpass | VA 5320 (Sunrise Valley Dr.) | VA 209 (Innovation Avenue) | 0 | 4 | 0 | 4 | ~~2030~~ 2032 |
| 505 | CE3792 | | | | Construct | Seven Corners Ring Road | US 50 west of VA 7 | VA 7 East of US 50 | 0 | | 0 | 4 | 2045 |
| 506 | CE3450 T6583 | 722 | VSF49 | 112479 | Construct | Soapstone Drive 4-Lane Overpass | Sunrise Valley Drive | Sunset Hills Road | 0 | 4 | 0 | 4 | ~~2027~~ 2034 |
| 507 | CE3699 | 1017 | VSF50 | | Construct | Town Center Parkway Underpass of Dulles Toll Road | VA 5320 Sunrise Valley Dr. | VA 675 Sunset Hills Road | 0 | 4 | 0 | 4 | 2030 |
| 508 | CE3060 | 442 | VSF41 | 103907 | Construct/Widen | VA 8102 Scotts Crossing Rd | VA 123 Dolly Madison Blvd | Jones Branch Dr | | | 0/2 | 4 | 2018 completed |
| | | **Loudoun County** | | | | | | | | | | | |
| 509 | | 330 | VSL1B | 97529, 105064 | Widen/Upgrade | VA 606/607 Old Ox Rd/Loudoun County Parkway | VA 634 Moran Rd | VA 621 Evergreen Mills Rd | 4 | 3 | 2 | 4 | 2018 completed |
| 510 | CE3845 | | | | Widen | VA 606 ~~Sterling Rd.~~ Old Ox Road | Shaw Rd. | Rock Hill Road | 3 | 3 | 4 | 6 | 2045 |
| 511 | | ~~566~~ | ~~VSL10E~~ | | ~~Widen~~ | ~~VA 607 Loudoun County Parkway~~ | ~~US 50~~ | ~~VA 606 at new Arcola Blvd.~~ | ~~3~~ | ~~3~~ | ~~4~~ | ~~6~~ | ~~2030~~ |
| 512 | | ~~275~~ | ~~VSL10bb~~ | | ~~Widen/Upgrade~~ | ~~VA 607 Loudoun County Parkway~~ | ~~W&OD Trail~~ | ~~Redskin Park Drive~~ | ~~4~~ | ~~3~~ | ~~4~~ | ~~6~~ | ~~2025~~ |
| 513 | ~~CE3736~~ CE3315 | 2493 | VSL10F | | Widen | VA 607 Loudoun County Parkway | Shellhorn Road | Ryan Road | 3 | 3 | 4 | 6 | ~~2022~~ 2023 completed |
| 514 | CE3604 | 890 | VSL2C | | Widen | VA 620 Braddock Rd | VA 659 | Fairfax County Line | 3 | 3 | 2 | 4 | ~~2025~~ 2030 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 515 | CE3605 | 889 | VSL2D | | Widen | VA 620 Braddock Rd | VA 659 | Royal Hunter Drive | 4 | 4 | 2 | 4 | 2025 |
| 516 | CE3312 | 580 | VSL62A | | Widen/Construct | Arcola Mills Dr. (formerly VA 621 Evergreen Mills Road) ~~(Western Segment)~~ | ~~VA 842 Arcola Boulevard~~ Stone Springs Blvd. | ~~VA 659 Belmont Ridge Road~~ Loudoun County Parkway | 4 | 4 | 2 | 4 | ~~2025~~ 2050 |
| 517 | CE2209 T6346 | 335 | VSL45 | | ~~Study~~ Widen | VA 643 Sycolin Road | ~~Leesburg Town Limits~~ Loudoun Center Place | Crosstrails Boulevard | 3 | 3 | 2 | 4 | ~~not coded~~ 2030 |
| 518 | CE3502 | 827 | VSL65 | | Construct | VA 643 Shellhorn Extended | VA 606 Loudoun County Parkway | VA 634 Moran Road | 0 | 4 | 0 | 4 | ~~2023~~ 2027 |
| 519 | ~~CE3499~~ T6659 | 825 | VSL64 | | Construct | VA 645 Westwind Drive Extended | VA 607 Loudoun County Parkway | VA 606 Old Ox Rd. | 0 | 4 | 0 | 4 | 2026 |
| 520 | ~~CE3734~~ CE3607 | 883 | VSL66 | | Widen | Croson Ln | Claiborne Parkway | Mooreview Pkwy | 4 | 4 | 2 | 4 | ~~2025~~ 2027 |
| 521 | CE1897 | 72 | VSL4ac | 76244 & 99481 | Widen | VA 659 Belmont Ridge Road | VA 7 Leesburg Pike | VA 267 Dulles Greenway | 4 | 3 | 2 | 4 | 2018 completed |
| 522 | CE1897 | 746 | VSL4AD | | Widen/Upgrade | VA 659 Belmont Ridge Road | ~~VA 645 Croson Lane~~ Truro Parish Dr. | VA 267 Dulles Greenway | 4 | 3 | 2 | 4 | 2017 completed |
| 523 | CE1897 | | VSL4AE | | Widen/Upgrade | VA 659 Belmont Ridge Road | VA 645 Croson Lane | ~~VA 645 Croson Lane~~ Truro Parish Dr. | 4 | 3 | 2 | 4 | ~~2023~~ 2024 |
| 524 | CE1897 | 2523 | VSL4G | | Widen | VA 659 Belmont Ridge Road | Arcola Mills Drive | Shreveport Drive | | | 2 | 4 | ~~2028~~ 2020 completed |
| 525 | CE1818 | 297 | VSL4f | | Widen | VA 659 Gum Spring Rd. | Prince William County Line | VA 620 Braddock Road | 4 | 4 | 2 | 4 | ~~2035~~ 2022 completed |
| 526 | CE3306 ~~CE3307~~ ~~CE3308~~ | 573 ~~574~~ ~~575~~ | VSL61 | | Construct | VA 842 Arcola Boulevard ~~(Southern Segment)~~ | US 50 | ~~VA 607 Loudoun County Parkway~~ Arcola Mills Dr. | 0 | 4 | 0 | 4 | ~~2022~~ 2024 |
| 527 | CE3067 | 76 | VSL40F | 102858 | Construct | VA 901 Claiborne Parkway | VA 645 Croson Lane | VA 772 Ryan Road | 0 | 4 | 0 | 4 | 2019 completed |
| 528 | CE3309 | 576 | VSL63 | | Construct | VA 774 Creighton Road (completion of eastern end) | Northstar Bouldvard | VA 621 Evergreen Mills Road | 0 | 4 | 0 | 4 | 2020 completed |
| 529 | CE3735 | 2491 | VSL56A | | Construct | Crosstrail Boulevard | VA 625 Sycolin Road | Dulles Greenway | 0 | 4 | 4 | 4 | ~~2026~~ 2028 |
| 530 | CE3313 & CE3314 | 564 & 565 | VSL67A | | Construct | Dulles West Blvd. Phase I & Phase II | Loudoun County Parkway | Arcola Blvd | 0 | 4 | 0 | 4 | 2022 Complete |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 531 | ~~CE2582~~ T6602 | ~~1031~~ 1013 | VSL67B | | Construct | Dulles West Blvd. Phase III | Arcola Blvd | Northstar Dr. | 0 | 4 | 0 | 4 | ~~2025~~ 2027 |
| 532 | CE3320 | 30947 | | | Construct | Lockridge Road West | Prentice Dr. | Waxpool Road | 0 | 4 | 0 | 4 | 2030 |
| 533 | CE3316 | 568 | VSL57 | | Construct | VA 2298 Mooreview Parkway (Missing Link) | VA 2773 Amberleigh Farm Drive | VA 772 Old Ryan Road | 0 | 4 | 0 | 4 | 2019 completed |
| 534 | ~~CE3318~~ T6634 | 570 | VP12R | 106994 | Construct | VA 3171 Northstar Boulevard (Missing Link #79) | Evergreen Mills Rd (formerly Shreveport Drive) | US 50 | 0 | 3 | 0 | 4 | ~~2022~~ 2025 |
| 535 | ~~CE3737~~ T12002 | 2495 | VP12S | | Construct | Northstar Boulevard | Tall Cedars Parkway | Braddock Road | 0 | 3 | 0 | 4 | 2028 |
| 536 | CE3320 | 572 | VSL59 | | Construct | Prentice Drive (Western Segment) | VA 607 Loudoun County Parkway | Loudoun Station Drive | 0 | 4 | 0 | 4 | ~~2026~~ 2030 |
| 537 | CE3321 | 556 | ~~VSL59~~ VSL59A | | Construct | Prentice Drive (Eastern Segment) | VA 789 Lockridge Road | VA 607 Loudoun County Parkway | 0 | 4 | 0 | 4 | ~~2026~~ 2031 |
| 538 | ~~CE3501~~ T6662 | 826 | VSL48B | | Construct | RIverside Parkway | VA 607 Loudoun County Parkway | Ashburn Village Boulevard Extension | 0 | 4 | 0 | 4 | 2022 completed |
| 539 | CE3324 | 559 | VSL49B | | Construct | Russell Branch Parkway (Western Segment) | VA 659 Belmont Ridge Road | Tournament Parkway | 0 | 4 | 0 | 4 | ~~2024~~ 2050 |
| 540 | CE3329 | 562 | VSL60 | 105783 | Construct | Williamson Blvd | VA 1036 Pacific Boulevard | VA 634 Moran Road | 0 | 4 | 0 | 4 | 2025 |
| 541 | CE3332 | 555 | | 87106 | Widen | VA 2119 Waxpool Road | VA 2070 Demott Road | VA 2020 Ashburn Village Boulevard | 4 | 4 | 2 | 4 | 2018 completed |
| | | **Prince William County** | | | | | | | | | | | |
| 542 | CE3187 | 82 | VSP2i | 92999 | Widen | VA 619 Fuller Road | US 1 | VA 619 Fuller Heights Road Relocated | | | 2 | 4 | 2025 |
| 543 | CE3693 | 996 | VSP3D | | Widen | VA 621 Devlin Road | Linton Hall Road | Wellington Road | | | 2 | 4 | 2028 |
| 544 | ~~CE2357~~ T6623 | 79 | VSP3b | 80347 | Widen/Upgrade | VA 621 Balls Ford Road | Sudley Rd | Doane Drive | 4 | 3 | 2 | 4 | ~~2022~~ 2023 completed |
| 545 | ~~CE2357~~ T6623 | 690 | VSP64 | | | VA 621 Balls Ford Road Relocated | Doane Drive | Devlin Road | 0 | 3 | 0 | 4 | ~~2022~~ 2023 completed |
| 546 | CE3372 | 591 | VSP66 | | Construct | VA 627 Van Buren Road | VA 234 Dumfries Road | VA 610 Cardinal Drive | 0 | 4 | 0 | 4 | 2040 |

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# VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

DRAFT 4/16/2024

| | PIT Project ID | Con ID | Project ID | Agency ID | Improvement | Facility | From | To | Fr | To | Lanes From | Lanes To | Completion Date |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 547 | ~~CE3374~~ T6541 | 593 | VSP65 | 107947 | Widen | VA 638 Neabsco Mills Road | US 1 Jefferson Davis Highway | ~~S~~moke Ct. | 3 | 3 | 2 | 4 | 2023 |
| 548 | | 376 | VSP5e | 103484 | Widen | VA 640 Minnieville Road | VA 643 Spriggs Road | VA 234 Dumfries Road | 3 | 3 | 2 | 4 | 2018 completed |
| 549 | CE3695 | 998 | VSP17C | | Widen | VA 674 Wellington Road | University Boulevard | VA 621 Devlin Road/Balls Ford Road | 3 | 3 | 2 | 4 | 2028 |
| 550 | CE2145 | 646 ~~581~~ | VSP17ba | | Widen | VA 674 Wellington Road | VA 621 Devlin Road/Balls Ford Road | VA 234 Prince William Parkway Bypass | 3 | 3 | 2 | 4 | ~~2025~~ 2045 |
| 551 | CE2145 | 338 ~~589~~ | VSP17b | | Widen | VA 674 Wellington Road | VA 234 Bypass Prince William Parkway | VA 668 Rixlew Lane | 3 | 3 | 2 | ~~4~~ 6 | ~~2035~~ 2045 |
| 552 | CE1754 | 308 | VSP18 | VSP18 | Widen | VA 676 Catharpin Rd. | VA 55 John Marshall Highway | Heathcote Blvd. | 3 | 3 | 2 | 4 | ~~2020~~ 2040 |
| 553 | T13568 | 35060 | | | Construct | Connor Dr. | Euclid Ave. | Manassas Drive / Railroad Drive | 0 | 4 | 4 | 2 | 2030 |
| 554 | CE3754 | 3520 | | | Study | HOV lanes on Dale Blvd/PW Pkwy/Minnieville Rd | Dale Blvd / PW Pkwy / Minnieville Rd | | | | | | not coded |
| 555 | CE3789 | 32563 | | | Reduce Capacity - bike lanes | Graham Park Road | Old Triangle Road | Purvis Dr. | 4 | 4 | 4 | 2 | 2030 |
| 556 | CE2876 | 4123 | VU14B | | Widen | Liberia Avenue | VA 28 | Richmond Avenue | | | 4 | 6 | ~~2025~~ 2027 |
| 557 | ~~CE1985~~ | ~~401~~ | ~~NRS~~ | | ~~Construct~~ | ~~McGraws Corner Dr. / Thoroughfare Rd.~~ | ~~US 29 Lee Highway @ Virginia Oaks Dr.~~ | ~~US 15 @ Thoroughfare Dr.~~ | ~~0~~ | ~~4~~ | ~~0~~ | ~~4~~ | ~~2040~~ |
| 558 | CE3308 | 32540 | | | Widen | VA 704 Pageland Road | VA 234 Sudley Road | US 29 | | | 2 | 4 | 2045 |
| 559 | CE2008 | 325 | VSP20C | | Widen/Upgrade | VA 1392 Rippon Boulevard Extension | West of Wigeon Way | Rippon VRE Station | 4 | 3 | 2 | 4 | 2030 |
| 560 | CE3293 | 642 | VSP62a | | Construct | Rollins Ford Road | Wellington Road | Linton Hall Road | 0 | 3 | 0 | 4 | 2040 |
| 561 | CE1921 | 643 | VSP67 | 104802 | Construct | VA 2190 Summit School Road Extension | Telegraph Road | VA 2190 Summit School Road (south end of existing) | 4 | 4 | 2 | 4 | ~~2025~~ 2027 |
| 562 | ~~CE1837~~ CE1921 | 257 | VSP25c | | Widen | VA 1781 Telegraph Rd. | VA 294 (Prince William Pkwy) | ~~Horner Road Park-n-Ride Lot Access~~ Caton Hall Rd. | 4 | 4 | 2 | 4 | ~~2025~~ 2027 |
| 563 | T11635 | 83 | VSP47e | | ~~Construct~~ Widen | University Boulevard | Sudley Manor Drive | ~~Wellington Rd/Progress Ct.~~ Edmonston Dr. | 0 | 3 | 2 | 4 | ~~2035~~ 2024 |
| 564 | CE3292 | 83 | VSP47ea | | ~~Construct~~ Widen | University Boulevard | ~~Sudley Manor Drive~~ Edmonston Dr. | ~~Wellington Rd/Progress Ct.~~ Devlin Road | 0 | 3 | ~~0~~ 2 | 4 | 2035 |
| 565 | CE3810 | 37168 | VSP47f | | Construct | University Boulevard | Devlin Road | Wellington Road | 0 | 3 | 0 | 4 | 2035 |
| 566 | CE2176 | 904 | | | Construct | Williamson Blvd | Sudley Manor Drive | Portsmouth Road | | | 0 | 4 | 2030 |
| | | **FAMPO** | | | | | | | | | | | |

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Pink = technical correction during comment period.

# VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

DRAFT 4/16/2024

| | PIT Project ID | Con ID | Project ID | Agency ID | Improvement | Facility | From | To | Fr | To | Lanes From | Lanes To | Completion Date |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 567 | | | VI2RFA | | Construct/revise operations | I-95 :HOV/Bus/HOT Lanes- single reversible lane | north of Garrisonville Road (south of Aquia Creek) at flyover | south of Garrisonville Road | 1 | 1 | 0 | 1 | 2018 completed |
| 568 | | | VI2RFB | | Construct | I 95 : HOV / Bus / HOT Lanes: Southbound Ramp | South of Garrisonville Road | SB HOT Lanes to SB GP Lanes | 1 | 1 | 0 | 1 | 2018 completed |
| 569 | | | VI2RFC | | Construct | I 95 : HOV / Bus / HOT Lanes: Northbound Ramp | South of Garrisonville Road | NB GP Lanes to NB HOT Lanes | 1 | 1 | 0 | 1 | 2018 completed |
| 570 | | | VI2rf | | Construct | I 95 : HOV / Bus / HOT Lanes | Rte. 610 (Garrisonville Rd. ) in Stafford County | VA 17 Warrenton Rd. (exit 133) | 1 | 1 | 0 | 2 | 2022 completed |
| 572 | | | | | Construct | I 95 : HOV / Bus / HOT Lanes: Ramp | South of Telegraph Road (North of Aquia Creek) | SB GP Lanes to SB HOT Lanes | 1 | 1 | 0 | 1 | 2022 completed |
| 573 | | | | | Construct | I 95 : HOV / Bus / HOT Lanes: Ramp | South of Telegraph Road (North of Aquia Creek) | NB HOT Lanes to NB GP Lanes | 1 | 1 | 0 | 1 | 2022 completed |
| 574 | | | | | Construct | I 95 : HOV / Bus / HOT Lanes: Ramp | North of Garrisonville Road (south of Aquia Creek) | NB GP Lanes to NB HOT Lanes | 1 | 1 | 0 | 1 | 2022 completed |
| 575 | | | VI2RFD | | Construct | I 95 : HOV / Bus / HOT Lanes: Ramp | At Courthouse Rd. | NB AM on-ramp | 1 | 1 | 0 | 1 | 2022 completed |
| 576 | | | VI2RFE | | Construct | I 95 : HOV / Bus / HOT Lanes: Ramp | at Courthouse Rd. | SB PM off-ramp | 1 | 1 | 0 | 1 | 2022 completed |
| 577 | | | **FAI1F** | | Widen | I-95 northbound and southbound | Exit 126 (US 1/VA17) | Exit 130 (VA 3 Plank Rd.) | 1 | 1 | 3 | 4 | 2035 |
| 578 | | | **FAI1G** | | Construct | I-95 northbound 3 lane collector distributor road | Exit 130 (VA 3 Plank Rd.) | Exit 133 (VA 17 Warrenton Rd.) | 1 | 1 | 3 | 6 | 2025 |
| 579 | | | ~~FAI1H~~ | | ~~Widen~~ | ~~I-95 northbound~~ | ~~Exit 133 (VA 17 Warrenton Rd.)~~ | ~~Exit 136 (Centerport Parkway)~~ | ~~1~~ | ~~1~~ | ~~3~~ | ~~4~~ | ~~2045~~ |
| 580 | | | FAI1HA | | Construct | I-95 4th auxiliary lane | Exit 133 (VA 17 Warrenton Rd.) | Exit 136 (Centerport Parkway) | 1 | 1 | X | X+1 | 2045 |
| 581 | | | ~~FAI1J~~ | | ~~Widen~~ | ~~I-95 southbound~~ | ~~Exit 130~~ | ~~Exit 126 (US 1/VA17)~~ | ~~1~~ | ~~1~~ | ~~3~~ | ~~4~~ | ~~2035~~ |
| 582 | | | FAI1K | | Construct | I-95 southbound | 1.3 miles south of Exit 130 | .3 miles north of Truslow Rd | 1 | 1 | x | x+3cd | 2025 |
| 583 | | | FAS22A | | Widen | VA-3 (William St) | Gateway Blvd. | William St./Blue Gray Parkway | | | 4 | 6 | 2030 |
| 584 | | | FAS22 | | Widen | VA 3 (Spotsylvania) | Chewing Lane | VA 627 (Gordon Rd.) | 2 | 2 | 4 | 6 | 2013 completed |
| 585 | | | FAP6E | | Widen | Tidewater Trail US 17 Business/VA 2 | ~~Beulah Salisburty Dr.~~ Mayfield Ave. | US 17 Bypass (Mills Dr.) | 2 | 2 | 2 | 4 | 2035 |
| 587 | | | FAP6C | | Widen | US 17 (Warrenton Rd.) | McLane Drive | Stafford Lakes Parkway | 2 | 2 | 4 | 6 | 2020 completed |
| 587 | | | FAP6 | | Widen | US 17 | US 1 | Hospital Blvd. | 2 | 2 | | 4 | 2025 |
| 588 | | | FAP7A | | Widen | VA 218 (Butler Rd.) | Carter St. | Castle Rock Dr. | 4 | 4 | 2 | 4 | 2045 |
| 588 | | | FAS27 | | Widen | VA 638 (Landsdowne Rd.) | Shannon Dr. | Tidewater Trail | 3 | 3 | 2 | 4 | 2050 |
| | | **Fredericksburg** | | | | | | | | | | | |
| 589 | | | FAU4 | | Construct | Carl D. Silver Pkwy Ext. | current terminus | Gordon Rd. west of Shelton Blvd. | | | 0 | 4 | 2035 |
| 590 | | | FAU1 | | | Fall Hill Ave./ Mary Washington Blvd. Extension | Mary Wash. Blvd. | Gordon Shelton Blvd. | | | 2 | 4 | 2020 completed |
| 591 | | | FAU3 | | | Lafayette Blvd. | ~~City Limit~~ US 1 | VA-3 (Blue & Gray Parkway) | | | | 4 | 2045 |
| 592 | | | FAU2 | | | Gateway Blvd. Extended | William St. (PR-3) | Fall Hill Ave (UR-3965) | | | 0 | 4 | ~~2035~~ 2038 |
| | | **Stafford County Secondary** | | | | | | | | | | | |
| 594 | | | FAS5b | | | VA 630 (Courthouse Rd) | Austin Ridge Dr. | VA 648 (Shelton Shop Rd) | 4 | 4 | 2 | 4 | 2035 |
| 595 | | | FAS13 | | | VA 648 (Shelton Shop Rd.) | VA 610 (Garrisonville Rd) | VA 627 (Mountainview Rd) | 4 | 4 | 2 | 4 | 2035 |
| 596 | | | FAS3E | | Widen | Garrisonville Rd. | Eustace Rd. | Shelton Shop Rd. | | | 4 | 6 | 2045 |
| | | **Spotsylvania County Secondary** | | | | | | | | | | | |
| 597 | | | FAS26A | | | VA 606 | US 1 | I-95 | | | | 4 | 2025 |

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DRAFT 4/16/2024

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 598 | | | FAS18B | | | VA-620 (Harrison Rd.) | US-1 BUS (Lafayette Blvd.) | VA-639 (Salem Church Rd.) | | | 2 | 4 | 2035 |
| 599 | | | ~~FAS19~~ | | | ~~VA 636 (Mine Rd./ Hood Dr.)~~ | ~~VA 208 (Courthouse Rd.)~~ | ~~US 1~~ | ~~4~~ | ~~4~~ | ~~2~~ | ~~4~~ | ~~2025~~ |
| 600 | | | FAS19B | | | VA 636 (Mine Rd./ Hood Dr.) | ~~Falcon Dr. / Spotsylvania Ave~~ VA Healthcare Center Hood Dr. Entrance | Landsdowne Rd | 4 | 4 | | 4 | 2035 |
| 600 | | | FAS28 | | Widen | VA 674 (Chancellor Rd. Ext.) | Old Plank Rd./ Chancellor Rd. | VA 3 | | | 2 | 4 | 2050 |

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National Capital Region
**Transportation Planning Board**

April 3, 2024

# AIR QUALITY CONFORMITY ANALYSIS: VISUALIZE 2050 & FY 2026-2029 TIP

## DRAFT SCOPE OF WORK

## I. INTRODUCTION

The list of projects solicited for the Visualize 2050 National Capital Region Transportation Plan and the FY 2026-2029 Transportation Improvement Program (TIP) is scheduled to be finalized at the May 15, 2024 meeting of the National Capital Region Transportation Planning Board (TPB). This work effort addresses requirements associated with attainment of the ozone National Ambient Air Quality Standards (NAAQS). Volatile organic compounds (VOC) and nitrogen oxides (NOx) are ozone precursor pollutants.

The amended plan must meet air quality conformity regulations: (1) as originally published by the Environmental Protection Agency (EPA) in the November 24, 1993 Federal Register, and (2) as subsequently amended, most recently on March 14, 2012, and (3) as detailed in periodic Federal Highway Administration (FHWA) / Federal Transit Administration (FTA) and EPA guidance. These regulations specify both technical criteria and consultation procedures to follow in performing the assessment.

This scope of work provides a context in which to perform the conformity analyses and presents an outline of the work tasks required to address all regulations currently applicable.

## II. FEDERAL REQUIREMENTS

As described in the 1990 Clean Air Act Amendments, conformity is demonstrated if transportation plans and programs:

1. Are consistent with most recent estimates of mobile source emissions budgets
2. Contribute to annual emissions reductions

The federal requirements governing air quality conformity compliance are contained in §93.110 through §93.119 of the Transportation Conformity Regulations (printed April 2012), as follows:

| CONFORMITY CRITERIA & PROCEDURES | |
|---|---|
| All Actions at all times | |
| §93.110 | Latest Planning Assumptions |
| §93.111 | Latest Emissions Model |
| §93.112 | Consultation |
| §93.113 | TCMs |
| §93.114 | Currently conforming Plan and TIP |
| §93.115 | Project from a conforming Plan and TIP |
| §93.116 | CO, PM10 and PM2.5 hot spots |
| §93.117 | PM10 and PM2.5 Control Measures |
| §93.118 and/or §93.119 | Emissions Budget and/or Interim Emissions |

**§ 93.110 Criteria and procedures: Latest planning assumptions** - The conformity determination must be based upon the most recent planning assumptions in force at the time of the conformity determination.

**§ 93.111 Criteria and procedures: Latest emissions model** - The conformity determination must be based on the latest emission estimation model available.

**§ 93.112 Criteria and procedures: Consultation** – The conformity must be determined according to the consultation procedures in this subpart and in the applicable implementation plan, and according to the public involvement procedures established in compliance with 23 CFR part 450.

**§ 93.113 Criteria and procedures: Timely implementation of TCMs** - The transportation plan, TIP, or any FHWA/FTA project which is not from a conforming plan and TIP must provide for the timely implementation of TCMs from the applicable implementation plan.

**§93.114 Criteria and procedures: Currently conforming transportation plan and TIP** - There must be a currently conforming transportation plan and currently conforming TIP at the time of project approval.

**§93.115 Criteria and procedures: Projects from a plan and TIP** - The project must come from a conforming plan and program.

**§93.116 Criteria and procedures: Localized CO, PM10, and PM2.5 violations (hot spots)** -The FHWA/FTA project must not cause or contribute to any new localized CO, PM10, and/or PM2.5 violations or increase the frequency or severity of any existing CO, PM10, and /or PM2.5 violations in CO, PM10, and PM2.5 nonattainment and maintenance areas.

**§93.117 Criteria and procedures: Compliance with PM10 and PM2.5 control measures** -The FHWA/FTA project must comply with PM10 and PM2.5 control measures in the applicable Implementation Plan.

**§93.118 Criteria and procedures: Motor vehicle emissions budget** - The transportation plan, TIP, and projects must be consistent with the motor vehicle emissions budget(s).

**§93.119 Criteria and procedures: Interim emissions in areas without motor vehicle budgets** - The FHWA/FTA project must satisfy the interim emissions test(s).

**Assessment Criteria:**

Ozone season pollutants will be assessed by comparing the forecast year pollutant levels to the EPA-approved mobile emissions budgets in the 2008 Ozone NAAQS Maintenance Plan. The 2008 Ozone NAAQS Maintenance Plan includes mobile emissions budgets for 2014 (attainment year), 2025 (intermediate year), and 2030 (out year). The 2014 budgets will be used for any analysis year between 2014 and 2024, the 2025 budgets will be used for any analysis year between 2025 and 2029, and the 2030 budgets will be used for any analysis year beyond 2029.

## III. POLICY AND TECHNICAL APPROACH

The table below summarizes the key elements of the Policy & Technical Approach:

| | |
|---|---|
| **Pollutants** | Ozone Season VOC and NOx |
| **Emissions Model** | MOVES4 |
| **Conformity Test** | Budget Test: Using EPA approved mobile emissions budgets from the 2008 Ozone NAAQS Maintenance Plan |
| **Vehicle Fleet Data** | December 2023 vehicle registration data |
| **Geography** | 8-hour ozone non-attainment area |
| **Network Inputs** | Regionally significant projects |
| **Land Activity** | Cooperative Forecasts Round 10 |
| **HOV/HOT** | VA: I-66, I-95, I-395, and I-495 are all HOT3+; all HOV facilities will be HOV2+ through 2050<br>MD: HOV facility on US 50 will remain HOV2+ through 2050; HOV facility on I-270 will convert from HOV2+ to HOT3+ when additional lanes are added; |
| **Roadway Restrictions** | Roadway restrictions, such as truck prohibitions, are reflected in the travel model network using information supplied by the Departments of Transportation |
| ~~**Transit Constraint**~~ | ~~No Metrorail "capacity constraint" (removed with March 2018 passage of annual funding for WMATA agreement)~~ |
| **Analysis Years** | 2025, 2026, 2030, 2040, 2045, and 2050 |
| **Modeled Area** | 6,800 square mile area with 3,722 Transportation Analysis Zones (TAZs) |
| **Travel Demand Model** | Gen2/Version 2.4 or latest |

## IV. CONSULTATION

The TPB adheres to the specifications of the consultation procedures (as outlined in the consultation procedures report adopted by the TPB on May 20, 1998). The TPB will participate in meetings of the Metropolitan Washington Air Quality Committee (MWAQC), its Technical Advisory Committee (MWAQC-TAC), and its Conformity Subcommittee to discuss the Scope of Work, project inputs, and other elements as needed.

## V. WORK TASKS

The work tasks associated with the air quality conformity analysis are as follows:

1. Receive project inputs from programming agencies and organize into conformity documentation listings by:
   - Project type, limits, etc.
   - Phasing with respect to forecast years
   - Transit operating parameters, e.g., schedules, service

2. Update Travel Model Base Transit Service to reflect:
   - Service current to December 2023
   - Fares current to May 2024

3. Determine Characteristics of the Motor Vehicle Fleet by Preparing 2023 Vehicle Registration/Vehicle Identification Number (VIN) Data
   - Purchase VIN decoding software
   - Set up and test VIN decoding software
   - Collect and decode VIN data for the District, Maryland, and Virginia

4. Review and Update Land Activity files to reflect Round 10 Cooperative Forecasts:
   - Develop zonal data files
   - Ensure consistent definition of employment throughout the modeled area by applying the "employment definition adjustment factors" to the land activity forecasts.
   - Estimate households by auto ownership, size and household income (done as part of the travel model)
   - Coordinate with agencies outside the MWCOG Cooperative Forecast area, e.g., the Baltimore Metropolitan Council (BMC), the Fredericksburg Area Metropolitan Planning Organization (FAMPO), and the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO).
   - Develop trip tables for exogenous/residual travel: 1) through vehicle trips; 2) external-to-internal and internal-to-external vehicle trip ends; 3) taxi, visitor/tourist and school vehicle trips; and 4) airport-passenger auto-driver trips.

5. Prepare forecast-year highway and transit networks including regionally significant projects, as follows:
   - 2025, 2026, 2030, 2040, 2045, and 2050 highway networks
   - 2025, 2026, 2030, 2040, 2045, and 2050 transit network input files

- Update highway tolls and transit fares as necessary

6. Execute travel demand modeling for years 2025, 2026, 2030, 2040, 2045, and 2050

7. Derive mobile emissions estimates for years 2025, 2026, 2030, 2040, 2045, and 2050 using inputs from the 2008 Ozone NAAQS Maintenance Plan mobile budgets

8. Summarize key inputs and outputs (VMT, mode share, emissions, etc.) of the conformity determination

9. Assess conformity and document results in a report

    - Document methods
    - Draft conformity report
    - Forward to technical and policy committees
    - Make available for public and interagency consultation
    - Receive comments
    - Respond to comments and present to TPB for action
    - Finalize report and forward to FHWA, FTA, and EPA

# SCHEDULE:

| Timeframe | | Activity |
|---|---|---|
| | January – February 2024 | • Preliminary inputs due December 29 for the LRTP and Air Quality Conformity (AQC) analysis for staff review and coordination.<br>• Staff will review and compile the conformity table showing changes. Staff to send draft table with changes to agencies for review on February 1. Agencies to provide corrections by February 15.<br>• TPB member agencies submit technical corrections to preliminary inputs and updates based on TPB/interagency consultation to produce final inputs for comment period.<br>• Final project inputs for Visualize 2050 and AQC analysis due to TPB staff for inclusion in comment period documentation on February 15.<br>• TPB staff will reconcile draft financial analysis results and produce preliminary financial plan to reflect project submissions. |
| | March 2024 | • March 1 - The TPB Technical Committee will review the draft financial plan; projects proposed for inclusion in the conformity analysis, and the draft AQC scope of work. Public comment period starts March 1 on projects and AQC scope of work.<br>• The TPB will receive a briefing on the draft inputs to the plan/AQC analysis and the draft AQC scope of work and the draft financial plan.<br>• Public comment period runs March 1 through March 30 on inputs to the plan/AQC analysis and AQC scope of work. MWAQC TAC will review this information during its March meeting. |
| | April 2024 | • The TPB will receive a summary of the public comments on the draft inputs to the plan and AQC analysis; agencies sponsoring the projects will have the opportunity to discuss and advise staff on responses.<br>• The TPB will review responses to comments and updates to inputs to the plan and scope of work for the AQC analysis. |
| | Early 2024 | • EPA anticipated to find new Motor Vehicle Emissions Budgets (MVEBs) in the updated 2008 ozone maintenance plan adequate for use in air quality conformity analyses. |
| | May 2024 | • The TPB will be asked to accept the comments and approve the inputs and scope, authorizing staff to begin analysis.<br>• Continue financial analysis: (May 2024-March 2025) final revisions, report production |
| | May 2024 | • TPB staff commence Air Quality Conformity technical analysis after TPB approval |
| | Winter 2024 | • Transportation Improvement Program (TIP) inputs due for the FY 2026-2029 TIP January 26, 2025.<br>• TPB staff complete financial plan: final revisions, report production. |

| | | |
|---|---|---|
| | | • TPB staff complete Air Quality Conformity technical analysis and draft report.<br>• TPB staff draft performance analysis for the plan and TIP. |
| | April 2025 | • Public comment period on the plan, TIP and the results of AQC analysis for the updated plan and FY 2026-2029 TIP from April 1 – April 30<br>• The TPB Technical Committee and MWAQC and MWAQC TAC will review the draft results of AQC analysis for the updated plan and FY 2026-2029 TIP during their meetings.<br>• The TPB will receive a briefing on the draft results of the AQC analysis for the plan and TIP. |
| | May 2025 | • The TPB will receive a summary of the comments received on the analysis, plan and TIP; the agencies sponsoring the projects will have the opportunity to advise staff on responses to comments. |
| | June 2025 | • The TPB will be asked to approve the results of the AQC analysis and adopt the updated plan and the FY 2026-2029 TIP. |

6-Jun-23

FINAL
COG Board of Directors
June 14, 2023

# Summary of Employment Forecasts
## Final Round 10.0 Cooperative Forecasts
## (Thousands)

| JURISDICTION | 2020 | 2025 | 2030 | 2035 | 2040 | 2045 | 2050 | 2020 to 2050 Growth Number | % Change |
|---|---|---|---|---|---|---|---|---|---|
| District of Columbia | 785.9 | 846.1 | 886.3 | 923.5 | 954.4 | 989.0 | 1,021.6 | **235.7** | **30.0%** |
| Arlington County | 221.6 | 223.2 | 236.7 | 259.2 | 266.4 | 275.3 | 283.7 | **62.1** | **28.0%** |
| City of Alexandria | 101.8 | 101.0 | 99.3 | 106.6 | 112.8 | 116.8 | 123.2 | **21.4** | **21.1%** |
| **Central Jurisdictions** | **1,109.3** | **1,170.2** | **1,222.2** | **1,289.3** | **1,333.5** | **1,381.2** | **1,428.5** | **319.2** | **28.8%** |
| Montgomery County | 493.6 | 522.9 | 545.6 | 568.3 | 591.0 | 613.8 | 636.5 | **142.9** | **29.0%** |
| City of Rockville (1) | 76.4 | 78.7 | 81.1 | 83.8 | 87.8 | 91.1 | 94.5 | **18.0** | **23.6%** |
| City of Gaithersburg (1) | 43.0 | 48.0 | 52.0 | 54.5 | 56.5 | 58.0 | 59.0 | **16.0** | **37.2%** |
| Prince George's County | 343.5 | 356.7 | 366.8 | 381.9 | 396.7 | 416.0 | 435.0 | **91.5** | **26.6%** |
| Fairfax County (2) | 658.8 | 690.5 | 750.8 | 788.8 | 812.5 | 832.0 | 842.0 | **183.2** | **27.8%** |
| City of Fairfax | 20.5 | 22.0 | 22.3 | 22.6 | 22.9 | 23.2 | 23.5 | **3.0** | **14.6%** |
| City of Falls Church | 12.4 | 13.1 | 15.4 | 16.5 | 17.4 | 18.3 | 19.4 | **7.1** | **57.0%** |
| **Inner Suburbs** | **1,528.7** | **1,605.2** | **1,700.9** | **1,778.1** | **1,840.6** | **1,903.2** | **1,956.4** | **427.7** | **28.0%** |
| Loudoun County | 187.7 | 210.3 | 227.0 | 240.8 | 251.5 | 258.7 | 265.8 | **78.2** | **41.7%** |
| Prince William County | 161.8 | 178.6 | 194.4 | 209.7 | 223.4 | 235.6 | 246.4 | **84.7** | **52.3%** |
| City of Manassas | 25.3 | 26.1 | 26.9 | 27.7 | 28.3 | 28.8 | 29.3 | **3.9** | **15.5%** |
| City of Manassas Park | 4.3 | 4.7 | 5.0 | 5.1 | 5.2 | 5.3 | 5.4 | **1.1** | **25.5%** |
| Charles County | 43.9 | 46.1 | 49.8 | 54.0 | 57.4 | 60.0 | 62.2 | **18.3** | **41.8%** |
| Frederick County | 108.3 | 115.6 | 123.8 | 132.5 | 141.8 | 151.8 | 162.5 | **54.2** | **50.1%** |
| City of Frederick (3) | 57.4 | 60.1 | 64.4 | 67.6 | 69.5 | 74.4 | 79.6 | **22.2** | **38.7%** |
| **Outer Suburbs** | **531.3** | **581.4** | **626.8** | **669.9** | **707.7** | **740.2** | **771.7** | **240.5** | **45.3%** |
| **Virginia Jurisdictions** | **1,394.2** | **1,469.5** | **1,577.7** | **1,677.0** | **1,740.4** | **1,794.0** | **1,838.9** | **444.7** | **31.9%** |
| **Maryland Jurisdictions** | **989.2** | **1,041.3** | **1,086.0** | **1,136.8** | **1,187.0** | **1,241.6** | **1,296.2** | **307.0** | **31.0%** |
| **COG Region** | **3,169.2** | **3,356.9** | **3,549.9** | **3,737.3** | **3,881.7** | **4,024.6** | **4,156.6** | **987.4** | **31.2%** |

(1) Included in Montgomery County total.

(2) Forecasts for all years include Fairfax County Government employees working at the Fairfax County Judicial Center.

(3) Included in Frederick County total.

6-Jun-23

FINAL

COG Board of Directors

June 14, 2023

# Summary of Population Forecasts
## Final Round 10.0 Cooperative Forecasts
## (Thousands)

| JURISDICTION | 2020 | 2025 | 2030 | 2035 | 2040 | 2045 | 2050 | 2020 to 2050 Growth Number | % Change |
|---|---|---|---|---|---|---|---|---|---|
| District of Columbia | 689.5 | 697.7 | 728.6 | 757.2 | 787.1 | 816.4 | 844.4 | **154.9** | **22.5%** |
| Arlington County | 238.6 | 245.8 | 260.2 | 272.9 | 285.2 | 298.0 | 311.2 | **72.6** | **30.4%** |
| City of Alexandria | 159.5 | 180.5 | 202.0 | 222.2 | 239.8 | 252.9 | 261.9 | **102.4** | **64.2%** |
| **Central Jurisdictions** | **1,087.7** | **1,124.0** | **1,190.8** | **1,252.3** | **1,312.2** | **1,367.3** | **1,417.5** | **329.8** | **30.3%** |
| Montgomery County | 1,061.2 | 1,083.0 | 1,118.0 | 1,153.9 | 1,189.6 | 1,222.2 | 1,250.7 | **189.4** | **17.8%** |
| City of Rockville (1) | 67.8 | 70.9 | 74.6 | 78.7 | 82.9 | 87.5 | 92.7 | **24.9** | **36.8%** |
| City of Gaithersburg (1) | 69.7 | 72.5 | 75.7 | 78.5 | 81.2 | 83.7 | 85.8 | **16.1** | **23.2%** |
| Prince George's County | 967.2 | 997.8 | 1,033.0 | 1,081.7 | 1,122.7 | 1,159.6 | 1,193.8 | **226.5** | **23.4%** |
| Fairfax County | 1,171.9 | 1,202.4 | 1,247.5 | 1,283.7 | 1,319.0 | 1,353.6 | 1,384.0 | **212.1** | **18.1%** |
| City of Fairfax | 24.1 | 27.8 | 32.7 | 34.4 | 36.1 | 37.8 | 39.6 | **15.4** | **63.8%** |
| City of Falls Church | 14.7 | 15.5 | 18.0 | 19.6 | 20.7 | 21.8 | 23.3 | **8.6** | **58.8%** |
| **Inner Suburbs** | **3,239.1** | **3,326.5** | **3,449.1** | **3,573.3** | **3,688.1** | **3,795.0** | **3,891.2** | **652.1** | **20.1%** |
| Loudoun County | 421.0 | 456.2 | 493.9 | 515.5 | 529.6 | 539.2 | 548.5 | **127.6** | **30.3%** |
| Prince William County | 483.8 | 515.2 | 536.6 | 553.0 | 565.0 | 573.7 | 579.6 | **95.7** | **19.8%** |
| City of Manassas | 42.8 | 43.7 | 46.3 | 47.6 | 48.5 | 49.5 | 50.4 | **7.7** | **17.9%** |
| City of Manassas Park | 17.2 | 19.0 | 20.4 | 20.9 | 21.4 | 21.9 | 22.4 | **5.2** | **30.3%** |
| Charles County | 168.0 | 176.3 | 193.6 | 203.8 | 216.5 | 230.4 | 242.7 | **74.6** | **44.4%** |
| Frederick County | 271.7 | 293.2 | 316.3 | 341.3 | 368.3 | 397.4 | 428.8 | **157.1** | **57.8%** |
| City of Frederick (2) | 78.2 | 83.8 | 89.5 | 95.1 | 100.8 | 106.4 | 112.0 | **33.9** | **43.3%** |
| **Outer Suburbs** | **1,404.5** | **1,503.7** | **1,607.3** | **1,682.2** | **1,749.5** | **1,812.2** | **1,872.4** | **467.9** | **33.3%** |
| **Virginia Jurisdictions** | **2,573.5** | **2,706.2** | **2,857.6** | **2,969.8** | **3,065.4** | **3,148.4** | **3,220.8** | **647.3** | **25.2%** |
| **Maryland Jurisdictions** | **2,468.2** | **2,550.3** | **2,661.0** | **2,780.8** | **2,897.2** | **3,009.6** | **3,115.9** | **647.7** | **26.2%** |
| **COG Region** | **5,731.3** | **5,954.2** | **6,247.2** | **6,507.8** | **6,749.7** | **6,974.5** | **7,181.1** | **1,449.8** | **25.3%** |

(1) Included in Montgomery County total.

(2) Included in Frederick County total.

6-Jun-23

FINAL

COG Board of Directors

June 14, 2023

# Summary of Household Forecasts
## Final Round 10.0 Cooperative Forecasts
## (Thousands)

| JURISDICTION | 2020 | 2025 | 2030 | 2035 | 2040 | 2045 | 2050 | 2020 to 2050 Growth Number | % Change |
|---|---|---|---|---|---|---|---|---|---|
| District of Columbia | 312.4 | 344.2 | 366.8 | 386.6 | 407.6 | 426.0 | 441.4 | **129.0** | **41.3%** |
| Arlington County | 109.9 | 118.2 | 126.2 | 133.3 | 140.0 | 146.9 | 153.6 | **43.7** | **39.8%** |
| City of Alexandria | 75.6 | 85.7 | 96.4 | 106.7 | 115.4 | 122.0 | 126.0 | **50.5** | **66.8%** |
| **Central Jurisdictions** | **497.9** | **548.1** | **589.4** | **626.6** | **663.1** | **695.0** | **721.1** | **223.2** | **44.8%** |
| Montgomery County | 386.6 | 398.4 | 416.5 | 434.1 | 450.0 | 463.2 | 474.3 | **87.7** | **22.7%** |
| City of Rockville (1) | 28.2 | 29.9 | 31.7 | 33.7 | 35.8 | 38.1 | 40.6 | **12.4** | **43.8%** |
| City of Gaithersburg (1) | 25.9 | 27.2 | 28.9 | 30.3 | 31.7 | 33.0 | 34.2 | **8.3** | **32.0%** |
| Prince George's County | 342.2 | 353.7 | 367.4 | 385.9 | 400.5 | 413.7 | 425.9 | **83.7** | **24.5%** |
| Fairfax County | 417.5 | 431.5 | 451.2 | 467.1 | 482.4 | 497.5 | 510.8 | **93.3** | **22.4%** |
| City of Fairfax | 9.3 | 10.6 | 13.0 | 13.8 | 14.6 | 15.4 | 16.3 | **6.9** | **74.3%** |
| City of Falls Church | 5.8 | 7.3 | 8.7 | 9.6 | 10.3 | 11.1 | 12.1 | **6.3** | **108.5%** |
| **Inner Suburbs** | **1,161.5** | **1,201.6** | **1,256.9** | **1,310.5** | **1,358.0** | **1,400.9** | **1,439.4** | **277.9** | **23.9%** |
| Loudoun County | 137.4 | 148.9 | 161.7 | 169.5 | 174.7 | 178.2 | 181.7 | **44.3** | **32.2%** |
| Prince William County | 153.9 | 165.0 | 173.4 | 180.0 | 185.1 | 189.0 | 191.9 | **38.0** | **24.7%** |
| City of Manassas | 14.0 | 14.3 | 15.1 | 15.5 | 15.8 | 16.1 | 16.4 | **2.4** | **17.5%** |
| City of Manassas Park | 5.4 | 6.2 | 6.9 | 7.1 | 7.4 | 7.7 | 8.0 | **2.6** | **47.9%** |
| Charles County | 59.1 | 64.3 | 71.2 | 75.3 | 80.0 | 85.2 | 89.7 | **30.6** | **51.8%** |
| Frederick County | 98.4 | 106.2 | 114.5 | 123.5 | 133.2 | 144.3 | 155.7 | **57.3** | **58.3%** |
| City of Frederick (2) | 31.8 | 34.1 | 36.3 | 38.7 | 40.9 | 43.3 | 45.6 | **13.8** | **43.3%** |
| **Outer Suburbs** | **468.1** | **504.9** | **542.7** | **571.0** | **596.2** | **620.4** | **643.3** | **175.2** | **37.4%** |
| **Virginia Jurisdictions** | **928.8** | **987.7** | **1,052.5** | **1,102.6** | **1,145.8** | **1,184.0** | **1,216.8** | **288.0** | **31.0%** |
| **Maryland Jurisdictions** | **886.3** | **922.6** | **969.7** | **1,018.8** | **1,063.7** | **1,106.3** | **1,145.6** | **259.3** | **29.3%** |
| **COG Region** | **2,127.5** | **2,254.5** | **2,389.0** | **2,508.1** | **2,617.2** | **2,716.3** | **2,803.8** | **676.3** | **31.8%** |

(1) Included in Montgomery County total.

(2) Included in Frederick County total.

# VISUALIZE 2050

## National Capital Region Transportation Plan

*Supplementary Material to Explain Draft Regionally Significant for Air Quality Projects*
*(to be completed in 2026 or later)*
*for Inclusion in Air Quality Analysis of Visualize 2050 and the FY 2026-2029 Transportation Improvement Program as Provided by TPB Member Agencies*

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**LEGEND:**

☑ **Indicates updated goal alignment; Project InfoTrack Database and project packet update pending**

**Exempt from Zero-Based Budgeting**

**Non-Exempt from Zero-Based Budgeting**

**New Project**

# VISUALIZE 2050

## National Capital Region Transportation Plan

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## Transit Projects by State

| TPB Project Title | Cost | Completion Year | Project Type | Safety | Maintenance | Reliability | Affordable and Convenient | Efficient System Operations | Environmental Protection | Resilient Region | Livable and Prosperous Communities |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **District of Columbia** | | | | | | | | | | | |
| Benning Road Streetcar Expansion from Oklahoma Avenue NE to Benning Road Metro Station | $202,664,372 | 2030 | Streetcar Expansion | ☑ | ☑ | ☑ | ☑ | ☑ | | ☑ | |
| **Maryland** | | | | | | | | | | | |
| MARC Service Improvements for Brunswick Line | $1,825,000,000 | 2045 | Rail Service Improvements | | | ☑ | ☑ | | | | ☑ |
| MARC Service Improvements for Camden Line | $726,000,000 | 2045 | Rail Service Improvements | | | ☑ | ☑ | | | | |
| MARC Service Improvements for Penn Line | $2,497,000,000 | 2045 | Rail Service Improvements | | | ☑ | ☑ | ☑ | | | ☑ |
| MD 355 New BRT Expansion from East-West Highway (MD 410) to Clarksburg Road | $436,081,000 | 2030 | New BRT Expansion | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| New Purple Line Transitway: Bethesda to New Carrollton | $3,095,495,039 | 2027 | New Light rail Expansion | | ☑ | ☑ | ☑ | | | ☑ | |
| Viers Mills Road New BRT Expansion from Montgomery College, Rockville to Wheaton Metro Station | $167,358,000 | 2030 | New BRT Expansion | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |

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| TPB Project Title | Cost | Completion Year | Project Type | Safety | Maintenance | Reliability | Affordable and Convenient | Efficient System Operations | Environmental Protection | Resilient Region | Livable and Prosperous Communities |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Virginia** | | | | | | | | | | | |
| Alexandria Passenger Rail Track Expansion | $185,000,000 | 2026 | Rail Expansion | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | | ☑ |
| Broad Run Track Expansion | $130,464,180 | 2027 | Rail Expansion | ☑ | ☑ | ☑ | ☑ | | ☑ | ☑ | ☑ |
| Crystal City Transitway Expansion from Crystal City Metro Station to Pentagon City Mero Station | $25,336,000 | 2026 | BRT Expansion | ☑ | | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| DASH Service Expansion throughout the City of Alexandria | $36,000,000 | 2030 | Bus Expansion/ Service Improvements | ☑ | | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| Duke Street Transitway New Bus Lane from King Street Metro to Fairfax County Line | $87,000,000 | 2028 | New Bus Lane Expansion | ☑ | | ☑ | ☑ | | ☑ | ☑ | |
| Franconia to Occoquan Passenger Rail Track Expansion | $555,000,000 | 2028 | Rail Expansion | | | ☑ | ☑ | | ☑ | | ☑ |
| Fredericksburg and Manassas VRE Lines Service Improvements | $1,500,797,857 | 2035 | Rail Service Improvements | | | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| I-66 Multimodal Improvements (Inside the Beltway) | Not currently available | 2050 | Managed lanes/HOV | ☑ | ☑ | ☑ | ☑ | | | ☑ | ☑ |
| Landmark Transit Center New BRT at Duke Street and Van Dorn Street | $12,997,000 | 2027 | New Transit Center | ☑ | | ☑ | ☑ | | ☑ | | |
| New Long Bridge over the Potomac River | $220,000,000 | 2030 | New Bridge/rail | | ☑ | ☑ | ☑ | | | | ☑ |
| New Potomac Shores Commuter Rail Station | $15,700,000 | 2030 | New Transit Station | | | ☑ | ☑ | | ☑ | ☑ | ☑ |

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| TPB Project Title | Cost | Completion Year | Project Type | Safety | Maintenance | Reliability | Affordable and Convenient | Efficient System Operations | Environmental Protection | Resilient Region | Livable and Prosperous Communities |
|---|---|---|---|---|---|---|---|---|---|---|---|
| US 1 New BRT from Ft. Belvoir to Huntington Metro Station | $544,800,000 | 2031 | New BRT Expansion | ☑ | | ☑ | ☑ | | ☑ | | ☑ |
| US 1 Metroway Enhancements: Glebe Road to Evans Lane | $15,000,000 | 2030 | New BRT Expansion | ☑ | | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| VRE L'Enfant Station and Fourth Track Improvements | $114,732,939 | 2028 | Rail Service Improvements | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| West End Transit Way New BRT from Van Dorn Street Metro Station to Pentagon Metro Station | $78,900,000 | 2028 | New BRT Expansion | ☑ | ☑ | ☑ | ☑ | ☑ | | ☑ | ☑ |

# VISUALIZE 2050

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## Maryland Department of Transportation Projects on Interstate, Primary, or Secondary Roads

| TPB Project Title | Cost | Completion Year | Project Type | Safety | Maintenance | Reliability | Affordable and Convenient | Efficient System Operations | Environmental Protection | Resilient Region | Livable and Prosperous Communities |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Annapolis Road (MD 450) Widening: Stonybrook Drive to west of Crain Highway (MD 3) | $40,800,000 | 2035 | Roadway Widening | | ☑ | ☑ | ☑ | | | | |
| Branch Avenue (MD 5) Widening: US 301 (North Junction) to North of I-95/I-495 | $769,000,000 | 2035 | Roadway Widening | ☑ | | ☑ | ☑ | | | | ☑ |
| Buckeystown Pike (MD 85) Widening: English Muffin Way to North of Grove Road | $80,400,000 | 2035 | Roadway Widening | | ☑ | | | | | ☑ | |
| Clopper Road (MD 117) from west of Game Preserve Road to I-270 Interchange Improvements | $78,600,000 | 2030/ 2035 | Intersection/ Interchange/ Ramp Improvements | ☑ | | ☑ | ☑ | ☑ | | | ☑ |
| Frederick Freeway (US 15) Grade Separation at Biggs Ford Road and Widening: North of Biggs Ford Road to I-270 | $140,000,000 | 2030/ 2040 | Grade Separation and Roadway Widening | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| Georgia Avenue (MD 97) Widening: MD 390 to MD 192/Forest Glen Road | $50,233,000 | 2030 | Roadway Widening | ☑ | ☑ | ☑ | ☑ | | ☑ | | ☑ |
| I-495/I-270Y (West Spur) Express Toll Lanes Widening: American Legion Bridge (including the bridge) to I-270 | $4,000,000,000 | 2035 | HOV/HOT Lanes | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | | ☑ |
| I-270 Express Toll Lanes Widening: MD 187 to I-370 | $3,200,000,000 | 2040 | HOV/HOT Lanes | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | | ☑ |
| I-70 Widening: Mt. Phillips Road to west of I-270 | $124,500,000 | 2035 | Roadway Widening | ☑ | ☑ | ☑ | ☑ | ☑ | | ☑ | ☑ |

# VISUALIZE 2050

## National Capital Region Transportation Plan

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| TPB Project Title | Cost | Completion Year | Project Type | Safety | Maintenance | Reliability | Affordable and Convenient | Efficient System Operations | Environmental Protection | Resilient Region | Livable and Prosperous Communities |
|---|---|---|---|---|---|---|---|---|---|---|---|
| I-95/I-495 at Greenbelt Metro Station Interchange Improvements | $263,959,000 | 2030 | Intersection/ Interchange/ Ramp Improvements | | | ☑ | ☑ | | ☑ | | ☑ |
| Indian Head Highway (MD 210) at I-95/I-495 and MD 228 Interchange Improvements | $450,680,000 | 2040 | Intersection/ Interchange/ Ramp Improvements | ☑ | | ☑ | ☑ | ☑ | | | ☑ |
| Landover Road (MD 202) at Brightseat Road Intersection Improvements | $20,400,000 | 2045 | Intersection/ Interchange/ Ramp Improvements | ☑ | | ☑ | ☑ | | | | ☑ |
| Norbeck Road (MD 28) Widening: Georgia Avenue (MD 97) to Layhill Road (MD 182) | $300,000,000 | 2045 | Roadway Widening | ☑ | ☑ | ☑ | ☑ | | | ☑ | |
| Pennsylvania Avenue (MD 4) Widening: I-95/I-495 to Woodyard Road (MD 223) | $502,000,000 | 2040 | Roadway Widening | ☑ | | ☑ | ☑ | ☑ | | | ☑ |
| Randolph Road/Montrose Parkway Grade Separation from Rockville Pike (MD 355) to east of Parklawn Drive | $11,341,000 | 2045 | Grade Separation | ☑ | ☑ | ☑ | ☑ | | | ☑ | |
| Solomons Island Road (MD 2/4) Widening: north of Stoakley Road/Hospital Road to south of MD 765A just south of Parkers Creek | $146,400,000 | 2045 | Roadway Widening | | ☑ | ☑ | ☑ | | | | ☑ |

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## Maryland Secondary Road System Projects

| TPB Project Title | Cost | Completion Year | Project Type | Safety | Maintenance | Reliability | Affordable and Convenient | Efficient System Operations | Environmental Protection | Resilient Region | Livable and Prosperous Communities |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Goshen Road South Widening: South of Girard Street to 1,000 ft north of Warfield Road | $8,000,000 | 2040 | Roadway Widening | ☑ | | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| Little Seneca Parkway Widening: Frederick Road (MD 355) to Observation Drive | $123,608,000 | 2035 | Roadway Widening | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| New Dorsey Mill Road Bridge over I-270 from Century Boulevard to Milestone Center Drive | $33,395,000 | 2040 | New Bridge | ☑ | | ☑ | ☑ | | | ☑ | ☑ |
| Observation Drive Extension: Waters Discovery Lane to Stringtown Road | $123,608,000 | 2035/ 2045 | Extension | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| Old Georgetown Road (MD 187) Extension: Georgetown Road (MD 187) to Nicholson Lane/Tilden Lane | $133,784,000 | 2030 | Extension | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| Collington Road (MD 197) Widening: Kenhill Drive to Annapolis Road (MD 450) | $50,000,000 | 2030 | Roadway Widening | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |

# VISUALIZE 2050

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## District of Columbia Roadway Projects

| TPB Project Title | Cost | Completion Year | Project Type | Safety | Maintenance | Reliability | Affordable and Convenient | Efficient System Operations | Environmental Protection | Resilient Region | Livable and Prosperous Communities |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 6th Street NW Capacity Reduction for New Bicycle Accommodations: Florida Avenue NW to Constitution Avenue NW | $6,680,000 | 2030 | Capacity Reduction | ☑ | | ☑ | ☑ | | | | ☑ |
| Alabama Avenue SE Capacity Reduction for Additional Pedestrian and Bicycle Accommodations: Bowen Road SE to Martin Luther King Jr Elementary School | $33,753,265 | 2030 | Capacity Reduction | ☑ | ☑ | | | | | | |
| Bladensburg Road NE Capacity Reduction for New Bicycle Accommodations: Eastern Avenue to Benning Road | $26,908,000 | 2028 | Capacity Reduction | | ☑ | ☑ | ☑ | | | | ☑ |
| Constitution Avenue Capacity Reduction for New Bicycle Accommodations: Louisiana Avenue NW to Pennsylvania Avenue NW | $35,535,670 | 2026 | Capacity Reduction | ☑ | | ☑ | ☑ | | | | ☑ |
| Dalecarlia Parkway NW Capacity Reduction for New Bicycle Accommodations: Loughboro Road to Westmoreland Circle | Part of DC-wide $6,680,000 program | 2030 | Capacity Reduction | ☑ | | ☑ | ☑ | | | | ☑ |
| East Capitol Street Capacity Reduction for New Bicycle and Pedestrian Accommodations: 40th Street SE to Southern Avenue | $61,907,725 | 2030 | Capacity Reduction | ☑ | ☑ | ☑ | ☑ | | | | |
| Eastern Avenue NE Capacity Reduction for New Bicycle Accommodations: Whittier Street NW to New Hampshire Avenue NE | $139,753 | 2028 | Capacity Reduction | | | ☑ | ☑ | | | | |
| Georgia Avenue NW Capacity Reduction for New Bus Lanes: Eastern Avenue to Barry Place NW | $7,725,000 | 2026 | Capacity Reduction | | | ☑ | ☑ | | | | |

# VISUALIZE 2050

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| TPB Project Title | Cost | Completion Year | Project Type | Safety | Maintenance | Reliability | Affordable and Convenient | Efficient System Operations | Environmental Protection | Resilient Region | Livable and Prosperous Communities |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Louisiana Avenue NW Capacity Reduction for New Bicycle Accommodations: Columbus Circle NE to Constitution Avenue NW | Part of DC-wide $6,680,000 program | 2026 | Capacity Reduction | ☑ | | ☑ | ☑ | | | | ☑ |
| Maryland Avenue NE Capacity Reduction for New Bicycle/Pedestrian Accommodations: Bladensburg Road NE to Neal Street NE | $26,908,000 | 2028 | Capacity Reduction | | ☑ | ☑ | ☑ | | | | ☑ |
| Missouri Avenue NW (Eastbound) Capacity Reduction for New Bicycle Accommodations: 17th Street NW to 16th Street NW | Part of DC-wide $6,680,000 program | 2030 | Capacity Reduction | ☑ | | ☑ | ☑ | | | | ☑ |
| MLK Jr. Avenue SE Capacity Reduction for Additional Pedestrian Accommodations: South Capitol Street SE to Upsal Street SE | $8,550,526 | 2027 | Capacity Reduction | | ☑ | ☑ | ☑ | | | | |
| M Street NE Capacity Reduction for New Bicycle Accommodations: 1st Street NE to 1st Street NW | Part of DC-wide $6,680,000 program | 2026 | Capacity Reduction | ☑ | | ☑ | ☑ | | | | ☑ |
| Nebraska Avenue NW Capacity Reduction for New Bicycle Accommodations: New Mexico Avenue to Loughboro Road | Part of DC-wide $6,680,000 program | 2030 | Capacity Reduction | ☑ | | ☑ | ☑ | | | | ☑ |
| Pennsylvania Avenue NW Capacity Reduction for New Bicycle Accommodations: 17th Street NW to 29th Street NW | $40,913,500 | 2040 | Capacity Reduction | ☑ | | ☑ | ☑ | | | | ☑ |

# VISUALIZE 2050

## National Capital Region Transportation Plan

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| TPB Project Title | Cost | Completion Year | Project Type | Safety | Maintenance | Reliability | Affordable and Convenient | Efficient System Operations | Environmental Protection | Resilient Region | Livable and Prosperous Communities |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Southern Avenue SE Northbound Capacity Reduction for New Bus/Bike Lane: South Capitol Street SE to Barnaby Road SE | $15,350,000 | 2026 | Capacity Reduction | ☑ | | | | | | | |
| Wheeler Road SE Capacity Reduction for Additional Pedestrian Accommodations: Alabama Avenue to Southern Avenue | $26,518,075 | 2027 | Capacity Reduction | ☑ | | ☑ | ☑ | | | | |

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## Virginia Department of Transportation Projects on Federal Lands, Interstate, Primary, and Urban System Roads

| TPB Project Title | Cost | Completion Year | Project Type | Safety | Maintenance | Reliability | Affordable and Convenient | Efficient System Operations | Environmental Protection | Resilient Region | Livable and Prosperous Communities |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Belmont Ridge Road (VA 659) Widening: Leesburg Pike (VA 7) to Arcola Mills Drive (VA 659) | $43,000,000 | 2040 | Roadway Widening | ☑ | | ☑ | ☑ | ☑ | ☑ | | |
| Billy Pierce Memorial Pike (VA 7) at Hillsboro Road (VA 690) Interchange Improvements | $52,851,578 | 2027 | Intersection/ Interchange/ Ramp Improvements | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| Chain Bridge Road (VA 123) Widening: Old Courthouse Road (VA 677) to Great Falls Street (VA 634) | $89,850,000 | 2040 | Roadway Widening | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| Dulles Airport Access Road Widening: Dulles Airport to I-495 | $400,000,000 | 2040 | Roadway Widening | | | ☑ | ☑ | | | | ☑ |
| Dulles Toll Road (VA 267) Ramp Construction: New Boone Boulevard Extension at Ashgrove and Greensboro Drive at Tyco Road | $141,000,000 | 2040 | Intersection/ Interchange/ Ramp Improvements | ☑ | | ☑ | ☑ | ☑ | | | ☑ |
| Dulles Toll Road (VA 267) Ramp Widening: SB I-495 off Ramp 19A to Scotts Run Crossing | $159,920 | 2029 | Intersection/ Interchange/ Ramp Improvements | ☑ | | ☑ | ☑ | ☑ | | | ☑ |
| Dulles Toll Road Collector-Distributor Extension: Spring Hill Road to Leesburg Pike (VA 7) | $62,000,000 | 2036/ 2037/ 2040 | Extension | ☑ | ☑ | ☑ | ☑ | | ☑ | | ☑ |
| East Elden Street (VA 606) Widening: Monroe Street to Fairfax County Parkway (VA 286) | $119,500,000 | 2029 | Roadway Widening | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| Fairfax County Parkway (VA 286) Widening: Ox Road (VA 123) to Lee Highway (US 29) | $239,670,546 | 2027/ 2028 | Roadway Widening | ☑ | ☑ | ☑ | ☑ | | ☑ | ☑ | ☑ |

# VISUALIZE 2050

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|---|---|---|---|---|---|---|---|---|---|---|---|
| Fairfax County Parkway (VA 286) Widening: Rugby Road to Sunrise Valley Drive | $312,000,000 | 2045 | Roadway Widening | ☑ | | ☑ | ☑ | | ☑ | | ☑ |
| Fairfax County Parkway (VA 286) Widening: Sydenstricker Road (VA 640) to Ox Road (VA 123) | $364,000,000 | 2045 | Roadway Widening | ☑ | | ☑ | ☑ | | ☑ | | ☑ |
| Farrington Avenue Extension: Van Dorn Street/Eisenhower Avenue to Edsall Road | $87,000,000 | 2034 | Extension | ☑ | ☑ | ☑ | ☑ | ☑ | | ☑ | ☑ |
| I-495 Auxiliary Lanes: north of Hemming Avenue underpass to Georgetown Pike (VA 193) | $3,235,000 | 2030 | HOV/HOT Lanes | ☑ | | | | ☑ | | | ☑ |
| I-495 Express Toll Lanes Northern Extension (NEXT): South of Old Dominion Drive to American Legion Bridge | $559,323,951 | 2026 | HOV/HOT Lanes | ☑ | | ☑ | ☑ | ☑ | ☑ | | |
| I-495 Express Lanes Truck Access: American Legion Bridge to I-95/I-395 Interchange | Not currently available | 2030 | HOV/HOT Lanes | ☑ | | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| I-95 New Bi-Directional Operation Express Toll Lanes with Widening: I-95/Springfield Interchange to Optiz Boulevard | Not currently available | 2030 | HOV/HOT Lanes | | | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| I-495 Southside Express Toll Lanes (SEL): Springfield Interchange to MD 210 | $1,400,000,000 | 2031 | HOV/HOT Lanes | ☑ | | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| I-95 Express Lanes Truck Access: Turkeycock Run to I-95/Route 17 Interchange | Not currently available | 2030 | HOV/HOT Lanes | ☑ | | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| James Madison Highway (US 15) Overpass Widening: 1000 ft North of Railroad Tracks to Lee Highway (US 29) | $102,740,000 | 2030/ 2040 | Roadway Widening | ☑ | | ☑ | ☑ | ☑ | | | ☑ |
| Lee Highway (US 29) Widening: John Marshall Highway (US 55) to Pageland Lane | $80,000,000 | 2048 | Roadway Widening | ☑ | | ☑ | ☑ | | | | ☑ |

# VISUALIZE 2050

## National Capital Region Transportation Plan

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|---|---|---|---|---|---|---|---|---|---|---|---|
| Leesburg Pike (VA 7) Widening: Chain Bridge Road (VA 123) to I-495 | $78,500,000 | 2030 | Roadway Widening | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| Leesburg Pike Bypass (VA 7 Bypass) Widening: Dulles Greenway (VA 267) to East Market Street (VA 7/US 15) | $70,000,000 | 2030/ 2040 | Roadway Widening | ☑ | | ☑ | ☑ | ☑ | ☑ | | ☑ |
| Leesburg Pike (VA 7) Widening: Route 9 to West Market Street | $160,000,001 | 2030 | Roadway Widening | ☑ | ☑ | ☑ | ☑ | ☑ | | ☑ | ☑ |
| Leesburg Pike (VA 7) Widening: Seven Corners to Bailey's Crossroads | $445,000,000 | 2040 | Roadway Widening | | | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| Lee Highway (US 29) Widening: Union Mill Road (VA 659) to Buckleys Gate Drive | $95,679,564 | 2027 | Roadway Widening | ☑ | ☑ | ☑ | ☑ | ☑ | | ☑ | ☑ |
| New Manassas Bypass (VA 28): Sudley Road (VA 234) to Centreville Road (VA 28) | $92,392,491 | 2029 | New Roadway Construction | ☑ | | ☑ | ☑ | ☑ | | | ☑ |
| Manassas National Battlefield Park Bypass Extension Roadway Closure (US 29) from Pageland Lane to Paddington Lane and Sudley Road (VA 234) from Battleview Parkway to Featherbed Lane Road Closures | $28,509,000 – Connected to project below | 2040 | Roadway Closure for Extension | | | | | | | | ☑ |
| Manassas National Battlefield Park Bypass Extension: US 29 at Pageland Lane to Bull Run Drive | $28,509,000 – Connected to project above | 2040 | Extension | | | | | | | | ☑ |
| Nokesville Road (VA 28) Widening: Fauquier County Line to Fitzwater Drive (VA 652) | $70,900,000 | 2045 | Roadway Widening | | | ☑ | ☑ | | | | ☑ |
| Ox Road (VA 123) Widening: US 1 to the Occoquan River | $175,000,000 | 2045 | Roadway Widening | ☑ | ☑ | ☑ | ☑ | | | | |
| Ox Road (VA 123) Widening: Weatherly Way to Fairfax County Parkway (VA 286) | $983,600,000 | 2045 | Roadway Widening | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |

# VISUALIZE 2050

## National Capital Region Transportation Plan

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|---|---|---|---|---|---|---|---|---|---|---|---|
| Prince William County Parkway (VA 294) Widening: Liberia Avenue (VA 776) to Hoadly Road (VA 642) | $60,000,000 | 2040 | Roadway Widening | ☑ | | ☑ | ☑ | | | | ☑ |
| South Street Extension: University Drive to Chain Bridge Road | $23,833,000 | 2029 | Extension | ☑ | | ☑ | ☑ | | | | |
| Tall Cedars Parkway Extension: US 50 to Air and Space Museum Parkway/VA 28 | $247,568,000 | 2033 | Extension | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| University Boulevard Widening: Wellington Road to Devlin Road | $179,605,000 | 2035 | Roadway Widening | | ☑ | ☑ | ☑ | | ☑ | | ☑ |
| US 1 Widening: Annapolis Way to Telegraph Road | $675,500,000 | 2045 | Roadway Widening | ☑ | | ☑ | ☑ | ☑ | | ☑ | ☑ |
| US 1 Widening: Dumfries Road (VA 234) to Cardinal Drive | $127,000,000 | 2050 | Roadway Widening | | | | | | | | |
| US 1 Widening: Sherwood Hall Lane (VA 626) to Mt. Vernon Memorial Highway | $468,692,429 | 2028 | Roadway Widening | | ☑ | ☑ | ☑ | | ☑ | ☑ | ☑ |
| US 1 Widening: Stafford County Line to Dumfries Road (VA 234) | $212,484,558 | 2030/ 2040 | Roadway Widening | ☑ | ☑ | ☑ | ☑ | | | | ☑ |
| US 15 Widening: Montresor Road (VA 661) to Battlefield Parkway | $100,000,000 | 2027/ 2029 | Roadway Widening | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | | ☑ |
| US 50 Widening: Eastern City Limit of Fairfax to Arlington County Line | $450,000,000 | 2040 | Roadway Widening | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| Washington Street (VA 55) Widening: Lee Highway (US 29) to Fayette Street | $70,000,000 | 2028 | Roadway Widening | | | ☑ | ☑ | | | | |

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## Virginia Secondary Road System Projects

| TPB Project Title | Cost | Completion Year | Project Type | Safety | Maintenance | Reliability | Affordable and Convenient | Efficient System Operations | Environmental Protection | Resilient Region | Livable and Prosperous Communities |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Arcola Mills Drive (formerly VA 621) Widening: Stone Springs Boulevard to Loudoun County Parkway | $30,000,000 | 2050 | Roadway Widening | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| Boone Boulevard Extension: Chain Bridge Road (VA 123) to Ashgrove Lane | $164,000,000 | 2045 | Extension | ☑ | | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| Braddock Road (VA 620) Widening: Fairfax County Parkway (VA 286) to Ox Road (VA 123) | $16,710,000 | 2045 | Roadway Widening | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| Braddock Road (VA 620) Widening: Gum Springs Road to Fairfax County Line | $115,373,000 | 2030 | Roadway Widening | ☑ | ☑ | ☑ | ☑ | ☑ | | ☑ | ☑ |
| Catharpin Road (VA 676) Widening: Heathcote Boulevard to John Marshall Highway | $50,000,000 | 2040 | Roadway Widening | ☑ | ☑ | ☑ | ☑ | | | | |
| Connor Drive Extension and Grade Separation: Euclid Avenue to Manassas Drive/Railroad Drive | $32,087,425 | 2030 | Extension and Grade Separation | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| Croson Lane (VA 645) Widening: Claiborne Parkway to Mooreview Parkway | $26,577,000 | 2027 | Roadway Widening | | ☑ | ☑ | ☑ | ☑ | | ☑ | |
| Crosstrail Boulevard Extension: Sycolin Road (VA 625) to Dulles Greenway (VA 267) | $109,473,000 | 2028 | Extension | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| Devlin Road (VA 621) Widening: Linton Hall Road to Wellington Road | $54,399,033 | 2028 | Roadway Widening | ☑ | ☑ | ☑ | ☑ | | | ☑ | ☑ |
| Dulles West Boulevard Extension: Arcola Boulevard to Northstar Drive | $72,235,000 | 2027 | Extension | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| Fairbrook Drive Extension: Herndon Parkway to Spring Street | $20,000,000 | 2035 | Extension | ☑ | ☑ | ☑ | ☑ | | ☑ | ☑ | ☑ |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| Frontier Drive (VA 2677) Extension: Franconia-Springfield Transportation Center to Loisdale Road (VA 789) | $241,630,600 | 2032 | Extension | | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| Frying Pan Road (VA 608) Widening: Sulley Road (VA 288) to Centrevillow Road (VA 657) | $54,300,000 | 2045 | Roadway Widening | ☑ | | ☑ | ☑ | ☑ | ☑ | | ☑ |
| Graham Park Road Capacity Reduction for New Bicycle Accommodations: Old Triangle Road to Purvis Drive | $35,000,000 | 2030 | Capacity Reduction | ☑ | | ☑ | ☑ | | | | |
| Greensboro Drive west Extension: Spring Hill Road to Tyco Road | $80,000,000 | 2034 | Extension | ☑ | | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| Hooes Road (VA 636) Widening: Fairfax County Parkway (VA 286) to Silverbrook Road (VA 600) | $20,550,000 | 2035 | Roadway Widening | ☑ | | ☑ | ☑ | ☑ | | ☑ | ☑ |
| Liberia Avenue Widening: VA 28 to Richmond Avenue | $8,855,000 | 2027 | Roadway Widening | ☑ | | ☑ | ☑ | | | | |
| Lockridge Road West Extension: Prentice Drive to Waxpool Road | $163,073,000 | 2030 | Extension | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| New Seven Corners Ring Road (VA 7): Arlington Boulevard (US 50) to Leesburg Pike (VA 7) | $132,691,000 | 2045 | New Construction | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| North Fort Myer Drive Reconstruction: North Nash Street to north Fairfax Drive | $41,000,000 | 2031 | Reconstruction | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| Northstar Boulevard Widening: Tall Cedars Parkway to Braddock Road (VA 620) | $54,880,000 | 2028 | Roadway Widening | | | ☑ | ☑ | ☑ | | | |
| Old Ox Road (VA 606) Widening: Shaw Road to Rock Hill Road | $49,000,000 | 2045 | Roadway Widening | ☑ | ☑ | ☑ | ☑ | ☑ | | ☑ | ☑ |
| Pageland Road (VA 704) Widening: Sudley Road (VA 234) to Lee Highway (US 29) | $18,749,000 | 2045 | Roadway Widening | ☑ | | ☑ | | ☑ | ☑ | | ☑ |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| Potomac Avenue Capacity Reduction for New Bus Lane: Potomac Avenue to Arlington/Alexandria Line | $7,496,000 | 2028 | Capacity Reduction | ☑ | | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| Prentice Drive Extension: Loudoun Station Drive to Lockridge Road (VA 789) | $165,743,000 | 2030/ 2031 | Extension | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| Reston Parkway (VA 602) Widening: Dulles Toll Road to South Lakes Drive | $45,000,000 | 2045 | Roadway Widening | ☑ | ☑ | ☑ | ☑ | | | | ☑ |
| Rippon Boulevard Widening: West of Wigeon Way to Rippon VRE Station | $20,000,000 | 2030 | Roadway Widening | ☑ | | ☑ | ☑ | ☑ | | | ☑ |
| Rock Hill Road Overpass Extension: Sunrise Valley Drive to Innovation Avenue (VA 209) | $435,217,373 | 2032 | Extension | | | ☑ | ☑ | ☑ | ☑ | | ☑ |
| Rolling Road (VA 638) Widening: DeLong Drive to Virginia Drive | $22,400,000 | 2045 | Roadway Widening | ☑ | | ☑ | ☑ | | | ☑ | ☑ |
| Rolling Road (VA 638) Widening: Viola Street to Old Keene Mill Road (VA 644) | $93,459,000 | 2026 | Roadway Widening | ☑ | | ☑ | ☑ | | | | |
| Rollins Ford Road Extension: Wellington Road to Linton Hall Road | $20,000,000 | 2040 | Extension | ☑ | | ☑ | ☑ | ☑ | | | ☑ |
| Russell Branch Parkway Extension: Belmont Ridge Road (VA 659) to Tournament Drive | $38,240,000 | 2050 | Extension | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| Shellhorn Road (VA 643) Extension: Loudoun County Parkway (VA 606) to Moran Road (VA 634) | $126,000,000 | 2027 | Extension | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| Shirely Gate Road (VA 655) Extension: Fairfax County Parkway (VA 286) to Braddock Road (VA 620) | $31,000,000 | 2028 | Extension | ☑ | | ☑ | ☑ | ☑ | | | ☑ |
| Soapstone Drive Overpass Extension: Sunrise Valley Drive to Sunset Hills Road | $235,000,300 | 2034 | Extension | ☑ | | ☑ | ☑ | ☑ | ☑ | | ☑ |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| Summit School Road Extension: Telegraph Road to existing terminus of Summit School Road | $39,930,483 | 2027 | Extension | ☑ | | ☑ | ☑ | ☑ | | | ☑ |
| Sycolin Road (VA 643) Widening: Loudoun Center Place to Crosstrails Boulevard | $65,679,000 | 2030 | Roadway Widening | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| Telegraph Road Widening: Franconia Road (VA 644) to Leaf Road North | $275,000,000 | 2045 | Roadway Widening | ☑ | | ☑ | ☑ | ☑ | ☑ | | ☑ |
| Telegraph Road Widening: Prince William Parkway (VA 294) to Caton Hall Road | Not currently available | 2027 | Roadway Widening | | | ☑ | ☑ | | | | |
| Town Center Parkway Extension: Sunrise Valley Drive to Sunset Hills Road | $309,330,253 | 2030 | Extension | ☑ | | ☑ | ☑ | | ☑ | | ☑ |
| Van Buren Road (VA 627) Extension: Dumfries Road (VA 234) to Cardinal Drive (VA 610) | $82,000,000 | 2040 | Extension | ☑ | | ☑ | ☑ | ☑ | | | ☑ |
| Van Dorn Street (VA 613) at Franconia Road (VA 644) Interchange Improvements | $173,000,000 | 2035 | Intersection/ Interchange/ Ramp Improvements | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | | ☑ |
| Wellington Road (VA 674) Widening: Rixlew Lane (VA 668) to University Boulevard | $180,000,000 | 2028/ 2045 | Roadway Widening | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | | ☑ |
| Westwind Drive Extension: Loudoun County Parkway to Old Ox Road (VA 606) | $126,677,000 | 2026 | Extension | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| Williamson Boulevard Extension: Sudley Manor Drive to Portsmouth Road | $15,000,000 | 2030 | Extension | ☑ | | ☑ | ☑ | ☑ | | | ☑ |

VISUALIZE 2050

National Capital Region Transportation Plan

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VISUALIZE 2050

National Capital Region Transportation Plan

March 2024 Public Comment Opportunity

# Comments from Member Organizations

CHARLES COUNTY GOVERNMENT
**Department of Planning & Growth Management**
**Jason R. Groth**, AICP
Acting Director

Phone | 301-645-0692
Email | PGMadmin@CharlesCountyMD.gov

March 29, 2024

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

Dear Chair Henderson:

As you conclude the public comment period for the Visualize 2050 Long Range Transportation Plan (LRTP), I am compelled to highlight a regionally significant project that is not currently included in the Plan or the requisite Air Quality Conformity Analysis. The Southern Maryland Rapid Transit (SMRT) project will be a transformative project for the National Capital Region bringing a fixed-route, high-capacity transit service within a dedicated transitway in the MD 5/U.S. 301 corridor from the Branch Avenue Metrorail Station in Prince George's County to Waldorf and White Plains in Charles County. Based on the Maryland Transit Administration's 2017 Alternatives Report and the 2010 Southern Maryland Transit Corridor Study, both Counties have integrated the studies' preferred alignment into the local transportation plans and master plan documents to preserve the alignment and promote transit-oriented development. The SMRT project is currently funded within the Maryland Consolidated Transportation Plan for $20 million and was recently awarded an additional $5 million through a Fiscal Year 2024 Congressional Earmark.

In general, there is a significant emphasis on new highway construction in the draft LRTP update, and a corresponding lack of emphasis on major new transit projects, which will be essential to meeting the TPB's climate change goals. Considering the current congestion, gridlock, and growth projections in this corridor of the State, there is little doubt that the Southern Maryland Rapid Transit project will be implemented during the next 26 years, and certainly sooner than that. Given that the LRTP is *the plan* for the National Capital Region's strategy for the next quarter-century to improve mobility, support economic growth, and have a significant contribution on meeting the region's climate and air quality conformity goals, it would be irresponsible to not include this very impactful project. The regional partnership between Charles and Prince George's County, and the Maryland Department of Transportation has positioned this project for the Federal and State funding received, including two recent federal earmarks, moving it toward construction. We respectfully request the project be included in the Visualize 2050 LRTP prior to final approval.

Sincere Regards,

Jason R. Groth, AICP
Acting Director & TPB Alternate Member, Charles County

cc: Hon. Reuben B. Collins, Charles County
Victor Weisberg, Prince Georges County
Heather Murphy, MDOT

## Comments on proposed changes

Laura Jane Cohen <DelLJCohen@house.virginia.gov>

Wed 3/27/2024 6:47 PM

To:TPBcomment <tpbcomment@mwcog.org>

Hello!

I represent the 15th District in the Virginia House of Delegates, which is wholly contained in Fairfax County. I serve on the House Transportation Committee, and I am deeply familiar with the transportation challenges that face the Northern Virginia community. My constituents would greatly benefit from the Virginia proposed project inputs to the Visualize 2050 Plan and I urge you to support these desperately needed improvements.

Most of my constituents work in the greater-DC region and use the interstates and local transportation networks daily to not only commute but also attend sports, school events, and other activities for their kids, or travel to see family. As I listen to the transportation concerns raised by my constituents, I regularly hear about congestion, reliability, and safety. While significant efforts have been made to reduce congestion and increase reliability and safety, our region needs more improvements and solutions to address current challenges and prepare Northern Virginia for future growth. Bi-directional Express Lanes on I-95 is one of those Virginia proposed projects that will dramatically improve travel options and make our local roads safer by decreasing cut-through traffic. Virginia's proposed projects also advance sustainable transportation goals, an important step in achieving a resilient transportation network.

Once again, I urge you to support Virginia's proposed project inputs to the Visualize 2050 Plan, which will have a very positive impact on the Northern Virginia community, including my district.

My best regards-
Delegate Laura Jane Cohen

**Office of Delegate Laura Jane Cohen**
Virginia House of Delegates, District 15
Chief of Staff: Dalton Bisson (dalton@laurajanecohen.com)

COMMONWEALTH OF VIRGINIA
HOUSE OF DELEGATES
RICHMOND

TERRY L. AUSTIN
POST OFFICE BOX 400
BUCHANAN, VIRGINIA 24066

THIRTY-SEVENTH DISTRICT

COMMITTEE ASSIGNMENTS:
GENERAL LAWS
TRANSPORTATION
APPROPRIATIONS
RULES

22 March 2024

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

Dear Chairwoman Henderson:

I am writing express my support for the Commonwealth of Virginia's submission of bi-directional express lanes along Interstate 95 to the Visualize 2050 plan. As the former Chairman of the Virginia House Committee on Transportation, I recognize the positive impact of the 95 Express Lanes in helping reduce congestion and improve mobility through one of the nation's busiest corridors. The continued study of bi-directional express lanes along the I-95 Corridor is an important step in moving this project forward. Indeed, the development of bi-directional express lanes will further expand the benefits of Virginia's popular and successful network of express lanes.

It is expected that the Washington, D.C. region will add 1.5 million people between 2020 and 2050. To handle that growth, the Commonwealth, along with its neighboring jurisdictions – Maryland and Washington, D.C., must prepare to accommodate that future growth by developing a 21st Century transportation network that focuses on providing transportation options and supports economic development.

The projects submitted by the Commonwealth of Virginia, in particular, the bi-directional express lanes along I-95 are critical to developing the infrastructure necessary to handle the anticipate growth within the region.

I appreciate your consideration of this project.

Sincerely,

Terry L. Austin
37th House District

DISTRICT: (540) 254-1500 • RICHMOND: (804) 698-1037 • E-MAIL: DELTAUSTIN@HOUSE.VIRGINIA.GOV

March 25, 2024

Dear Planning Board,

I write to express my support for Virginia's proposed project inputs for the Transportation Planning Board's Visualize 2050 plan. I represent District 17 in the Virginia House of Delegates, which includes part of Fairfax County. My district is bordered by I-95 and I-495. Reliable transportation and congestion on the interstate corridors in Northern Virginia are major concerns for my constituents.

In the next thirty years, the region is expected to add 1.5 million people and 1 million jobs. In order to accommodate this growth, our region must prepare for the continued and increased demand on our transportation network. Improving the region's most important transportation corridors will reduce average commute times, improve regional and interstate commerce, generate substantial economic development, and create thousands of jobs. Improvements to the main arterial corridors in Northern Virginia also reduces cut-through traffic in local neighborhoods, creating safer roads in our communities.

I also support Virginia's proposed project inputs because they advance many of the sustainable transportation goals that were envisioned by the Infrastructure Investment and Jobs Act. These inputs prioritize new travel options and transit, such as the high-occupancy toll lanes model.

Virginia's proposed project inputs for the Visualize 2050 plan include critical projects for the Northern Virginia region that will help alleviate congestion, improve transit, and make our communities safer. I urge you to include these projects in the Visualize 2050 plan.

Sincerely,

Mark D. Sickles

## Lyn Erickson

**From:** Peckett, Haley <Haley.Peckett@montgomerycountymd.gov>
**Sent:** Friday, March 29, 2024 9:06 AM
**To:** chenderson@dccouncil.gov
**Cc:** Kanti Srikanth; Lyn Erickson; Erenrich, Gary; Conklin, Christopher; Pitts, Corey
**Subject:** MCDOT Comments on Visualize 2050 Worksession

Dear Chair Henderson,

Thank you for chairing the Visualize 2050 worksession last week. The worksession was very productive; we appreciate the direction for jurisdictions to review their project inputs (for the conformity analysis) prior to the next TPB meeting so that TPB can review the project inputs more consistently and assess their ability to meet the goals of Visualize 2050. There are many projects to being resubmitted in the zero-based budgeting process, which may warrant a second look at project details. Hopefully this project input review will improve the quality of review process and consistency in how jurisdictions consider goals. We strongly believe that all jurisdictions should be held accountable for their project inputs for the conformity process.

We support the request to Maryland Department of Transportation to brief the TPB meeting in April on their I-495/I-270W Express Hot Lanes project. This briefing will help TPB members and the public better understand how this project has changed from Visualize 2045 and the schedule for advancing the project. There has been confusion in how this project was described in the TPB public material out for comment and several jurisdictions have raised concerns over the project description.

We look forward to working together on approving a list of projects for Visualize 2050 that truly helps us meet our regional goals.

Best,

Haley Peckett, AICP
She/her
Deputy Director, Transportation Policy and Planning

Director's Office
Montgomery County Department of Transportation
101 Monroe Street, 10th Floor
Rockville, MD 20850
240-429-4163
haley.peckett@montgomerycountymd.gov

Stay connected

VISUALIZE 2050

National Capital Region Transportation Plan

March 2024 Public Comment Opportunity

# Comments from Non-Member Agencies/Advocacy Groups

## 3.21.24 Meeting Comment

Bee Ditzler <bee.ditzler@gmail.com>

Tue 3/19/2024 4:35 PM

To:TPBcomment <tpbcomment@mwcog.org>

1 attachments (112 KB)

3.21.23 COG comments.pdf;

Hello Chair Henderson and members of TPB,

Please add these attached comments submitted by the League of Women Voters of Maryland about Visualize 2050 and its Air Quality Conformity for the March 21 meeting. The attached is in PDF format.

Thank you,
Barbara Ditzler
LWVMD lead for transportation

LEAGUE OF WOMEN VOTERS® OF MARYLAND

**TESTIMONY TO THE TRANSPORTATION PLANNING BOARD,**
**AIR QUALITY CONFORMITY, VISUALIZE 2050 PLAN**

**POSITION: Comments**

**BY: Linda Kohn, LWVMD President**

**Date: March 21, 2024**

The League of Women Voters of Maryland (LWVMD) appreciates that the Transportation Planning Board (TPB) has asked for comments about the Visualize 2050 Plan dealing with air quality conformity from the transportation sector. Many members have been filling out the survey form and are asking questions:

- Why are government agencies allowed to just check a box that projects may benefit our air quality and be low in greenhouse gas production?
- Where are the equity statements?
- Why are there no transit projects in the near future, but only roads?
- Is there "greenwashing" of projects?
- Are the required justifications for the project evident?

LWVMD recognizes that this Plan asks for comments earlier in its cycle than the Visualize 2045 Plan did and has a second public comment period. We do wonder however if it fills the goals of incorporating projects that might reduce greenhouse gases (GHG) in the transportation sector instead of adding to them. The LWV positions state that it should be an open and transparent process and one wonders if incorporating a project with boxes checked that a project reduces GHG, is by definition faulty. We support accountability in governments, no matter at what level. Combining government entities that incorporate three jurisdictions as TPB does should be held accountable to the people of Virgina, D.C. and Maryland for the Plan.

We should be protecting our environment through better planning and implementation of good transportation plans. Visualize 2050 is a great example of how we should envision living to improve the quality of life for everyone's air, with emphasis being placed on transit, mobility by bike or being a pedestrian, rather than on road expansion projects. These improvements help everyone in every economic stratum and are not discriminatory dependent on their location or mode of mobility.

LWVMD values your time and attention in making this a better Visualize 2050 Plan.

121 Cathedral Street, Suite 2B, Annapolis, MD 21401
410-269-0232 * info@lwvmd.org * www.lwvmd.org

## Item 1 Virtual Comment Opportunity

George Aburn <tadaburn@gmail.com>

Tue 3/19/2024 9:25 AM

To:TPBcomment <tpbcomment@mwcog.org>;Lyn Erickson <lerickson@mwcog.org>
Cc:chenderson@dccouncil.gov <chenderson@dccouncil.gov>;callen@dccouncil.gov <callen@dccouncil.gov>;Darden, Wesley <Wesley.Darden@montgomerycountymd.gov>;councilmember.mink@montgomerycountymd.gov <councilmember.mink@montgomerycountymd.gov>;Jeffrey King <jking@mwcog.org>;Janet Phoenix <jphoenix@gwu.edu>; Tene Lewis <MzTLewis616@gmail.com>;Parisa Norouzi <parisa@empowerdc.org>;William Washburn <william.washburn1@comcast.net>

1 attachments (72 KB)

TPB 03212024 Final Written TPB Comment Tad w DC EJC.pdf;

Lyn - Please register me to provide virtual comments during the March 21, 2024 TPB meeting. I will not be attending the meeting to provide in-person comments.

Could you also make sure that the COG staff that works with the Board receives these comments.

My comments are attached.

If you could please confirm receipt, and provide a response consistent with the TPB Public Participation Plan and guidance, it would be greatly appreciated.

Thanks again for your help.

Tad Aburn

(443) 829-3652

Comments for the March 21, 2024 TPB Meeting
Tad Aburn[1]
DC Environmental Justice (EJ) Coalition
tadaburn@gmail.com
(443) 829-3652
**********

Madame Chair, Mr. Chairman, TPB members … thank you for the opportunity to provide virtual public comment today. I am also submitting these comments to MWCOG Board Chair Allen.

Could you please use the language below (bold Italics) in the MWCOG staff summary of my comments:

> ***"I am submitting these comments on behalf of leadership at the DC EJ Coalition directly to TPB Chair Henderson and MWCOG Board Chair Allen because of the dual leadership roles they hold with MWCOG and the DC Council.***
>
> ***My comments today focus on the draft TPB Envision 2050 Plan and how the visionary concepts included in the DC Council's Environmental Justice Amendments Act of 2023 need to be built into that plan. The DC Council's proposal, which was discussed during an all day hearing last Monday, is intended to begin to reverse the long-standing legacy of unintentional systemic environmental racism being built into transportation plans and projects, permits and other government actions. The TPB 2050 Plan is in many ways very visionary. It unfortunately ignores the issue of high-risk air pollution hot-spots being created in environmental justice communities of color … across the DMV … by TPB transportation plans and projects."***

In closing, I would like to request the courtesy of a response that explains how TPB will consider these comments.[2] I would also like to again request that TPB Tech and

---

[1] As background, my name is Tad Aburn. I have submitted comments on this issue at every TPB meeting since November of 2022. I am retired, was a Maryland resident for 68 years and I am now doing volunteer work for overburdened communities in Prince George's County and the District of Columbia. I am also a member of the DC EJ Coalition. In 2022, I was the Chair of MWAQC TAC. I was an MWAQC member for over 10 years. For almost 20 years I was the Director of the air pollution program in Maryland. I worked for MDE for 40 years.

[2] The TPB federally approved public participation plan says: "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**."

MWAQC TAC be asked by the TPB and the MWCOG Board to evaluate the comprehensive set of data, research and analyses on the issue of transportation driven air pollution hot-spots in communities of color that is now available.

Thank you again for providing the opportunity to provide public comment.  I would be happy to discuss these comments with you.

## Comments for TPB meeting on March 21

B Ditzler <bditzler@gmail.com>

Wed 3/20/2024 10:31 AM

To:TPBcomment <tpbcomment@mwcog.org>

1 attachments (71 KB)

MAST comments for TPB - 19March2024.pdf;

Please find written comments for TPB members to see. Thanks.

Brian Ditzler

MARYLAND
ADVOCATES FOR
SUSTAINABLE
TRANSPORTATION

March 19, 2024

TO: National Capital Region Transportation Planning Board

RE: Visualize 2050 Air Quality Conformance Work Session on March 14, 2024

REF: TPB Board Resolution R19-2021 (adopted by TPB at its regular meeting on June 16, 2021)

These comments are submitted on behalf of MAST, Maryland Advocates for Sustainable Transportation, a coalition of more than 20 advocacy groups in our state that seek creation of a sustainable transportation system.

Several years ago, the TPB had the foresight to recognize the need to initiate a full update to its Long Range Transportation Plan process upon completion and adoption of its Visualize 2045 plan, with a target completion date of 2024 for the updated Long Range Transportation Plan. TPB Board Resolution R-19-2021 specified that the development of the new plan and future plans should include consideration of multiple build scenarios for each project and an analysis of each scenario's impact on the region's adopted goals and targets, including reduction of greenhouse gas (GHG) emissions.

Also, the development of the updated plan was supposed to be based on the concept of "zero-based budgeting" where all projects must be resubmitted for consideration during development of the 2024 and future updates to the Long Range Transportation Plan. Multiple build scenarios for each project were supposed to be evaluated to determine the best alternative to meet the region's adopted goals and targets. Projects currently under construction or currently funded were exempt from the zero-based budgeting requirement.

The TPB adopted an even stronger GHG reduction goal in 2022 -- a 50% reduction in climate-damaging GHG emissions by 2030 from the 2005 level. A set of strategies also were adopted then dealing with land use, transit, pedestrians, bicycling and electric vehicles.

Unfortunately, it seems quite obvious that TPB member transportation departments largely ignored the updated policies TPB adopted in 2021 and 2022 when deciding which projects to submit for inclusion in Visualize 2050. The new and expanded highways that are proposed would greatly increase the number of vehicles on the highways (because of induced demand) and thereby greatly increase GHG emissions. Projects that would lessen such emissions, such as expansion of transit, bike and pedestrian networks, would receive only half as much spending in the proposed Visualize 2050 plan.

Let me note here that transportation experts around the county, including Maryland DOT Secretary Weidefeld, now acknowledge the reality that highway expansion attracts more drivers so more GHG is emitted and traffic congestion occurs again in the not too distant future.

Fortunately, there is an extra year in TPB's schedule to complete Visualize 2050 before the federal timeline for completion of the air quality conformance modeling. We strongly urge this board to pause the development of Visualize 2050, and require member transportation departments to comply with TPB's updated processes that include a real evaluation of each project before deciding which ones to submit for inclusion in a new draft Visualize 2050. It makes sense that alternative scenarios (including adding more transit, more protected bike lanes, greater use of transportation demand management (TDM) and transit-oriented development (TOD), as well as other measures) should always be considered in place of adding new highway capacity to address traffic congestion. A combination of such alternatives often would be less expensive than highway expansion, reduce GHG emissions, be more equitable as they would serve more people, and cause far less damage to the environment.

Maryland DOT's proposed expansion of I-495 and I-270 that calls for the addition of two toll lanes in each direction is a good example of projects that lacked active consideration of other alternatives that would reduce traffic congestion, reduce GHG emissions, be more equitable, and cause far less other damage to the environment. Had alternatives such as expansion of the MARC Brunswick Line, adding BRT on roadways that parallel I-270, greater use of TDM and TOD, and completion of the Purple Line been considered, the proposed highway expansion would surely not have been found to be the best alternative. For these reasons, TPB should remove the I-495 and I-270 toll lane projects from the Visualize 2050 plan, or require MDOT to undertake the analysis required by TPB's updated process for evaluating projects before possible inclusion in a new Visualize 2050.

Brian E. Ditzler

bditzler@gmail.com

Silver Spring, MD

301 565-0870

## TPB Item 1 In-Person Comment Opportunity

bcoufal10@aol.com <bcoufal10@aol.com>

Wed 3/20/2024 11:07 AM

To:TPBcomment <tpbcomment@mwcog.org>

1 attachments (99 KB)

TPB final letter re Visualize 2050.docx;

On behalf of Citizens Against Beltway Expansion, I will be attending the TPB meeting in-person tomorrow to speak about Visualize 2050. Please find attached our letter to the TPB regarding our major concerns about the Visualize 2050 project list.

Sincerely,
Barbara Coufal, Chair
Citizens Against Beltway Expansion

March 20, 2024

Transportation Planning Board
777 North Capitol St. NE
Washington, DC 20002-4239

Dear Chair Henderson and Transportation Planning Board Members:

I am writing about Visualize 2050 on behalf of Citizens Against Beltway Expansion. For the reasons highlighted below, we urge the Transportation Planning Board (TPB) to remove the Southside Express Lanes project and the toll lanes on I-495 and I-270 from the Visualize 2050 plan.

- These highway expansions are not consistent with TPB's framework and goal of reducing greenhouse gas emissions.
- The highway expansions are not consistent with TPB's policy requiring consideration of multiple build scenarios.
- Southside Express Lanes would crowd out a future extension of Metro's Blue Line over the Woodrow Wilson Bridge.
- Toll lanes do not resolve congestion, they only move the bottlenecks.
- An abbreviated environmental review of the Southside Express Lanes denies the public a full understanding of its harmful impacts.

**These highway expansions are not consistent with TPB's policy framework and goal of reducing greenhouse gas emissions.** In 2021, the TPB adopted a resolution to develop future plans that included analyses of a project's impact on the region's goal to reduce greenhouse gas (GHG) emissions. Yet, sponsors of the Southside Express Lanes and the I-495 and I-270 toll lanes failed to provide analyses of how the project would impact these emissions.

The TPB adopted greenhouse gas emissions targets in 2022, including a 50% reduction in GHG emissions by 2030 from 2005 levels. Including megaprojects to expand these highways in the final Visualize 2050 would not be consistent with the TPB's emissions targets and would demonstrate that the TPB is not willing to take the steps needed to address global warming.

**The highway expansions are not consistent with TPB's policy requiring consideration of multiple build scenarios.** During its presentations on the Southside Express Lanes, the Virginia Dept. of Transportation (VDOT) claimed to be considering alternatives to extending toll lanes. But these alternatives are mere window dressing, rather than a serious study of options. The stated purpose of the study is to "extend and provide continuity of the Express Lanes system" and one of the selection criteria is "system continuity" of the Express Lanes. The

narrowly drawn purpose and selection criteria precludes all other alternatives. A more honest approach would allow for the actual study of alternatives for moving people and reducing congestion.

Similarly, for its I-495/I-270 project, the Maryland Dept. of Transportation (MDOT) also employed a circumscribed purpose and needs statement and failed to consider alternatives that did not involve construction of highway lanes through a public-private partnership.

**Southside Express Lanes would crowd out a future extension of Metro's Blue Line over the Woodrow Wilson Bridge.** When it was rebuilt, policymakers ensured that there would be space to build rail transit over the Woodrow Wilson Bridge and WMATA is studying a plan to extend the Blue Line over the Bridge and into Prince George's County. VDOT claims that if WMATA's plan to extend the Blue Line is developed, two of the Southside Express lanes would be converted for use by the Blue Line. This claim is not credible. It would be enormously expensive for Virginia to compensate Transurban for the long-term reduction in toll revenues caused by the loss of two toll lanes and competition from the Blue Line. As a consequence, we can expect Virginia to use its veto to block the Blue Line extension and preserve all of the toll lanes on the Woodrow Wilson Bridge.

**Toll lanes do not resolve congestion, they only move the bottlenecks.** Adding toll lanes to these highways will not solve congestion. In their November 2021 comments on the Supplemental Draft Environmental Impact Statement for the I-495/I-270 project, the Maryland-National Capital Park and Planning Commission stated on page 8, "The Preferred Alternative does not eliminate congestion in the corridors studied but and [sic] instead shifts it from the vicinity of the ALB (e.g., McLean and Potomac) to other areas in Maryland."

The failure of toll lanes to resolve congestion is echoed in a December 2021 *Washington Post* interview of Transurban's then-leader for North America, Pierce Coffee. In the interview, Coffee acknowledges an inherent defect of toll lanes; they create congestion when toll lanes end and traffic merges into general lanes. In the case of the Southside Express Lanes, the project would move a bottleneck in Springfield, VA to Oxon Hill, MD, increasing traffic congestion and air pollution in the Oxon Hill area.

**An abbreviated environmental review of the Southside Express Lanes denies the public a full understanding of its harmful impacts.** VDOT is not conducting a full environmental impact statement. Instead, it is conducting a less comprehensive environmental assessment. As a result, the public will not know the full impacts of the toll lanes on the environment and communities near the Southside Express Lanes. This is especially troubling given that the stretch of toll lanes through Prince George's County is straddled by environmental justice communities which are being denied a sufficient opportunity to understand the full impacts of the project and provide feedback on them.

We urge the TPB to act on its mandate to reduce greenhouse gas emissions and promote alternatives to highway expansions by removing the Southside Express lanes and toll lanes on I-495 and I-270 in Montgomery County from Visualize 2050.

Sincerely,

Barbara Coufal, Chair
Citizens Against Beltway Expansion

## TPB Item one written comment for board

Bill Pugh <bill@smartergrowth.net>

Wed 3/20/2024 12:01 PM

To:TPBcomment <tpbcomment@mwcog.org>

1 attachments (147 KB)

TPB Visualize 2050 board comment March 2024.pdf;

Dear TPB staff, please see attached comment for the board at tomorrow's meeting. Thank you.

**Bill Pugh, AICP CTP** | Senior Policy Fellow
**Coalition for Smarter Growth**
www.smartergrowth.net | @betterDCregion
bill@smartergrowth.net
(202) 821-3226

Coalition for Smarter Growth
DC • MD • VA

March 20, 2024

Hon. Christina Henderson, TPB Chair
National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239

**Re: Visualize 2050 Conformity Inputs do not comply with Board Resolution R19-2021**

Dear TPB Chair Henderson and Board members,

The Coalition for Smarter Growth is very disappointed that the special process and accountability voted on by the TPB board in 2021 for Visualize 2050 has not materialized.

**To meet the requirements of Board resolution R19-2021 and improve Visualize 2050, we ask you to direct staff to do an assessment of the package of projects compared to Visualize 2045 and key TPB performance measures and strategies, and require agencies to review the results and reconsider projects before proceeding with the air quality conformity analysis.**

In summary:

1. The conformity inputs package fails to comply with the TPB Board's direction
    - Projects lack required information on GHG emissions and TPB priority strategies
    - A number of project descriptions make unsupported or contradictory claims or have incorrect information
    - TPB's zero-based budgeting checkmark evaluation yields results for many projects that contradict TPB policies and strategies
2. Too many proposed projects increase carbon emissions to meet TPB, COG, state and local climate goals.
3. Public comments in 2023, 2022, 2021 and 2020 have all called for a departure from the Visualize 2045 approach, yet this project list maintains the status quo for much of the region; and
4. The TPB board should pause the air quality conformity and take necessary steps to comply with its resolution and address TPB goals before proceeding. We propose steps to take.

## 1. The Conformity Inputs Package fails to comply with Board Resolution R19-2021

We appreciate the new public comment period held last year, local meetings held by Fairfax and Prince William counties, and the project changes considered. But for most projects, there's no evidence of compliance with the Board's resolution for a Zero-based budgeting process, required consideration of scenarios, or required information on how projects support regional goals like greenhouse gas (GHG) reduction.

***A. Required project information on GHG reduction and TPB priorities is missing***

- No agencies provided required statements to explain how their projects reduce GHG emissions or explain how they implement TPB priority strategies.
- Nearly half of the highway and arterial widening projects claimed to help the region meet its target to cut GHG emissions of cars and trucks 50% by 2030, despite well established evidence that these types of projects generally increases emissions.

***B. Unsupported and incorrect project information - some examples:***

- A number of projects built long after 2030 claim to help the region meet its 2030 GHG goal (e.g., widening Fairfax County Parkway in 2045, Frederick Freeway new interchange built in 2040, Ox Road widening in 2045, Braddock Rd widening in 2045, Indian Head Highway new interchanges in 2040, etc.)
- The major regional project, MD I-495/270 Toll Lanes, provided project description sheets with multiple additional corridor segments outside of those indicated in the project titles and the TPB March 1 staff memo summarizing project changes. The corrected project descriptions were still not available to the public as of March 20.
- The Frederick freeway widening and interchange project north of Frederick claims to support Metrobus and BRT.

***C. TPB's zero-based budgeting checkmark evaluation yields contradictory results***

TPB staff's checkmark evaluation is based on vague federal planning factors checked off by the sponsor agencies, not actual TPB policies. Many of the project results don't make sense given TPB's priority strategies. Some examples:

- Widening the already eight-lane Chain Bridge Road through Tysons Corner, while the area tries to become more walkable and transit-friendly, gets a perfect 8 out of 8 checkmarks in meeting regional goals.
- Georgia Avenue NW bus lanes and safety improvements only gets 2 out of 8 checkmarks in meeting regional goals.
- Graham Park Road capacity reduction - adding bike lanes and a missing sidewalk and taming traffic near a middle school in Prince William County only gets 3 checkmarks
- 23 road widening projects – over a third – get checkmarks from TPB for "Environmental Protection," despite being inconsistent with the activities that TPB's policy framework lists for that goal.

## 2. Too many proposed projects increase GHG emissions for the region to meet TPB, COG, state and local climate goals

- The proposed project list is similar to that in Visualize 2045, which fell far short of meeting our climate targets. While some local jurisdictions removed a few road widening projects, other highway expansions were added. Almost no new transit projects are in the plan.

- Decades of evidence show that road and highway expansion increases GHG emissions, yet almost half of the road widening projects insist they will help TPB meet its ambitious 2030 GHG target.
- TPB's Climate Mitigation Study showed that to meet GHG targets, the region needs to reduce car dependence in addition to achieving fast adoption of electric vehicles.
- Visualize 2045 would only achieve a reduction in per capita passenger car vehicle miles traveled (VMT) of 5% by 2045. TPB's Climate study showed that an approximate 20% reduction is needed by 2030, with deeper reductions by 2050, in combination with rapid adoption of electric vehicles to achieve the COG 2030 Climate and Energy Action Plan. Numerous studies elsewhere in the US have arrived at similar numbers. Even deeper reductions of per capita VMT and faster electrification would be needed to achieve TPB's GHG reduction target adopted in 2022.
- Local climate action plans in our region require similar action.
- TPB and national studies show feasible ways to get the region close to its GHG targets. It's doable but we can't get there with this Visualize 2050 approach.

### 3. Public comments have called for a departure from the Visualize 2045 approach, yet this project list maintains the status quo in much of the region

- **Public involvement results for Visualize 2050 call for less road expansion, and more transit, ped/bike facilities and safer streets** - according to the TPB staff summary of 2023 public involvement for Visualize 2050, of the almost 1,000 project comments, the "overarching themes" were:
    - "strong negative sentiment towards roadway widening and expansion projects"
    - "strong positive sentiment towards passenger rail expansion and improvements, bus improvements, bicycle and pedestrian infrastructure improvements, and BRT projects"
    - "support for roadway improvements that include traffic calming features but desires for more bicycle, pedestrian, or bus infrastructure improvements"
    - "advancement toward climate goals" and "reducing car dependence"
- These main public comment themes are similar to those received in 2022 and 2021 on Visualize 2045.
- The 2020 Voices of the Region scientific survey of the region's residents also found that residents are more concerned about climate change than congestion, support bus lanes and more space for walking and biking, and that future generations will thank us more for clean transportation, transit, walking, and biking investments than for wider roads.
- Some jurisdictions have project packages that support this approach and applaud the transit, pedestrian, bicycle and safe local complete streets projects.

**#4 Recommended steps to fix Visualize 2050 before starting the Air Quality conformity modeling:**

1. Project sponsors provide the required information for their projects and fix errors and obvious inconsistencies in their results.

2. TPB staff develop a quantitative assessment of the collective list of proposed projects, and compare these data with the last plan Visualize 2045's regionally significant projects and key TPB goals, targets, priority strategies, and performance measures. This assessment could include easily calculated metrics such as:
    - # miles new highway and arterial lanes
    - # miles of new dedicated bus lanes
    - # miles of road diets (reduced lane capacity)
    - # miles of new rail track
    - # new rail stations
    - Total project costs for roadway capacity expansion
    - Total project costs for transit network expansion
    - Land use goal assessment - comparison of recent (construction data for 2019-2023) and planned (Round 10) development patterns versus COG/TPB goals for locating 75% of new housing and jobs in High Capacity Transit station areas and in Activity Centers.

3. Analysis based on above metrics of how the new projects in total are likely to perform with respect to TPB's GHG target, safety targets, and priority strategies (e.g., Expand BRT and Transitways; Reduce travel times on all bus services; Move more people on Metrorail and commuter rail; Improve walk and bike access to transit)
    - Available tools like the SHIFT calculator are available for quick analysis.

4. Reconsideration of projects for submission into plan by TPB member agencies based on these results.

Visualize 2050 is the region's last long-range plan that can shape whether the region, states, and localities meet 2030 greenhouse gas targets and support the 2030 COG housing targets. The urgency of the climate crisis, our housing challenges, failed road safety targets, and equity needs are why this board voted for Resolution R19-2021.

Thank you for your attention to this issue.

Bill Pugh, AICP CTP
Senior Policy Fellow
Coalition for Smarter Growth

## Visualize 2050 Comment

Jason Stanford <jason@nvta.org>

Thu 3/28/2024 10:57 AM

To:TPBcomment <tpbcomment@mwcog.org>
Cc:Lyn Erickson <lerickson@mwcog.org>;Kanti Srikanth <ksrikanth@mwcog.org>

1 attachments (301 KB)

Coalition TPB Letter - March 20th.pdf;

Lyn and Kanti,

Please find attached a letter from the Northern Virginia Transportation Business Coalition in support of Virginia's project submissions for Visualize 2050 as well as Maryland's submission of improvements to the American Legion Bridge and I-270.

Thank you!

Jason

Jason Stanford
President
P.O. Box 6149
McLean, VA 22106-6149
Office: 703-883-1830
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NORTHERN VIRGINIA TRANSPORTATION COALITION
PO BOX 6149 · MCLEAN, VIRGINIA 22106 · 703/883-1830 · FAX 703/883-1850

March 20, 2024

The Honorable Christina Henderson, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239

RE: Visualize 2050 Transportation Project Inputs

Dear Chair Henderson:

As representatives of the vast majority of private and nonprofit employers across Northern Virginia, we are writing to share our strong support for the transportation projects submitted by Virginia for Visualize 2050's Air Quality Conformity Analysis.

These projects represent Virginia's strong commitment to expanding the capacity of our multimodal transportation network that supports the growing housing and economic development needs of our community.

Virginia's project list includes key regional upgrades such as a new Long Bridge, major rail upgrades to the I-95 corridor and Virginia Railway Express, a significantly expanded regional BRT network, I-95 Bi-Directional Express Lanes, and the I-495 Southside Express Lanes. Furthermore, Northern Virginia has submitted a number of other critical regional transportation improvements that will move more people through our key corridors.

We applaud Virginia's leaders for investing in transportation improvements across all modes: roadways, transit, bike and pedestrian, and new technology to improve reliability, relieve travel congestion and reduce travel times throughout Northern Virginia.

In addition, we urge leaders in DC and Maryland to follow Virginia's example by investing in infrastructure that expands the capacity of our transportation network. For example, we implore you to approve Maryland's planned upgrades to the American Legion Bridge and I-270 in Visualize 2050. These improvements are essential to regional connectivity and the continued economic success of the DC area. If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. Therefore, we urge you to approve all projects submitted by Virginia for evaluation in the 2050 Air Quality Conformity Analysis.

Thank you for your time and consideration of this important matter.

Sincerely,

Northern Virginia Transportation Coalition

## Submission of Comments to TPB

Byron Bloch <byron@autosafetyexpert.com>
Sat 3/30/2024 3:46 PM

To:TPBcomment <tpbcomment@mwcog.org>
Cc:Lindsey Martin <lmartin@mwcog.org>

1 attachments (15 MB)
TPB I-270 - Opposition by STICA.pdf;

**To: National Capital Region Transportation Planning Board ((TPB)**
**Re: Public Comment Submission in Opposition to "Visualize 2050" re: I-270**

**As citizens who reside in Montgomery County, Maryland, adjacent to the west side of the I-270 highway, our homeowners association strongly opposes those portions of "*Visualize 2050*" that concern the road widening and toll lanes proposed for the I-270** (with similar concerns for the I-495.) Our homeowners association is the *South Tuckerman Inverness Citizens Association* (STICA) and includes 173 homes.

**The attached PDF document (below) sets forth an overview of why we oppose the widening and toll lanes for the I-270.** We've focused on the critical public health, traffic safety, and increased traffic congestion that would occur. We also have additional concerns, such as the *"money grab"* of pricey toll lanes, and the "*take-away*" reduction to fewer public lanes, and the infringement of increased traffic into adjacent residential communities… and these critical issues collectively are also why we oppose the road widening and toll lanes for the I-270. Please note that the present I-270 was reconfigured for improved efficiency and safety, and performs quite well on a daily basis. We also encourage developments that include multi-modal transportation, bus rapid transit, extending Metro trains, and other creative transportation measures.

**We respectfully request the opportunity to also testify and submit further documentation at any hearings that your Transportation Planning Board will hopefully conduct on this important subject. Thank you.**

*Byron Bloch*

***Byron Bloch***
***President, STICA***
***South Tuckerman Inverness Citizens Association***

# Opposition to National Capital Transportation Planning Board *"Visualize 2050"* Project on I-270 / I-495 Widening and Toll Lanes

**Our homeowners association South Tuckerman Inverness Citizens Association (STICA) is adjacent to the west side of the I-270 here in Potomac, with 173 homeowners, and we strongly oppose the "Visualize 2050" project to widen and add toll lanes to the I-270 (with similar concerns for the I-495). Some of our reasons are summarized below, and concern the adverse public health and safety effects of:**

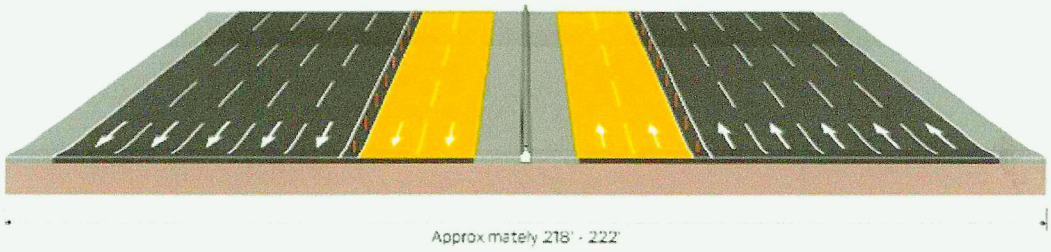
- **Public Health Hazards of Toxic Silica Construction Dust**
- **Major Increase in Vehicle Pollutants of Rubber & Metallic Particulates**
- **Major Increase in Traffic Congestion and Bottleneck Delays**
- **More Truck-versus-Car Horrific Crashes**

## 1. Public Health Hazard: *Highly-Toxic Construction Dust... and More*

**We strongly oppose the National Capital Region Transportation Planning Board (TPB) in their pending *"Visualize 2050"* Project due to our concerns of the extraordinary hazards inherent in the proposal to widen the major I-270 and I-495 highways in the greater D.C.-Maryland-Virginia area, and to include multiple toll lanes.**

**This scheme is fraught with critical public health and safety hazards that will adversely affect adjacent communities and counties for decades to come, it will exacerbate harmful effects to the environment amid the rapidly-increasing climate crisis, and will cause economic devastation for decades.** Many thousands of our citizens will be sickened with asthma, silicosis, COPD, and lung cancer. This proposal will actually ***INCREASE*** traffic congestion by funneling more lanes (7-8 total) down to just 2 lanes as I-270 traffic heads northbound.

**In the years of I-270 and I-495 road-widening and re-building, the road and bridges deconstruction processes will create massive amounts of *toxic crystalline silica construction dust*.** Our children and adults will be sickened with asthma, silicosis, chronic obstructive pulmonary disease (COPD), and lung cancer. ***This is certainly an urgent public health issue.*** **Please refer to the attachments from the *National Cancer Institute* and the *American Public Health Association* that underscore the serious public health issues that are exacerbated by the I-270 and 495 deconstruction and widening re-construction.**




**According to the National Cancer Institute and OSHA, workers in such environments must wear respiratory protection masks, and other precautions are also required.** As the I-270 road and bridge de-construction persists, with the continuous generation of harmful toxic crystalline silica dust, it will become necessary for schools to prohibit outdoor recess, sports events, and all outdoor activities. And then will come the asbestos/metallics from the vehicle brakes, and the rubber and other particulates from the tires. Plus increased CO2 and other exhaust pollutants from hundreds of thousands more cars, SUVs, and trucks. *Simply breathing will damage your lungs.*

**Some schools will likely have to shut down,** such as Julius West Middle School, Farmland Elementary, Carderock Elementary, and Walter Johnson High. Health precautions may require staying indoors, keeping all windows closed for schools and residences, and wearing facemasks. ***Putting silica construction dust into our air is much like putting lead into our drinking water! Both are public health issues that should be prevented in the first place !***

**The massive and continuous generation of toxic silica dust will require major mitigation measures,** such as vacuum systems and watering by tanker trucks *which are only marginally effective* ... and then there's the disposal issue and its environmental impact. This will require more equipment and workers, and will generate more traffic and pollution (and costs) during the deconstruction phase. ***Note what the Transportation Planning Board itself stated, which affirms that the project MUST NOT CAUSE OR CONTRIBUTE to these pollutants:***

> §93.116 Criteria and procedures: Localized CO, PM10, and PM2.5 violations (hot spots) -The FHWA/FTA project must not cause or contribute to any new localized CO, PM10, and/or PM2.5 violations or increase the frequency or severity of any existing CO, PM10, and /or PM2.5 violations in CO, PM10, and PM2.5 nonattainment and maintenance areas.

## 2. Increase in Deadly *"Heavy Truck versus Car"* Crashes/ Fatalities

**As a national auto safety expert for 50 years coast-to-coast, I've examined and analyzed many truck-versus-car collision accidents.** Over 95-percent of the severe to fatal injuries occur to the occupants of the passenger cars, vans, and SUVs.

**With the road widening and toll lanes added to the I-270 and the 495 Beltway, there will be a great increase in such truck-versus-car collisions.** These horrific crashes will occur when cars and trucks need to shift onto or off toll lanes to get to exits or flyover ramps, and also because heavy trucks and tractor-trailers need much greater stopping distances than do cars. Large trucks may be unable to avoid the crash, such as in these truck-versus-car accidents that I've analyzed in my work in vehicle safety. *My concerns are not theory, this is what actually happens in reality.*

**Imagine you're going about 60 mph and you're on a northbound toll lane (yellow), but realize you need to exit fairly soon.** All the adjacent lanes are jammed with vehicles all moving between 35 and 60 mph. How confident are you to make six (6) lane changes through traffic to your right... in a rainstorm on a dark night with quite a few huge tractor-trailer rigs in the mix. *Yes, there will be many severe crashes with serious injuries and deaths.*

## 3. *Traffic Congestion will INCREASE as Multi-lanes Funnel Down to Just Two*

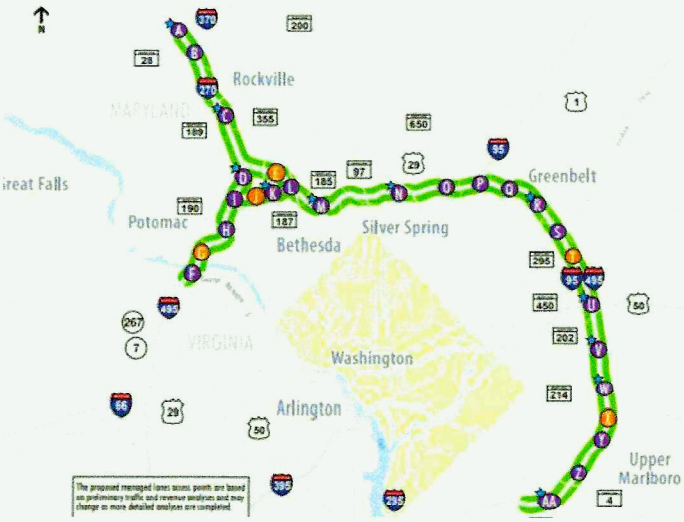
**The proposed build-out of the I-270 will expand the road in each direction from the present five lanes to seven or eight lanes, which must then funnel down to four lanes and then to just two lanes north of Germantown up through Frederick.** Those bottlenecks *will cause immense backups* on the I-270 south of Germantown, and there will be *MORE traffic congestion and bottleneck delays*. ***It would be far better to expand the present two lanes northbound from Gaithersburg to Frederick, preferably to 4 or 5 lanes… thus alleviating the congestion bottlenecks, and enabling the increased traffic to flow without miles of back-up. The southbound lanes could also be widened to 4 or 5 lanes, forseeing the increased southbound traffic as multiple communities continue to expand along the I-270.***

**What happens to Montgomery County as it becomes extremely congested on its local streets, and also on the I-270, with more daily air pollution... toxic silica dust, vehicle exhaust, rubber tire-wear particulates, brake-wear asbestos / metallic particulates, and more.** Many thousands will become sick. *Welcome to "Cancer County, Maryland"!* There are many other serious issues and defects with the proposals to widen and add toll lanes for the I-270 and 495 Beltway, and we have here only touched upon just a few.

***To members of the National Capital Transportation Planning Board, the concerned homeowners of our neighborhood association (STICA) here in Montgomery County will appreciate whatever you can do to stop this public health toxicity of our air, the traffic safety nightmare, environmentally destructive pollutants, and exorbitant economic travesty. If you hold public hearings, I would welcome the opportunity to testify. Thank you.***

***Byron Bloch***
**Email: Byron @AutoSafetyExpert.com**
**President, STICA Homeowners Association**
**Montgomery County**
**March 29th, 2024**

**Is this the destiny we want to bring to our children *(as they cope with asthma)* ?**
**The lunacy of: *Let's just keep adding more and more and more lanes… forever* ?**



NIH NATIONAL CANCER INSTITUTE

# Crystalline Silica

## What is crystalline silica?

An abundant natural material, crystalline silica is found in stone, soil, and sand. It is also found in concrete, brick, mortar, and other construction materials. Crystalline silica comes in several forms, with quartz being the most common. Quartz dust is respirable crystalline silica, which means it can be taken in by breathing.

Quartz is the most common form of crystalline silica.

## How are people exposed to crystalline silica?

Exposure to tiny particles of airborne silica, primarily quartz dust, occurs mainly in industrial and occupational settings. For example, workers who use handheld masonry saws to cut materials such as concrete and brick may be exposed to airborne silica. When inhaled, these particles can penetrate deep into the lungs.

The primary route of exposure for the general population is inhaling airborne silica while using commercial products containing quartz. These products include cleansers, cosmetics, art clays and glazes, pet litter, talcum powder, caulk, and paint.

## Which cancers are associated with exposure to crystalline silica?

Exposure of workers to respirable crystalline silica is associated with elevated rates of lung cancer. The strongest link between human lung cancer and exposure to respirable crystalline silica has been seen in studies of quarry and granite workers and workers involved in ceramic, pottery, refractory brick, and certain earth industries.

## How can exposures be reduced?

The Mine Safety and Health Administration and the U.S. Occupational Safety & Health Administration (OSHA) have regulations related to silica. For example, OSHA has a fact sheet on Control of Silica Dust in Construction: Handheld Power Saws.

## Selected References:


- International Agency for Research on Cancer. Silica Dust, Crystalline, In the Form of Quartz or Cristobalite, IARC Monographs on the Evaluation of Carcinogenic Risks to Humans, Volume 100C. Lyon, France: World Health Organization, 2012. Available online. Last accessed February 1, 2019.

- National Institute for Occupational Safety and Health. Preventing Silicosis and Deaths in Construction Workers. Atlanta, GA: Centers for Disease Control and Prevention, 2014. Available online. Last accessed February 1, 2019.
- National Institute for Occupational Safety and Health. Silica, Crystalline (as respirable dust), NIOSH Pocket Guide to Chemical Hazards. Atlanta, GA: Centers for Disease Control and Prevention, 2010. Available online. Last accessed February 1, 2019.
- National Toxicology Program. Silica, Crystalline (Respirable Size), Report on Carcinogens, Fourteenth Edition. Triangle Park, NC: National Institute of Environmental Health and Safety, 2016. Available online. Last accessed February 1, 2019.
- Occupational Safety and Health Administration. OSHA Fact Sheet: Crystalline Silica Exposure Health Hazard Information. Washington, DC: U.S. Department of Labor, 2002. Available online. Last accessed February 1, 2019.
- Occupational Safety and Health Administration. Silica, Crystalline. Washington, DC: U.S. Department of Labor. Available online. Last accessed February 1, 2019.


**Updated:** February 1, 2019

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Am J Public Health. 2004 May; 94(5): 876–880.
doi: 10.2105/ajph.94.5.876
PMCID: PMC1448352
PMID: 15117715

# Highway Repair: A New Silicosis Threat

David J. Valiante, MS, CHI, Donald P. Schill, MS, Kenneth D. Rosenman, MD, and Edward Socie, MS

David J. Valiante and Donald P. Schill are with the New Jersey Department of Health and Senior Services, Occupational Health Surveillance Program, Trenton, NJ. Kenneth D. Rosenman is with the Department of Medicine, Michigan State University, East Lansing, Mich. Edward Socie is with the Ohio Department of Health, Columbus, Ohio.

*Requests for reprints should be sent to David J. Valiante, MS, CIH, NJ Dept of Health and Senior Services, Occupational Health Surveillance Program, Trenton, NJ 08625 (e-mail: david.valiante@doh.state.nj.us).*

Accepted May 11, 2003.

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## Abstract

*Objectives*. We describe an emerging public health concern regarding silicosis in the fast-growing highway repair industry.

*Methods*. We examined highway construction trends, silicosis surveillance case data, and environmental exposure data to evaluate the risk of silicosis among highway repair workers. We reviewed silicosis case data from the construction industry in 3 states that have silicosis registries, and we conducted environmental monitoring for silica at highway repair work sites.

*Results*. Our findings indicate that a large population of highway workers is at risk of developing silicosis from exposure to crystalline silica.

*Conclusions*. Exposure control methods, medical screenings, protective health standards, and safety-related contract language are necessary for preventing future occupational disease problems among highway repair workers.

The United States is currently engaged in a massive public works effort to repair the national highway system's deteriorating infrastructure.[1,2] The Federal Highway Administration and state transportation agencies are responsible for improvements to the national highway system and its support roads. The national highway system is composed of 163 000 miles of rural and urban roads and includes the interstate system, other urban and rural principal arteries, and strategic highway network connectors. The Transportation Equity Act for the 21st Century (TEA-21) was enacted on June 9, 1998, and is the latest in a series of legislation that authorizes federal surface transportation programs for highways, highway safety, and transit.[3]

Because the interstate system is nearly completed, the focus has shifted from constructing new highways to preserving and improving existing highways. Much of the pavement on the interstate system was constructed 20 to 40 years ago, with some older highways having been incorporated into the system. Data on interstate pavement condition are taken from the Highway Performance Monitoring System (HPMS) and are used to track the condition and the performance of US highway systems. The 1994 HPMS report to Congress (the most recent) showed that more than half of the highway system's pavement was rated as fair to poor, indicating a need for resurfacing or other rehabilitation in the near future.[4]

Traditional methods of highway surface repair involved patching damaged areas with asphalt, an approach that usually resulted in failure within months of the repair. In the mid-1980s, a new method of cut-and-repair road maintenance that uses newly developed quick-setting concrete material, resulted in more permanent repairs. This new method utilizes large crews to cut, break up, and remove large sections of concrete road before patching begins. These operations, sometimes completed during overnight work shifts, result in the generation of large amounts of dust.

Our article describes the potential risk of silicosis for workers in the fast-growing highway repair industry. We reviewed silicosis surveillance data from the National Institute for Occupational Safety and Health (NIOSH) Sentinel Event Notification System for Occupational Risks (SENSOR) and crystalline silica exposure data from highway repair projects collected during the 1999 road construction season.

## Background

Silicosis is a disabling, nonreversible, and sometimes fatal lung disease caused by inhaling dust containing extremely fine particles of crystalline silica.[5,6] Crystalline silica is found in materials such as concrete, masonry, and rock. Working with materials that contain crystalline silica can produce airborne respirable dust, causing lung damage. Silicosis is a disease with a long latency period and usually takes 20 years or more to develop. Symptoms of silicosis include shortness of breath, wheezing, chest tightness, and cough, although initially there may be no symptoms. In addition to causing silicosis, inhalation of crystalline silica particles has been associated with other diseases, such as chronic obstructive pulmonary disease, connective tissue disease, renal disease, tuberculosis, and lung cancer.

The dangers of silica exposure and silicosis are well established in the mining,[7–9] iron and steel manufacturing,[10,11] and pottery industries.[12–14] The danger to construction workers is less clear, although certain occupations (e.g., masonry, abrasive blasting) have welldocumented associations with silicosis.[15–19] Since 1985, silicosis surveillance has been conducted in several states under the NIOSH SENSOR program.[20] The New Jersey Department of Health and Senior Services (NJDHSS) is 1 of 3 state agencies that conduct surveillance of silicosis under SENSOR (Michigan and Ohio are the other 2 states). The SENSOR states obtain reports of silicosis from hospital discharge data, physician records, death certificates, and other sources.[21] Recently, California, New York, Maine, New Mexico, and North Carolina have begun silicosis surveillance under various NIOSH surveillance grants.

The NJDHSS maintains a registry of reported silicosis cases and collects the medical and occupational data necessary for determining whether a case meets an epidemiological case definition. Cumulative data on silicosis are collected and are analyzed by NIOSH to determine incidence, causes, and trends of the disease. An integral component of the New Jersey surveillance system for silicosis is the follow-up of work sites identified through case reports. NJDHSS industrial hygienists conduct on-site evaluations, assess the risk of exposure to silica, and recommend control measures to prevent exposure.

The NJDHSS began a hazard surveillance project in 1998 to investigate highway repair as a possible source of silica exposure. Interest in this industry stemmed from a sentinel case of silicosis identified by NJDHSS in 1993. The case involved an individual who worked for 2 road construction companies from 1955 to 1990. This person was 63 years old when he was first diagnosed with silicosis. His work history indicated exposure to silica dust without

respirator use during highway-building activities. Although the sentinel case pointed to exposure as a result of building roads versus repairing highways, a link between the highway construction industry and silica exposure was established. A review of the Occupational Safety and Health Administration's (OSHA) Integrated Management Information System database revealed that few data were available on silica exposure from highway construction. A pilot project was initiated with the New Jersey Department of Transportation (NJDOT) to perform industrial hygiene air sampling at highway repair sites. Air sampling was performed at a bridge deck repair site during the 1998 summer construction season; levels of silica dust indicated that workers were potentially overexposed.

In January 1999, the New Jersey Silica Partnership (Table 1▶) was formed to address issues associated with silica exposure among New Jersey road and highway workers. The primary goal of this effort was to quantify silica exposure from dust-producing tasks undertaken during road construction and repair work. The silica exposure data were used to support the development of protective language for NJDOT contracts similar to the health and safety language for reducing lead exposure that currently appears in NJDOT contracts for overpass- and bridge-painting operations.

## Comments on Visualize 2050 draft air quality conformity scope of work

Bill Pugh <bill@smartergrowth.net>

Sat 3/30/2024 8:57 PM

To:TPBcomment <tpbcomment@mwcog.org>;Cristina Finch <cfinch@mwcog.org>
Cc:Kanti Srikanth <ksrikanth@mwcog.org>

1 attachments (96 KB)

Comments on Visualize 2050 Air Quality Conformity Scope March 30, 2024.pdf;

Dear TPB board members and Ms. Finch,

Please see attached comments on the Visualize 2050 draft air quality conformity scope of work.

Regards,

**Bill Pugh, AICP CTP** | Senior Policy Fellow
**Coalition for Smarter Growth**
www.smartergrowth.net | @betterDCregion
bill@smartergrowth.net
(202) 821-3226

# MEMORANDUM

**To:** TPB Board members, and Cristina Finch, TPB Planning Manager

**CC:** Kanti Srikanth, TPB Director

**From:** Bill Pugh, AICP CTP

**Date:** March 30, 2024

**Re:** Comments on Visualize 2050 Draft Air Quality Conformity Scope of Work

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The Coalition for Smarter Growth provides the following specific comments on the Visualize 2050 Air Quality Conformity scope of work. These comments supplement CSG's prior comments on the Visualize 2050 Conformity Inputs submitted:

- March 20, 2024 comment letter to the TPB Board on Visualize 2050
- March 27, 2024 TPB Visualize 2050 Feedback Form responses

We recommend that the Air Quality Conformity process – following a review of projects that complies with board resolution R19-2021 – incorporate the following:

**1. Show the extent of air pollutant improvements due to the change in the EPA model used versus changes in projects and travel inputs between Visualize 2045 and Visualize 2050**

The February TPB Technical Committee briefing on the change in the air quality model to be used (going from EPA MOVES3 to the EPAMOVES4 model) showed that just the model change would result in notable changes in results for GHG, NOx, and VOCs. When TPB reports the results of its air quality conformity modeling, it will be important that TPB show the relative magnitude of changes due to the model assumptions versus due to changes in the transportation network and travel pattern assumptions.

The sensitivity analysis conducted by TBP staff on the new EPA MOVES4 model was very helpful, showing a decline in GHG results by as much as 20% in later years simply due to the change in the model. The declines in GHG and criteria pollutants due to updated fuel economy standards and other factors are good news. TPB staff will need to do a similar comparison of Visualize 2045 and 2050 results showing what is due to the model change.

**2. Clearly state the telecommuting and post-pandemic travel pattern assumptions and use the most recent data possible to inform these**

Please communicate the telecommuting assumptions that will be used. Do these reflect current patterns? It will be important to explain what has changed between Visualize 2045 and Visualize 2050 in these assumptions and how these compare with current day telecommuting and general travel patterns.

**3. Incorporate documented increases in non-work car trips for teleworkers in the modeling**

Recent studies have shown that on average teleworkers add non-work trips for the work trips they don't make. It is important that TPB's modeling capture these additional non-work trips when accounting for telecommuting patterns in its air quality conformity analysis.

The State Smart Transportation Initiative (SSTI) summarizes a key recent study:

> *The work confirms what other studies have found—that remote work can have an induced-travel effect on non-work trips. It found that people tend to make one extra trip on days they work from home. The researchers also determined it is typically a new trip, and not one that would have been taken another time. They note that this new trip is usually shorter than a commute, so the overall effect of remote work on total travel distance is negative. But they also warn, "the travel reduction effects of telecommuting will be overestimated if the new trip-generation is not taken into account."... The researchers also add that the induced non-work travel caused by remote work could be even larger now that COVID concerns have dwindled.*
>
> SSTI, February 27, 2024, *Workers offset their commute travel when working from home*, https://ssti.us/2024/02/27/workers-offset-their-commute-travel-when-working-from-home/

**4. Show what levels of per capita VMT reduction will be needed to achieve the COG and TPB greenhouse gas reduction targets for 2030 and 2050 and how the package of projects performs relative to these**

We know to meet the minimum COG target this is in the magnitude of a 20% light duty per capita VMT reduction by 2030 from pre-pandemic levels based on TPB's Climate Change Mitigation Study of 2021 and other national studies. TPB needs to clearly state the per capita VMT reduction needed and analyze how the finalized package of projects would perform based on current electric vehicle adoption forecasts.

**5. Break down performance results by sub-areas (core, inner ring, outer ring)**

Visualize 2045 only did this for a few metrics. A fuller technical appendix with these results would be helpful for jurisdictions to understand how their policies and projects affect regional outcomes - this was also a comment of a board member at the March TPB meeting.

—

We appreciate the lengthy time, effort and technical attention that staff spend on the air quality conformity modeling and hope these comments can help bring to light results and assumptions that are important for the public and board members. Thank you for the opportunity to comment.

## Comments - Seneca Creek Watershed Partners

Seneca Creek Watershed Partners <senecacreekwp@gmail.com>

Sat 3/30/2024 10:09 PM

To:TPBcomment <tpbcomment@mwcog.org>
Cc:Deby Sarabia <ecorizons@outlook.com>

1 attachments (230 KB)

SCWP Comments TPB Visualize 2050 Air Compliance final.pdf;

Good evening,

Seneca Creek Watershed Partners submits the attached comments on the Visualize 2050 Plans.

Thank you for your consideration.

Kevin

--
Seneca Creek Watershed Partners is a registered 501(c)(3) nonprofit organization dedicated to the protection of the Seneca Creek watershed in Maryland.
Website
Facebook
Donate

Seneca Creek Watershed Partners

March 30, 2024

To: TPBcomment@mwcog.org

Dear Transportation Planning Board,

On behalf of Seneca Creek Watershed Partners, a non-profit organization dedicated to protecting and improving the ecological health of the Seneca Creek Watershed, we respectfully submit these comments on the Visualize 2050 National Capital Region Transportation Plan.

Ware deeply concerned about the following proposed projects, and urge their **removal** from the Visualize 2050 Plan:

- Widening of I-270 from I-370 to I-70 (T6432, T11583)
- Extensions of Little Seneca Parkway and Observation Drive (T7503)
- Construction of a Dorsey Mill bridge (CE1577)

The Seneca Creek watershed is already heavily impacted by dense development, roads, and Interstate 270, and their associated air quality impacts. These projects pose significant threats to already overburdened, stressed communities and natural areas along the I-270 corridor. Clarksburg and the Little Seneca subwatershed in particular are receiving disproportionate impacts due to aggressive development and numerous existing and proposed new roads. Not only do these new roads risk exposing communities to air quality violations, but they also damage or destroy stream health, wetlands, and forests.

Interestingly, at the same time new roads are being proposed in the ethnically diverse communities of Gaithersburg, Germantown, and Clarksburg, numerous roads in the Rockville area are now proposed to be *reduced* in width and bike and transit *added* to meet air quality standards (pp. 7-14). We are concerned that this discrepancy could lead to environmental inequity.

We are deeply troubled by the proposal to replace the 27-acre Metropolitan Grove forest in Gaithersburg for toll lane access and a transit center, which appears to be an instance of transit greenwashing.[1]

The transportation sector in Maryland is a significant contributor to air pollution, causing a substantial percentage of emissions. The EPA notes that atmospheric deposition of nitrogen and sulfur from air pollution is a major stressor to both terrestrial and aquatic ecosystems through acidification and eutrophication. Acid deposition of airborne sulfur also damages trees and forest soils, while atmospheric nitrogen can reduce plant biodiversity and harm fish and other aquatic life. Ozone damages trees even in protected natural areas, and heavy

[1] By this, we mean that while mass-transit is a beneficial and necessary piece of reducing carbon emission levels and pollution, in this instance, it seems that the transit center is a small consolation to a much larger, and more environmentally damaging expansion of heavy-pollution and heavy-emission lanes, and being built over healthy forest in an area with already limited natural spaces.

metal compounds emitted as exhaust from fuel combustion can eventually accumulate in plants and fish consumed by people. [2]

Lakes and streams are impacted by acid deposition from fossil fuel combustion, leading to significant declines in acid-neutralizing capacity and biological damage. Many invertebrates which our group monitors annually are very sensitive to acidification, with some disappearing at pH values as high as 6.0.[3]

Additionally, the transportation sector is a major driver of climate change due to carbon dioxide ($CO_2$) emissions from fossil fuel combustion. Road construction often involves deforestation, and roads absorb and retain heat, creating localized heat islands. The Seneca Creek watershed contains trout streams Wildcat Branch and Little Seneca Creek. If the state fails to reduce climate-related temperature increases, these cold-water fisheries will not survive.

Beyond air quality problems, more and wider roads also degrade our watershed by increased stormwater runoff, streambank erosion, deforestation, chloride (road salt) pollution, and trash.

SCWP partners and volunteers have invested countless hours to protect and restore our watershed. New and wider roads are counterproductive to our efforts. Note that Montgomery County's progressive and visionary policy guidance from Thrive 2050 is to "stop proposing new roadways with 4+ lanes in master plans." The TPB plan for new and wider roads in the Seneca Creek watershed contradicts the Montgomery County planning goal.

We urge the Transportation Planning Board to prioritize the protection of our natural resources, and the health of our communities, by **removing** the aforementioned road projects from the Visualize 2050 Plan. Thank you for taking into account our concerns.

Sincerely,

/S/ Kevin Misener
President, Seneca Creek Watershed Partners

---

[2] *Ecosystems and Air Quality*, EPA, https://www.epa.gov/eco-research/ecosystems-and-air-quality
[3] D. W. Schindler ,Effects of Acid Rain on Freshwater Ecosystems.*Science* 239,149-157(1988).DOI:10.1126/science.239.4836.149

GREATER WASHINGTON PARTNERSHIP
CHAMPIONS FOR GROWTH AND SHARED PROSPERITY

March 30, 2024

Clark Mercer
Executive Director
Metropolitan Washington Council of Governments
777 North Capitol St NE, Suite 300
Washington, DC 20002

**Re: Comments on Visualize 2050 Draft Regionally Significant for Air Quality Projects to be completed in 2026 or later**

Dear Executive Director Mercer,

On behalf of the Greater Washington Partnership (the Partnership), I am writing to provide comments the Metropolitan Washington Council of Governments's (MWCOG) Visualize 2050 Draft Regionally Significant for Air Quality Projects to be completed in 2026 or later (the Draft Projects).

The Partnership is a nonprofit alliance of nearly 50 leading corporate, university, and nonprofit employers in Maryland, Virginia, and the District of Columbia committed to championing the region's growth and vitality. In 2018, the Partnership released the Blueprint for Regional Mobility, an employer-informed, action-oriented strategy to transform our region's transportation system into an asset that ensures our global competitiveness, expands access to opportunity, and removes barriers to mobility from Baltimore to Richmond.

As MWCOG works to finalize and approve the Draft Projects, the Partnership encourages continued consideration of the value of investing in a robust, multimodal mobility network for the Greater Washington region. We applaud the inclusion of transformative projects such as the New Purple Line Transitway, the new Long Bridge, MARC and VRE Service Improvements, and rapid transit expansion projects like the Benning Road Streetcar Expansion and Route 1 Bus Rapid Transit. These projects will help drive inclusive growth and expand access to opportunity aligning with central goals of our Blueprint for Regional Mobility as well as several recommendations outlined in our Capital Region Rail Vision.

I thank you for your consideration of the Partnership's comments and our shared goal of making this region the best place to live, work, and build a business.

Sincerely,

Thomas J. Maloney
Vice President, Policy & External Affairs

CC: John Hillegass, Director, Regional Mobility & Infrastructure
Michael Jerakis, Associate, Regional Mobility & Infrastructure

## TPB Item 1 Virtual Comment Opportunity

Cheri Conca <cheri.conca@sierraclub.org>

Tue 3/19/2024 2:49 PM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Transportation Planning Board Members,

The Sierra Club Virginia Chapter asks that the Transportation Planning Board (TPB) reconsider its Visualize 2050 project list and include projects that reflect regional and local climate goals, such as Route 7 bus rapid transit; and remove projects that do not align with those goals, such as highway expansions.

The TPB's Climate Change Mitigation Study shows that the region must reduce per capita vehicle miles traveled by 20% by 2030, with further reductions by 2050, in order to meet Metropolitan Washington Council of Government's greenhouse gas reduction goals, which indicates that transit and accessible bike/pedestrian paths should be prioritized over highway expansions. Independent think tank Sightline Institute notes that both academic findings and real-world experience show that new highway capacity in a metropolitan area will gradually be filled by new trips, and that congestion and stop-and-go driving will gradually increase to approximately the same level experienced prior to the highway expansion. Over the course of five decades, adding new highway lanes could lead to substantial increases in vehicle travel and CO2 emissions from cars and trucks.

Our climate is at a tipping point. Transportation agencies have a critical role in reducing greenhouse gas emissions, given that the transportation sector is the largest producer of greenhouse gases. Every effort must be made to reduce vehicle miles traveled. Transportation planning is a long-term endeavor. Expanded transit and multimodal transportation must be prioritized now.

Thanks,

**Cheri Conca**
Transportation and Smart Growth Program Manager
Sierra Club Virginia Chapter
Pronouns: she/her
703.431.4225

opt-in to monthly news and action alerts in Northern Virginia

"The most environmentally friendly product is the one you didn't buy."

—Joshua Becker

## TPB Item 1 Virtual Comment Opportunity

Tame Coalition <tamecoalition@gmail.com>

Wed 3/20/2024 7:08 AM

To:TPBcomment <tpbcomment@mwcog.org>

To: TPB Members

The TAME Coalition extends our appreciation to the Transportation Planning Board (TPB) for taking the following two actions:

1. Removing proposed Midcounty Highway Extended from the Visualize 2045 update, and;
2. Removing two final sections of proposed Midcounty Highway Extended from Visualize 2050:
    1. Project ID - MC12F: MD 118 Germantown Road Extended *from* MD 355 *to* M-83 Watkins Mill Road
    2. Project ID - MC14G: Middlebrook Road Ext. *from* MD 355 *to* M-83

The removal of Midcounty Highway Extended is consistent with Montgomery Climate Action Plan, and; is in alignment with Montgomery County's Thrive 2050 pledges to combat:

1. *Climate Change* by addressing air quality, water quality, flooding and drinking water supply, and biological diversity.
2. *Environmental Justice* by examining land use decisions to identify vulnerable communities that have become a receiving area for unwanted and potentially harmful land uses.
3. *Human Health* by promoting policies that reflect the research demonstrating the physical and mental health benefits of reducing air pollution and extreme heat.

Respectfully,

Margaret Schoap

Margaret Schoap, Organizer
240-581-0518 cell
Diane Cameron
301-655-6049 cell
Tim Goodfellow
301-466-9527 cell
Deborah Sarabia
240-778-5430 cell
http://www.tamecoalition.org/

## Comment on TPB's Visualize 2050

Janet Gallant <jmbgallant@gmail.com>

Sat 3/30/2024 8:42 PM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Chair Henderson,

I am Janet Gallant, one of the coordinators of DontWiden270.org, an all-volunteer grassroots group. Our organization actively opposes toll lanes on I-270 and I-495 in Montgomery County, Maryland, and also opposes the Southside Express Lanes project that would bring toll lanes across the Woodrow Wilson Bridge into Prince George's County in Maryland.

I am asking the Transportation Planning Board to remove these projects from Visualize 2050.

**The Hogan-era toll lane plan for I-495/I-270 is inherently inequitable, environmentally destructive, and will not solve congestion for the vast majority of drivers**.

The I-495/I-270 toll lane project was designed, pre-pandemic, to maximize profit for a private contractor in a public-private partnership (P3). The success of the project depended on ensuring enough rush hour congestion in the general lanes to spur wealthy drivers to pay as much as $5 a mile to use the toll lanes. As one MDOT consultant put it, "The success of the managed [toll] lanes depends on the operational failure of the general lanes."

Post-pandemic, the toll lane plan makes even less sense than it did when first proposed. Work schedules and driving patterns have changed dramatically. Rush hours cannot guarantee sufficient toll revenue. Whether the project is publicly or privately funded, taxpayers will be on the hook to compensate for financial shortfalls.

The plan's environmental harms have been well documented, including by a Sierra Club-led coalition of over 40 organizations, and in Visualize 2050 comments submitted to the TPB by multiple advocacy groups. The I-495/I-270 plan would seriously undermine the TPB's greenhouse gas reduction goals.

And this inequitable, damaging, ineffective toll lane plan – as originally proposed by the Hogan administration and approved in a Record of Decision -- is essentially the same plan the Moore Administration proposed in its unsuccessful grant application for federal funding, and the same plan now proposed for Visualize 2050.

**For similar reasons and more, I also ask the TPB to remove the Virginia Department of Transportation's Southside Express Lanes project from Visualize 2050.**

The Southside project will crowd out Metro's Blue Line extension over the Wilson Bridge. VDOT has downplayed this objection, saying it will remove the toll lanes from the bridge if/when the region decides to go ahead with rail on the bridge. But VDOT's private contractor would exact a heavy price from Virginia's taxpayers for removing the toll lanes and introducing competition for toll dollars. More likely Virginia would exercise its veto power and reject the Blue Line.

The Southside project imposes highly inequitable and environmentally destructive toll lanes on populations and areas of Prince George's County already facing major environmental justice issues. VDOT will conduct a truncated version of an environmental review for the Southside toll lanes: an Environmental Assessment instead of the much more extensive Environmental Impact Statement review that MDOT used for the I-495/I-270 toll lane project in Montgomery County.

Finally, rather than eliminate congestion, the Southside project will simply relocate VA's Springfield bottleneck to MD's Oxon Hill. There will be ongoing or worsening congestion for the vast majority of the public.

For all of these reasons, I urge the TPB to remove the I-495/I-270 and Southside toll lane projects from the Visualize 2050 plan.

Thank you,

Janet Gallant
664 Azalea Drive
Rockville, MD 20850

VISUALIZE 2050

National Capital Region Transportation Plan

March 2024 Public Comment Opportunity

# Comments from Individuals via Letters

## TPB Item 1 Virtual Comment Opportunity

r.rybeck justeconomicsllc.com <r.rybeck@justeconomicsllc.com>

Wed 3/20/2024 9:17 AM

To:TPBcomment <tpbcomment@mwcog.org>
Cc:Henderson, Christina (Council) <chenderson@dccouncil.us>;John Swanson <jswanson@mwcog.org>;Kanti Srikanth <ksrikanth@mwcog.org>;Lyn Erickson <lerickson@mwcog.org>

1 attachments (735 KB)

Visualize 2050 - Air Qual Conf - Just Econ Comment 24-03-21.pdf;

Dear TPB Board and Staff,

I am Rick Rybeck, director of Just Economics LLC. I cannot attend today's meeting in person. Therefore, I am submitting my public comment electronically via e-mail. See the attached file.

Thank you for considering my views. Please let me know if you have any questions or concerns.

Regards,

Rick Rybeck, Director
r.rybeck@justeconomicsllc.com

Just Economics

**Just Economics LLC**
1669 Columbia Rd., NW, Suite 116
Washington, DC 20009-3625
202-439-4176
https://justeconomicsllc.com
**Prosperity | Sustainability | Equity**

Just Economics

# TRANSPORTATION PLANNING BOARD MEETING
# March 21, 2024

Item 1 Virtual Comment Opportunity

# VISUALIZE 2050
# AIR QUALITY CONFORMITY

I am Rick Rybeck, director of Just Economics LLC. I cannot attend today's meeting in person. Therefore, I am submitting my public comment electronically via e-mail.

At today's meeting, the Board will be briefed about project updates for and public comments about the upcoming iteration of the Constrained Long Range Plan (CLRP), referred to as "Visualize 2050." Unfortunately, Visualize 2050 is not sufficiently visionary to meet the critical imperative to substantially reduce greenhouse gas (GHG) emissions. This primarily "business as usual" approach will doom the region to environmental degradation, health impairments, loss of life and fiscal bankruptcy.

**SUMMARY:**
In order to meet the critical demands of environmental and fiscal sustainability, Visualize 2050 must:

- Reduce the number of roadway widenings;
- Convert existing "free" lanes to priced lanes;
- Demand more rigorous, evidence-based accountability for CLRP project justifications in terms of how they satisfy federal planning factors and TPB Goals;
- As a condition for infrastructure project inclusion in the CLRP, the TPB must require:
    - Significant reform of zoning and other development regulations by member jurisdictions; and
    - Reduction or elimination of financial incentives for sprawl development.

**BACKGROUND:**
MWCOG and TPB Board members have been informed about the environmental crisis facing the region, the country and the world. MWCOG and TPB have adopted stirring "vision" documents with aspirational goals. Unfortunately, the nuts-and-bolts planning documents that will facilitate future infrastructure investments fail to live up to these laudatory goals and aspirations. Although Visualize 2050 purports to adopt a "zero-based budget" approach to the CLRP, and although a few projects from prior CLRPs have been abandoned, the **changes are not sufficient to meet the substantial GHG reductions necessary to safeguard the environment upon which our economic, social and biological survival depend.**

The primary driver for environmental degradation and unsustainable infrastructure spending is urban sprawl. Sprawl is not inevitable and it is not the result of "free market" choices. Sprawl results from prior infrastructure investments, infrastructure operations, development regulations (including zoning) and financial incentives embedded in federal, state and local tax codes.

Visualize 2050 does not materially change over-reliance upon private vehicles for regional transportation. Although roadway pricing has been proven effective in reducing traffic congestion and pollution, the region's approach is primarily confined to adding new tolled lanes to existing roads rather than converting existing free lanes to priced lanes.

But even if roadway widenings were eliminated from the infrastructure investment inputs, they would not be sufficient to accomplish sprawl reduction. Effective, sustainable and equitable integration of transportation infrastructure with nearby land use can only be accomplished through commitments to zoning and tax reform. The region's support for infrastructure investments in the CLRP must be conditioned upon the implementation of these reforms.

Thank you for considering these remarks. Please let me know if you have any questions or concerns.

## TPB Item 1 Virtual Comment Opportunity

Sally Stolz <sallystolz@aol.com>

Wed 3/20/2024 11:56 AM

To:TPBcomment <tpbcomment@mwcog.org>

1 attachments (105 KB)

Request TPB remove 495270 toll road from long-range plan.pdf;

Dear Chair Henderson and TPB members,
Please consider these comments in your discussion tomorrow regarding Visualize 2050.
Sincerely,
Sally Stolz
(301)906-4908

March 21, 2024
TPB Item 1/ Virtual Comment Opportunity

Dear Chair Henderson and TPB Members,

The Visualize 2050 plan for extending Virginia's managed lanes into Maryland over the American Legion Brtidge, would create misery. The plan is  inequitable, discriminatory, will actually create congestion for drivers in the general lanes, will increase greenhouse gas emissions and promote auto dependency, will destroy neighborhoods and thousands of acres of parkland and green space, and force desperate drivers to pay astronomical tolls.

The Visualize 2050 express lanes for Maryland's I-495 and I-270, if built according to the existing plan, will create congestion by removing the HOV-2 lanes on I-270, which are only HOV for 15 hours a week. So 91% of the time they are general lanes. They will be gone. And South of Falls Road, where there are currently 7 lanes on each side, it removes the two HOV-2 lanes plus two more lanes. This WILL create congestion. This is intentional. The plan needs to create congestion to force drivers onto the expensive toll lanes.

This cruel plan is unconscionable and you can stop it. There is no need to create this misery. We can do much better.

Another fact that most people don't know is that MDOT's current design for the toll lanes makes it impossible to enter or exit the toll lanes directly to or from the general lanes.

In MDOT's plan for I-270 and I-495, if you're in the general lanes and all of a sudden the traffic slows for an accident, the only way to get into the toll lanes is to exit the highway and drive through local roads until you find an entrance to the toll road. Now imagine what the local roads will be like if everyone decides to do that.

Conversely, the only way to exit the toll lanes is to exit the highway altogether and drive on local roads until you get to the next entrance ramp for the general lanes. This crazy design will not only create havoc on local roads, but will effectively lock some people into the toll lanes, forcing them

to unwittingly spend even more money on tolls. If this cruel and crazy plan is not stopped by the TPB, it may be impossible to stop.

But it desperately needs to be stopped. A 12 mile trip from Rockville to Tyson's would cost $50 because the maximum toll in 2026, for example, would be over $5 per mile. That is the peak congestion charge, but of course that is precisely when one might want to escape congestion and use the toll lanes. Considering how hard it will be to switch from the general to the toll lanes, it's doubtful many will use the toll lanes on an impromptu, desperate-situation basis, such as an accident. The local roads will be too backed up for them to even get to the toll road entrance. Instead, the toll lanes will be used regularly by wealthy people who don't care what the toll is. It will effectively be their private road. This is one reason why it is so inequitable.

This project must be stopped. For five years MDOT and then Comptroller Franchot were bombarded with messages to stop this terrible project. Messages from our top local leaders who have solid plans for reducing congestion on I-270 and I-495, down to thousands of informed citizens who through research and consultation with traffic modeling and many other experts, quickly saw the destruction and futility of this project.

But Gov. Hogan and MDOT, largely ignored public opposition since 2018, making only temporary changes. Now Gov. Moore seems to be reluctantly going along with it despite his promise to "leave no-one behind." The original goal of tolling the entire Maryland beltway with exorbitant tolls appears to be the same. And unless the TPB stops this terrible project now, we may be sentenced to this cruel combination of increased congestion, increased GHGs, and astronomical tolls - on top of all the destruction.

Please, do the right thing. Send MDOT back to the drawing board to work with our local governments for the RIGHT plan.

Very Sincerely,
Sally Stolz
Co-Coordinator of DontWiden270.org (please visit our website for much more information and links to resources.) which will submit its own comments with documentation very soon.
5 Lochness Court
Rockville, MD 20850

(301)906-4908

**Supplemental Attachment**

**Sally Stolz**

Along with thousands of others and nearly ALL of Montgomery County and Prince Georges County Elected Officials, I oppose this project. Here are some of my reasons:

**1. It is a very inequitable plan and will CREATE congestion in the general lanes.**

a. User fees such as tolls are a regressive tax. Middle and lower income drivers will rarely if ever get to use the express lanes because the tolls are a much higher percent of their income, making them unaffordable.

b. It makes the bottleneck on northbound I-270 worse, as it would have 7 lanes feeding into two.

c. It creates a new bottleneck where the new toll lanes would feed into the unchanged I-495 lanes.

d. It makes the lanes which remain "free" much more congested than they are now because:

e. It removes the HOV lanes, which are only HOV 15 hours a week (ex. Northbound HOV lane is only HOV 3:30-6:30 M-F. The rest of the time they function as general purpose lanes.) So in effect, 91% of the time, there will be one less general lane.

f. More congestion leads to more accidents which lead to more congestion……..

g. Only very wealthy commuters will be able to use the toll lanes regularly, as rush hour tolls will be well over $2/mile!

h. Trucks will use the general lanes, as research shows they avoid tolls. This makes the general lanes less safe!

i. Additional accidents due to trucks will FURTHER congest the general lanes.

j. Carpooling will be reduced, adding to congestion. The HOT lanes will get less HOV users than our current HOV lanes because:

-It is more difficult to find 2 extra riders for HOV-3 than 1 extra rider for HOV-2

-Access to the HOT lanes will be limited, adding further commuting time just to get on them.

-Currently drivers can get into the HOV lane as soon as they get on, wherever they get on. That will end.

2. **It is bad for the environment and bad for our health.**

a. It promotes use of Greenhouse gas emitting autos rather than mass transit, teleworking, biking.

b. The health of thousands of people living, working, being educated and playing sports near I-270 will be endangered.

c. It will create serious stormwater runoff problems - both environmental and financial.

d. It will destroy well-established green buffers, which add beauty, help clean the air and reduce noise.

3. **It is truly disastrous for the City of Rockville.**

a. Traffic will be increased through Rockville city streets as people make their way to and from the new toll road entrances.

b. The city will bear huge expenses for mitigating increased traffic and new traffic patterns

c. The city will bear huge expense upgrading the stormwater management system to handle more runoff.

d. The local streams our children play in will be more polluted from construction runoff and stormwater runoff.

e. The 5+ years of construction will make getting from the side west of 270 to the side east of it slow and hazardous.

f. The 5+ years of construction will add noise, silica dust and other health and sleep-jeopardizing pollution to Rockville, Gaithersburg, Bethesda and Potomac citizens living near I-270.

g. The County Court system and businesses in downtown Rockville and Rockville Pike will be disrupted, as people will have difficulty getting to them during the 5+ years of construction.

h. Many residences will lose parts of their backyards, according to MDOT's maps. In some cases this would make their backyards unusable and homes unlivable. And the Limits of Disturbance shown by MDOT may be underestimated.

4. **It will open the door for Transurban, the lead P3 company MDOT selected, which backed out due to a "changed political environment" to return and create new bottlenecks,** and then convince MDOT to sign more contracts to relieve the bottlenecks by widening I-495 as they originally planned. They have done this in Virginia and Australia. This is their business model. They are patient. Letting them build the toll road on I-270 is **like letting the proverbial camel's nose under the tent.**

5. **Building with a P3 is more expensive in the long run.** Not only would toll revenue which could be going to the state of Maryland, go to private investors, but for 50 years Transurban would have control over local decisions for I-270 and roads near it, due to non-compete clauses buried in the voluminous contracts. They would prevent helpful changes

6. **Putting this "highway within a highway" down the middle of I-270 is opposed by nearly all the local elected officials in Montgomery and Prince Georges Counties**, from the Mayor and City Council of Rockville to the Montgomery County Executive, to the President and entire Montgomery County Council, to the Mayor of College Park and many other mayors in Prince Georges County, to the entire District 17 state delegation (Rockville and Gaithersburg) and many other state legislators, and on

and on.There is much opposition in Frederick County now, too, as people are becoming aware of the projected cost of the tollroad and the increased congestion in the free lanes.

6. **It is the opposite of what we should do to tackle Climate Change.**

7. **Montgomery County has much more equitable solutions for traffic relief on I-270, which are also less destructive, less expensive and more climate-friendly**. Solving the bottleneck in the northbound lanes of I-270 **north of I-370** must come first. Other traffic relief measures are reversible lanes, incentivizing the continuation of teleworking (if needed) and providing more mass transit options, such as more MARC train service, dedicated bus lanes, and more.

8. **If the American Legion Bridge is to be widened, it should include enough space and support for rail**. Our long-term regional plan should connect the entire metropolitan region with efficient, environmentally friendly rail. **And Maryland should finance it traditionally, with help from the federal government. If there are to be tolls, they should be controlled and reaped by the taxpayers, not a private company.**

**THANK YOU very much for reading all these reasons for the Transportation Planning Board to keep MDOT's ill-conceived P3 proposal out of Visualize 2045..**

**Very Sincerely,**
**Sally Stolz**
**Co-Coordinator of DontWiden270.org (please visit our website for much more information and links to resources.)**
**5 Lochness Court**
**Rockville, MD 20850**
**(301)906-4908**

## Comments on Visualize 2050

George Aburn <tadaburn@gmail.com>

Fri 3/29/2024 9:29 AM

To:TPBcomment <tpbcomment@mwcog.org>;Lyn Erickson <lerickson@mwcog.org>
Cc:chenderson@dccouncil.gov <chenderson@dccouncil.gov>;callen@dccouncil.gov <callen@dccouncil.gov>;Kenny Boddye <kboddye@pwcgov.org>;Ivey, Jolene <jivey@co.pg.md.us>;tedernoga@co.pg.md.us <tedernoga@co.pg.md.us>;Vivek Ravichandran <vravicha@terpmail.umd.edu>;Janet Phoenix <jphoenix@gwu.edu>;Parisa Norouzi <parisa@empowerdc.org>; anne@chesapeakeclimate.org <anne@chesapeakeclimate.org>;Jeffrey King <jking@mwcog.org>;Julie Kimmel <jkimmel@momscleanairforce.org>;William Washburn <william.washburn1@comcast.net>

1 attachments (90 KB)

TPB Visualize 2050 Comment Letter 03292024 Final.pdf;

Lyn - My comments on the Visualize 2050 Plan are attached. These comments are the initial comments requested by TPB to be submitted in the month of March. The comments raise concerns over conformity, climate change and environmental justice.

Thank you again for all of your help.

Tad

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

March 29, 2024

Christina Henderson, Chair, MWCOG Transportation Planning Board (TPB)
Charles Allen, Chair, MWCOG Board
777 North Capitol St. N.E.
Suite 300
Washington, DC 20002

RE: Comments on Visualize 2050[1]

Chair Henderson, Chairman Allen:

I am writing to submit comments on TPBs Visualize 2050 Plan. My comments focus on both the inputs and several key areas involving air pollution where the Plan is inadequate. These three areas are:

- The air quality conformity analysis. It is outdated and does not fully address air pollution,
- The plan's failure to address high-risk air quality hotspots in environmental justice communities of color created by transportation plans and programs, and
- The plan's underperformance on reducing greenhouse gasses to address the region's and the nation's climate change crisis.

Before I summarize my comments, I do recognize how visionary and comprehensive the Visualize 2050 Plan is in almost all areas … except for the three air quality issues identified above. The plan is truly a vision of how to use smart transportation planning to drive a future that will ensure prosperity, economic development and a high quality of life in the Washington Metropolitan area. The three issues I am identifying must be addressed in the Plan to fully accomplish that goal.

[1] As background, my name is Tad Aburn. I have submitted comments on this issue at every TPB meeting since November of 2022. I am retired, was a Maryland resident for 68 years and I am now doing volunteer work for overburdened communities in Prince George's County and the District of Columbia. I am also a member of the DC EJ Coalition. In 2022, I was the Chair of MWAQC TAC. I was an MWAQC member for over 10 years. For almost 20 years I was the Director of the air pollution program in Maryland. I worked for MDE for 40 years.

## Concerns over the Way the Plan Addresses Air Quality

Visualize 2050 is intended to be a long-term planning vision of how leaders in the Washington DC area want transportation to drive prosperity and a high quality of life throughout the region. Breathing clean, healthy air in all communities across the metropolitan area is a critical factor in maintaining the prosperity and high quality of life that is at the heart of Visualize 2050.

Unfortunately Visualize 2050 does the absolute minimum required by law to address air pollution and the public health and environmental risks associated with exposure to high levels air pollution.

Some of the major problems with the approach used in Visualize 2050 to address air quality are briefly described below:

- The Plan concludes that air pollution is not an issue because it meets the federal Transportation Conformity requirements. This is what's required by federal law, but it is clearly not a visionary approach to looking ahead to 2050 and addressing air quality the way it will need to be addressed. Again, the federal Transportation Conformity requirements are very outdated and provide nothing but a truly minimum approach. Problems with the current federal Transportation Conformity process include:
    - The current budgets are based upon very old standards for both ozone and fine particles … they are actually almost meaningless in 2024. **The budgets should be updated to the most recent standards and be consistent with the region's most current State Implementation Plans (SIPs) for both pollutants.**
    - The current process ignores the fact that both ozone and fine particle levels are now clearly shown to be higher in communities of color compared to the levels measured at the more urban air monitoring sites across the region used to meet Clean Air Act requirements. **TPB should include a more complete, robust and scientifically accurate analysis of air pollution from transportation that addresses both "average" air pollution and air pollution hot-spots in communities of color.**
    - The federal Transportation Conformity requirements ignore carbon dioxide (CO2) and fail to show that plans conform with climate change goals. CO2 is directly linked to transportation and is the most important greenhouse gas. Federal Transportation Conformity models actually

generate CO2 data. Unfortunately this data is not presented or discussed publicly.

    - **TPB should establish regional CO2 conformity budgets (perhaps use another name like “targets") and ensure that all transportation plans that are subject to the federal Transportation Conformity requirements are meeting short-term and long-term climate change goals.** Examples of how this could be done were included in much earlier comments submitted to MWCOG and draft Maryland regulations.
- TPB has a long history of being forward thinking and leaders in addressing difficult emerging issues. To address the above concerns, **TPB should go well above the minimum Federal Transportation Conformity requirements and address all emerging air quality issues in the visionary Visualize 2050 Plan**. With climate change being one of the regions and countries most difficult and frightening problems, air quality issues will become even more important over the next 30 years..

## Concerns over Unintentional Systemic Racism Being Driven By the Plan

The Visualize 2050 Plan totally ignores the issue of high-risk air pollution hot-spots in environmental justice communities of color that are driven by MWCOG transportation plans. Based upon a cursory review of the projects included in the Visualize 2050 Plan, it appears that over 50% of the projects and programs in the Plan will create high-risk air pollution hot-spots or make existing hot-spots even worse.

The data, analyses and research on this issue are now readily available and very clear on the significance of the problem. There is no longer any doubt that transportation plans are driving the implementation of transportation projects and programs that continue a long legacy of environmental racism. Because the data on this issue have just recently emerged, this issue was perhaps not well understood five years ago, but in 2024 the data and analyses are very clear … transportation plans, projects and programs are, without a doubt creating high-risk air pollution hot-spots in environmental justice communities of color. These data and analyses have been made available to both the TPB and MWAQC technical committees, but neither committee has chosen to review the available data, analyses and research.

**To resolve this issue, the Visualize 2050 Plan should incorporate the forward thinking concepts included in the DC Council's Environmental Justice Amendments Act of 2023.** The DC Council’s proposal, which was discussed during an all day hearing on Monday, March 18, 2024, is intended to begin to reverse the

long-standing legacy of unintentional systemic environmental racism being built into transportation plans and projects, permits and other government actions.

**A very simple way to begin the process of fixing this decades old problem would be for TPB, in all of it's future transportation plants, to require that every project or program demonstrate that the project will not create high-risk air pollution hot-spots in environmental justice communities of color or make existing hot-spots worse. This requirement should be included in the Visualize 2050 Plan.**

## Concerns over the Plan Failing to Adequately Address the Local and National Climate Change Crisis

The Visualize 2050 approach for addressing climate change is mediocre at best. As a national leader on innovative transportation planning and being the area that is the seat of government throughout the United States, the TPB approach for climate change should be a comprehensive and innovative national model … not a mediocre effort. Some of the areas that TPB should address to make Visualize 2050 a national model, not a mediocre effort include the following:

- The emission reduction goals being used by TPB are both weak and scientifically unjustified. The current MWCOG climate change goals were considered to be adequate just five years ago. Because of the extensive national and international research on climate change and the data that shows that it is imperative to address climate change on a much more urgent schedule … Those 2020 MWCOG goals are now considered to be very weak. A June 2023 letter from me and a September 2023 public comment made to TPB by the Chesapeake Climate Action Network (the Mid-Atlantic's premier climate change advocacy group) provided recommendations on what the MWCOG climate change goals should be. These documents are attached. The recommendation is summarized below.
    - Update MWCOGs current goals of 50% by 2030 and 80% by 2050
    - Establish new goals:
        - Mandatory goals of 60% by 2030 and "Net-Zero" emissions by 2050
        - Aspirational "leadership goals" of 65% reduction in GHG emissions by 2028 to 2030 and 20% "Beyond Net-Zero" by 2040 to 2045
            - The aspirational goals are dependent on both advances in technology and the current positive trends in changes to consumer demand and demographics continuing.
    - These are aggressive, but scientifically appropriate goals. They are particularly important to TPB as the transportation decisions made

between 2024 and 2030 will make it easier, harder or maybe impossible to meet the long-term reduction goals needed to address the climate change crisis. **MWCOG should charge CEEPC to revise the current MWCOG climate change goals as quickly as possible and to immediately advise TPB on an interim approach for TPB to use in its greenhouse gas reduction plan to ensure that the TPB effort is not ineffective environmentally and economically.**

- Visualize 2050 will need to make sure that certain types of strategies are included in the Plan or at least not made impossible for later implementation. This would be a meaningful shift in the overall greenhouse gas emission reduction strategy in the Plan, which currently focuses significantly on vehicle electrification and new technology as the main drivers of greenhouse gas emission reductions. Examples of strategies that will need to become higher priorities to meet scientifically acceptable goals include:
    - Transportation Demand Management (TDM) strategies,
    - Vehicle Miles Traveled (VMT) reduction strategies,
    - Transportation related carbon sequestration strategies like urban tree canopy improvements and reforestation,
    - Climate change focused public outreach efforts to emphasize that motorists can play a critical role in addressing climate change by choosing carbon-friendly transportation opportunities.
- **TPB should ensure that its efforts to reduce greenhouse gas emissions are using credible, science-based goals and that the Visualize 2050 Plan includes the full suite of strategies needed to meet the challenge of even deeper emission reductions by 2050.**

In closing the Visualize 2050 Plan is, in almost all areas, a very comprehensive and visionary plan for how transportation can drive regional prosperity and a high quality of life. The Plan does not address air pollution as well as it should. Transportation driven air pollution will become an even higher priority between 2024 and 2050. The region's historical air pollution problems, ground level ozone and fine particulate matter have improved dramatically. The emerging issues of climate change and environmental justice are now the region’s top air quality problems. Both of these issues are very challenging, technically and politically.

I urge TPB to enhance the Visualize 2050 Plan to address air pollution problems as they are expected to evolve over the next 25 years … not as they have been understood to be for the past 25 years.

The courtesy of a response is requested.

Respectfully,

*George S. (Tad) Aburn*

Tad Aburn
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Cc:

Kenny Boddye, Chair, MWAQC
Ted Dernoga, Vice Chair, MWAQCC
Jolene Ivy, Chair, CEEPC
Anne Haverman, CCAN
Dr. Janet Phoenix, DC EJ Coalition
Dr. Sacoby Wilson, DC EJ Coaltion
Parisa Norouzi, Empower DC
Cristina Fernandez, USEPA
Alex Mandell, USEPA

## Comments on Visualize 2050, Project CE3608, "US 15 North Widening: Battlefield Pkwy. to Montresor Rd."

Martha Polkey <martha.polkey@icloud.com>

Sun 3/31/2024 7:26 AM

To:TPBcomment <tpbcomment@mwcog.org>
Cc:Bill Sellers <bill@jthg.org>

1 attachments (466 KB)

12 - Route 15 North of Leesburg - A Closer Look at Widening.pdf;

Dear members and staff of the Transportation Planning Board,

Please accept my comments on this Loudoun County highway expansion project.

As you know, this project's funding comes from NVTAuthority, and is the first ever highway project administered by Looudon (not VDOT). Initial federal funding was shed from the project because of the county's desire to evade historic and environmental assessments, which would focus on ways to plan the project in a way that avoided negative impacts to historic and scenic assets (that contribute to tourism income), which current Supervisor Caleb Kershner has referred to as "burdensome federal regulations." Documentation at this link: https://loudouncoalition.org/wp-content/uploads/2021/05/Federal-funding-for-Route-15-North-Phase-1-documentation.pdf

1. **This project will not mitigate congestion on Route 15, because 75% of daily trips are over the Potomac River bridge, which Maryland has firmly stated for decades is not on the table (or a priority on its needs list).** Previous Supervisors and current Supervisors Caleb Kershner nevertheless have publicly stated that there are such plans. Citizens would welcome Maryland representatives' definitive answer on whether the MHWA project wish list has changed.

2. **The project will induce new traffic,** and increased emissions. (See attached assessment of transportation modeling firm Smart Mobility Inc. from 2018. See page 10 for the induced traffic graphic (69% in the expansion area; 45% north of it.)

3, **The county declined to consider cheaper, more effective solutions**—that are award-winning and on the ground in Loudoun—The Route 50 traffic calming project that mitigated congestion with roundabouts and traffic calming in another historic corridor (AND removed language in the previous Countywide Transportation Plan stating that these (community-supported, but developer-opposed) be the standard for improving rural highways. (A presentation given to former Supervisor Higgins can be shared.)

4. **Its retention of the signal at Whites Ferry Road, with 4 instead of 2 stacked lanes of vehicles, misses the opportunity to reduce emissions by an average of 42% had a roundabout been the proposed intersection control**. More than three-quarters of surveyed residents preferred a vastly safer and more efficient roundabout—but because of lobbying by misinformed adjacent housing development residents who wrongly feared the roundabout would reduce their access. Elected officials chose political expediency over safety and flow improvements. (With this project Loudoun has created a poster child for how local politics trumps good transportation planning.)

5. The project description notes no **potential environmental impacts**, despite the project's footprint encompassing large sections of floodplain, streams, springs, and spring-fed ponds (where a natural population of trout spawn) in a limestone karst region. Each of three housing developments along the corridor have resulted in new sinkholes, well water contamination, or both. Geotechnical studies of the project corridor show voids, a partly collapsed cave opening, and areas of the water table very close to the surface (in an area where all residents' water comes from wells). Several streams cross under the highway.

6. **The VDOT submission states: "The design process includes context-sensitive methods and follows the Journey Through Hallowed Ground guidelines where possible." As a participant alongside JTHG in those discussions with county staff and its consultants—especially regarding historic and scenic assets of the Byway, I can say with authority that almost nowhere it has been "possible" for JTHG guidelines to be followed.** Except for the opportunity to vote on a limited veriety of shrubs, trees and perennials to replace the natural landscape the bulldozers removed. It is most important to note her that the county removed initial federal funding in order to evade Section 106 review of impacts to historic assets, including numerous contributing structures to the Catoctin Rural Historic District, several of which are listed on the National Register of Historic Places. It doggedly pursued a U.S. Army Corps of Engineers general permit that would evade even a lower level of review. (Documentation of this effort is preserved.)

7. The county's own study shows that **this and subsequent planned Route 15 projects just create a longer backup further north** along a National Scenic byway, which will increase emissions and negatively impact small businesses that now thrive due to the tourism the byway attracts. (see attachment) Both VDOT SmartScale funding and funding BUILD grant funding applications for those projects were rejected. Those projects will consume more historic assets (residences, churches, historic schools, commercial properties, and disadvantaged communities (with wealthier new residents in a subdivision successfully lobbying the Loudoun BOS to put a Luckeets village on the side ov the village with mobile home parks instead of new 4,000-sguare-foot homes on three-acre lots.

As a 31-year resident of rural Loudoun County, I have been working since 2003 with federal, state, and local officials to accomplish improvements to access, safety, and flow of Loudoun's National Scenic Byway, within the Journey Through Hallowed Ground Region, in a way that secures an orderly flow of traffic while preserving the historic and scenic assets along the corridor that secures the prosperity of numerous agricultural and tourism-based locally owned businesses along it.

This rural highway's problems could be solved with roundabouts and improved shoulders: the signals create the backups. Periodic accidents (the kind of backups that drivers hate because of the unpredictable delays in their commutes) cause backups because lack of shoulders make accident response difficult and rerouting difficult.

But with a development-friendly Board of Supervisors in charge, the county's consultant was directed to conduct its public outreach and study to focus only on road expansion. I can provide ample documentation.

This is the project that is before you. It is a phenomenal waste of money. It should not meet any emission mitigation profiles, much less congestion mitigation goals. Its sole purpose is to support the highway industrial complex and spawn more sprawl development.

I ask TPB members—especially elected board members who are tempted to look no further than the next election—to have the courage to instead make decisions that are truly for the region's best future in a heating planet.

Martha Polkey
Black Sheep Farm
14605 Chapel Lane Leesburg, VA 20176
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P.S. A NY Times emissions mapping story might inform your decision making on some of the many projects you are considering. https://www.nytimes.com/interactive/2022/12/13/climate/climate-footprint-map-neighborhood.html

Here, for example is a map of current climate impact on the Route 15 corridor before you. You'll see that the darkest (worst) area is along the corridor that this expansion is planned for.

# Route 15 North of Leesburg: A Closer Look at the Effects of Widening

Prepared by Norman Marshall, President
Smart Mobility, Inc.
September 2018

# Route 15 North of Leesburg:
# A Closer Look at the Effects of Widening

By Norman Marshall, President
Smart Mobility, Inc.

## Executive Summary

In the traffic modeling work that Loudoun County has done to date as part of the Route 15 Safety and Operations study, the county has evaluated traffic conditions under two different improvement "concepts" – Modified Concept A and Modified Concept B.

The main components included in Modified Concept A are:

- Widening Route 15 to four lanes between White's Ferry Road and Montresor Road, with median and turn lanes along this stretch;
- Implementing controlled access (right-in-right-out access at driveways) along Route 15 between Montresor Road and Saint Clair Lane; and
- Building a two-lane, controlled access bypass around Lucketts, while keeping Route 15 through Lucketts to two lanes and maintaining current access.

The main components included in Modified Concept B are:

- Widening Route 15 to four lanes between White's Ferry Road and Lucketts (south), and implementing controlled access (right-in-right-out access at driveways) along this stretch;
- Implementing controlled access (right-in-right-out access at driveways) along Route 15 between Lucketts (north) and Saint Clair Lane; and
- Building a controlled access bypass around Lucketts, part of which would be four lanes, and part of which would be two lanes.

As part of developing its traffic analyses, the county has projected future (year 2040) traffic volumes for the two concepts. For the Modified Concept A scenario, the county has projected a linear traffic growth rate of 0.75% per year (which equates to an overall growth rate of 17% by 2040 as compared to current volumes). For Modified Concept B, the county has projected a linear traffic growth rate of 1.25% per year (which amounts to a 29% increase in 2040 as compared to 2017 volumes). Although the county's use of a higher traffic growth rate for Concept B is an acknowledgment that the more extensive widening proposed in Modified Concept B would attract more traffic – or "induced travel" – to Route 15 than the shorter stretch of widening proposed in Modified Concept A, the county's traffic evaluations of the two concepts fail to adequately capture just how significantly widening in both concepts would induce new travel along Route 15 and therefore create new backups outside of the widened portions. The result is that the county's analysis significantly exaggerates the benefits of widening Route 15 and underestimates the new traffic problems it would generate.

In order to get a more reliable picture of the effects of widening, I determined it was necessary to employ a travel demand model that more adequately captures key aspects of induced travel and improves other aspects of the travel demand models that are at the county's disposal. I therefore created an enhanced travel demand model that properly accounts for the induced travel that Modified Concepts A and B would generate. I also added a third alternative that does not include widening and serves as a loose proxy for a traffic-calming and roundabout approach so that I could compare traffic congestion under that approach to Modified Concepts A and B.

The results from the enhanced model show that traffic will not grow nearly as much along Route 15—and particularly along the congested portions—if the highway is not widened. Further, the enhanced model shows the extent to which the additional capacity constructed in the two widening scenarios would attract more traffic—and especially regional trips—to the corridor. When the full extent of induced travel is taken into account, it is clear that while the additional capacity from widening may appear to help address existing bottlenecks on Route 15, it simply shifts them upstream of the widened portions.

Even setting my enhanced model aside, the same "bottleneck-shifting" effects of widening Route 15 are also apparent in the modeling outputs generated by the county's own analysis, albeit to a lesser extent since the traffic forecasts the county used for its analyses do not adequately account for induced travel.

To address the safety issues that would result from having to turn left onto a four-lane Route 15 at the many unsignalized intersections along the roadway, access from driveways and many side streets is shown as being limited to right-in-right-out movements in Modified Concepts A and B. This would greatly inconvenience those accessing Route 15 from those streets: In order to turn left, they would need to turn right and then make a U-turn at one of the widely-spaced roundabouts shown in the diagrams for Modified Concepts A and B.

Decision-makers, business owners, and residents alike would be wise to engage in the debate over widening Route 15 with their eyes wide open. Once one portion is widened to four lanes, the new bottlenecks it generates upstream will generate pressure to widen the next segment. This pushes the county into a wasteful and repetitive cycle of successive and expensive widening projects that yield unsatisfactory results. Route 15 becomes a larger and more dangerous highway primarily designed for regional travelers, while the historic character of the corridor is destroyed, local access is limited, and congestion remains. It is best to stop this cycle before it gets started. The far more prudent and responsible approach is to forego the widening alternatives, and instead intentionally manage traffic flow on Route 15 with traffic-calming improvements and roundabouts.

# Route 15 North of Leesburg:
# A Closer Look at the Effects of Widening

By Norman Marshall, President
Smart Mobility, Inc.

## Introduction

In the traffic modeling work that Loudoun County has done to date as part of the Route 15 Safety and Operations study, the county has evaluated traffic conditions under two different improvement "concepts" – Modified Concept A and Modified Concept B.

The main components included in Modified Concept A are:

- Widening Route 15 to four lanes between White's Ferry Road and Montresor Road, with median and turn lanes along this stretch;
- Implementing controlled access (right-in-right-out access at driveways) along Route 15 between Montresor Road and Saint Clair Lane; and
- Building a two-lane, controlled access bypass around Lucketts, while keeping Route 15 through Lucketts to two lanes and maintaining current access.

The main components included in Modified Concept B are:

- Widening Route 15 to four lanes between White's Ferry Road and Lucketts (south), and implementing controlled access (right-in-right-out access at driveways) along this stretch;
- Implementing controlled access (right-in-right-out access at driveways) along Route 15 between Lucketts (north) and Saint Clair Lane; and
- Building a controlled access bypass around Lucketts, part of which would be four lanes, and part of which would be two lanes.

As part of developing its traffic analyses, the county has projected future (year 2040) traffic volumes for the two concepts. For the Modified Concept A scenario, the county has projected a linear traffic growth rate of 0.75% per year (which equates to an overall growth rate of 17% by 2040 as compared to current volumes). For Modified Concept B, the county has projected a linear traffic growth rate of 1.25% per year (which amounts to a 29% increase in 2040 as compared to 2017 volumes). Although the county's use of a higher traffic growth rate for Concept B is an acknowledgment that the more extensive widening proposed in Modified Concept B would attract more traffic to Route 15 than the shorter stretch of widening proposed in Modified Concept A, the county's traffic evaluations of the two concepts fail to adequately capture just how significantly widening in both concepts would induce new travel along Route 15 and therefore create new backups outside of the widened portions. The result is that the county's analysis grossly exaggerates the benefits of widening Route 15 and underestimates the new traffic problems it would generate.

In order to get a more reliable picture of the effects of widening, I determined it was necessary to employ a travel demand model that more adequately captures key aspects of induced travel and improves other aspects of the travel demand models that are at the county's disposal. I therefore created an enhanced travel demand model that properly accounts for the induced travel that Modified Concepts A and B would generate. I also added a third alternative that does not include widening and serves as a loose proxy for a traffic-calming and roundabout approach so that I could compare traffic congestion under that approach to Modified Concepts A and B.

As discussed below, the results from the enhanced model show that traffic will not grow nearly as much along Route 15—and particularly along the congested portions—if the highway is not widened. Further, the enhanced model shows the extent to which the additional capacity constructed in the two widening scenarios would attract more traffic—and especially regional trips—to the corridor. When the full extent of induced travel is taken into account, it is clear that while the additional capacity from widening may appear to help address existing bottlenecks on Route 15, it simply shifts them upstream of the widened portions, creating new congestion that must then be addressed with new widening projects.

This points the county down a wasteful path of successive and expensive widening projects that result in a larger and more dangerous highway designed for regional travelers, in which the historic character of the corridor is destroyed, local access is limited, but congestion remains. It is best to stop this cycle before it gets started. The far more prudent and responsible approach is to forego the widening alternatives, and instead develop a strategy for intentionally managing traffic flow on Route 15 with traffic-calming improvements and roundabouts.

## The Loudoun County Traffic Analyses Fail to Sufficiently Account for Induced Travel.

Induced travel is an important and well-established dynamic that explains why roadway widening projects in congested regions cause traffic volumes to grow and quickly fill the new capacity the widening project created. Anthony Downs is a prominent economist at the Brookings Institution who was one of the first to observe and explain this phenomenon:

> *Nearly every vehicle driver normally searches for the quickest route, one that is shorter or less encumbered by obstacles (such as traffic signals or cross-streets) than most other routes. These direct routes are usually limited-access roads (freeways, expressways, or beltways) that are faster than local streets if they are not congested. Since most drivers know this, they converge on such "best" routes from many points of origin.*
>
> *The problem is that during the peak travel hours on weekdays, so many drivers converge on these "best routes" that they become overloaded, particularly in metropolitan areas. Traffic on them eventually slows to the point where they have no advantage over the* alternative

*routes. That is a rough equilibrium is reached, which means that many drivers can get to their destinations just as fast on other roads.*[1]

Downs coined the term "triple convergence" to describe how peak period traffic congestion is inevitable because drivers will compensate for capacity increases by (a) shifting routes; (b) shifting travel time of travel; and (c) shifting travel mode. Due to these shifts, the new equilibrium after capacity will be just as congested as the old equilibrium.[2]

The first two effects listed by Downs (route shifts and time-of-day shifts) are already present in the Route 15 corridor today and can be seen in the traffic count data. However, as discussed below, they are not adequately captured in the traffic growth forecasts that Loudoun County used for the Route 15 Safety & Operations Study. The county then input those flawed traffic growth forecasts into the VISSIM microsimulation software package that models individual cars and driver behavior to develop the various measures of congestion (e.g., traffic queues, average delay at intersections, level of service) that are discussed in the county's Route 15 traffic analyses. Because the traffic growth forecasts were developed in a flawed manner that failed to properly account for induced travel, the VISSIM microsimulation results based on those forecasts are also flawed, as discussed below.

## Route Shifts

Currently, a significant amount of traffic diverts from Route 15 in the morning peak period to avoid the backups south of the traffic signal in Lucketts. The county's traffic count data bears this out. There were 773 right turns from Montresor Road onto Route 15 counted in the three peak morning hours, but only a third as many vehicles (263) counted in the three peak afternoon hours turning left onto Montresor Road. This discrepancy strongly indicates that a large percentage of the vehicles turning right onto Route 15 from Montresor Road in the morning are not people who live in the neighborhoods accessed by Montresor Road, but rather are drivers using the Stumptown Road/Montresor Road route as an informal "bypass" in the morning to avoid congestion in the morning rush hour. (Elsewhere in the corridor, the returning afternoon three-hour traffic volumes are only slightly lower than the morning three-hour volumes.) The Loudoun County traffic forecasts assume that the same utilization of the informal Stumptown/Montresor Road "bypass" would occur with or without the Lucketts Bypass in place. However, if Route 15 is widened, many of the vehicles using this route as an informal bypass would shift back to Route 15 to take advantage of the added capacity. As a result, future traffic volumes would be higher on Route 15 in the morning peak period than the Loudoun County

[1] Downs, Anthony. *Stuck in Traffic: Coping with Peak-Hour Traffic Congestion*, p. 27. Brookings Institution and Lincoln Institute of Land Policy, 1992.

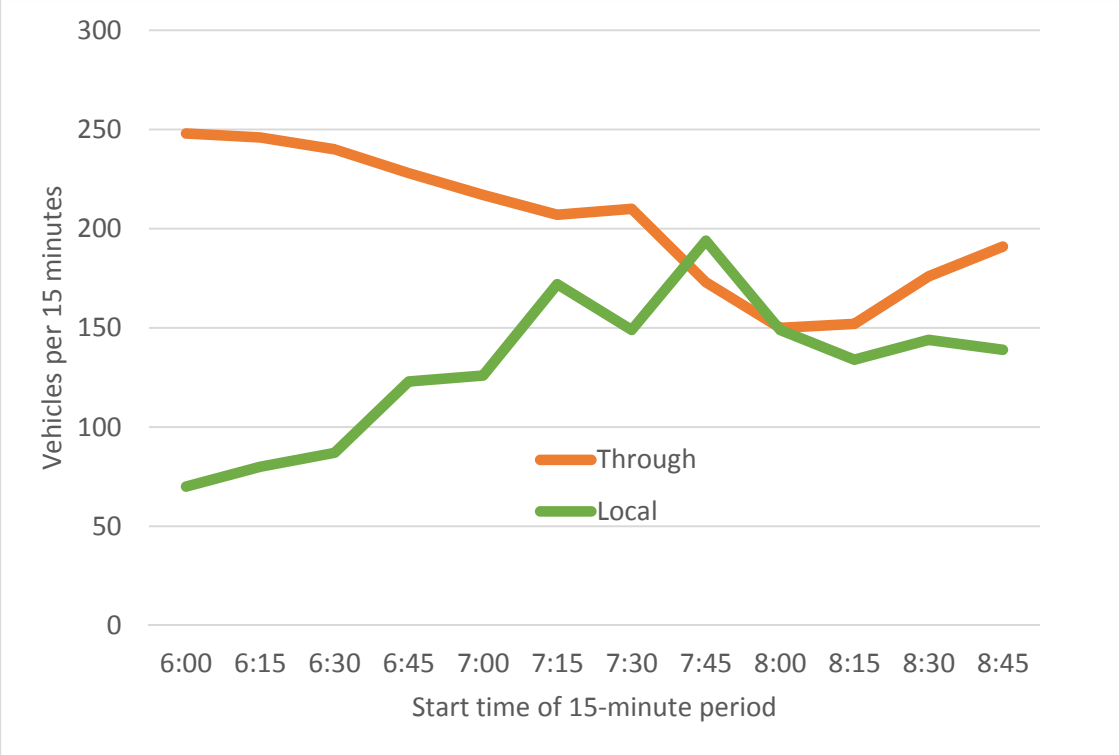
[2] The term "induced travel" has been used to include the three triple convergence effects discussed above, plus shifts in destinations, and longer-term shifts in land use. Induced travel has been studied in dozens of research efforts. A recent review of induced travel research concluded that induced travel is real and that the magnitude is sufficient to prevent capacity expansion from reducing congestion. Handy, S. and M. G. Boarnet; *Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions: Policy Brief prepared for California Air Resources Board*; September 30, 2014. See also Litman, Todd; *Generated Traffic and Induced Travel – Implications for Transport Planning*; April 24 2018, *available at* http://www.vtpi.org/gentraf.pdf.

analyses assume. Therefore, the traffic forecasts for Route 15 used in the county's VISSIM analyses on the road segments that are now "bypassed" with the Stumptown Road/Montresor Road route are too low and render the performance measure results unrealistic.

### Time-of-Day Shifts

Similarly, the Loudoun traffic forecasts fail to account for the induced travel that would manifest in regional drivers shifting the time of day that they use Route 15. Current Route 15 traffic counts show very different time profiles for "local" traffic versus "through" (or "regional") traffic in the morning peak period, and it is evident that regional traffic is suppressed by local traffic volumes at peak travel times.[3] As shown in Figure 1 below, the "through" traffic peaks in the very first 15-minute time period (6:00 – 6:15 a.m.), as through travelers adjust their time of travel to avoid congestion. In sharp contrast, the "local" traffic peaks almost two hours later around 8 a.m. The "through" traffic drops at exactly the time that the "local" traffic peaks, and then increases again afterward.

*Figure 1: Temporal Distribution of Route 15 Morning Peak Period: "Local" versus "Through" Traffic*




If Route 15 is widened, some of the regional traffic that is avoiding the peak travel times would shift into the peak period due to the additional capacity, and the peak period travel flow

[3] Traffic counts alone do not categorize vehicles as "local" versus "regional"/"through" traffic. However, it is safe to assume that a substantial portion of the southbound traffic crossing into Virginia from Maryland in the morning is regional traffic using Route 15 as a "through" route, and that a substantial portion of the traffic turning onto southbound Route 15 from side roads is "local." Therefore, for purposes of this analysis, I labeled the former as "through" trips and the latter as "local" trips.

would increase significantly as a result. However, the Loudoun County forecast fails to capture this induced travel because it incorrectly assumes that the exact same pattern of time shifting would continue regardless of the capacity of Route 15. As with the failure to account for route shifting, the failure to account for time-of-day shifting renders the Loudoun traffic forecasts unjustifiably low and unreliable and thereby undermines the county's VISSIM results.

## An Enhanced Travel Demand Model that Adequately Captures Induced Travel Demonstrates the Futility of a Widening Approach.

For my review, I determined it was necessary to employ a travel demand model that more adequately captures these and other aspects of induced travel. I therefore updated the Loudoun County Travel Demand Model with a much more sophisticated Dynamic Traffic Assignment (DTA) algorithm.[4] For more information on the enhanced model, please see the Technical Appendix to this report.

I then used the enhanced model to evaluate Modified Concepts A and B in order to get a more accurate sense of how the two scenarios of proposed widening, combined with a bypass around Lucketts, would impact traffic volumes and congestion on Route 15. I also added a third alternative that does not include widening and serves as a loose proxy for a traffic-calming and roundabout approach so that we could compare traffic congestion under that approach to Modified Concepts A and B. This third alternative is described herein as the "Traffic-Calming" alternative.

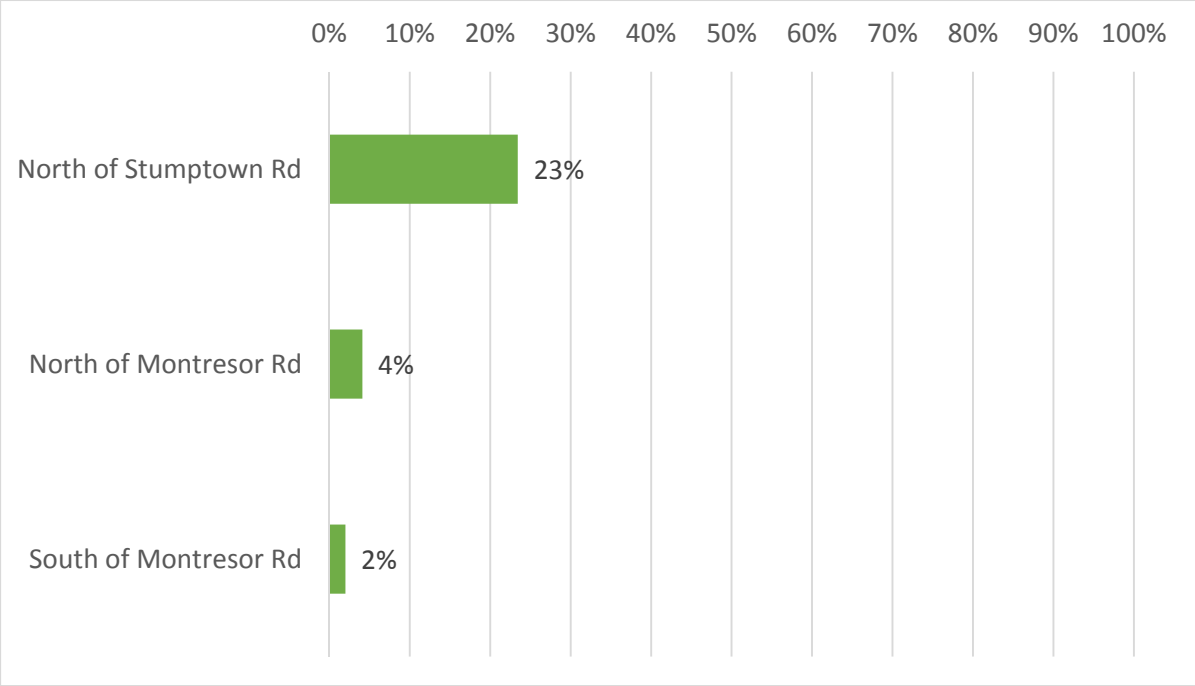
[4] I intentionally chose to enhance the Loudoun County travel demand model rather than the Metropolitan Washington Council of Governments' (MWCOG) travel demand model because it covers the full geographic area covered by the MWCOG model but provides more geographic detail in Loudoun County. It also includes commuting throughout Virginia, to and from Maryland, to and from the District Columbia, and to and from a portion of West Virginia.

## 2040 Traffic Forecasts from the Enhanced Model:

### 1) Traffic-Calming Alternative

The Traffic-Calming alternative includes no widening and no bypass around Lucketts. As shown in Figure 2, the enhanced model is forecasting only modest southbound traffic growth in the three-hour morning peak period under the Traffic-Calming alternative, with especially low growth at the congested southern end. As will be seen below, the enhanced model shows that the projected traffic growth on Route 15 under the Traffic-Calming alternative is far less than the traffic growth that would occur under Modified Concepts A and B.

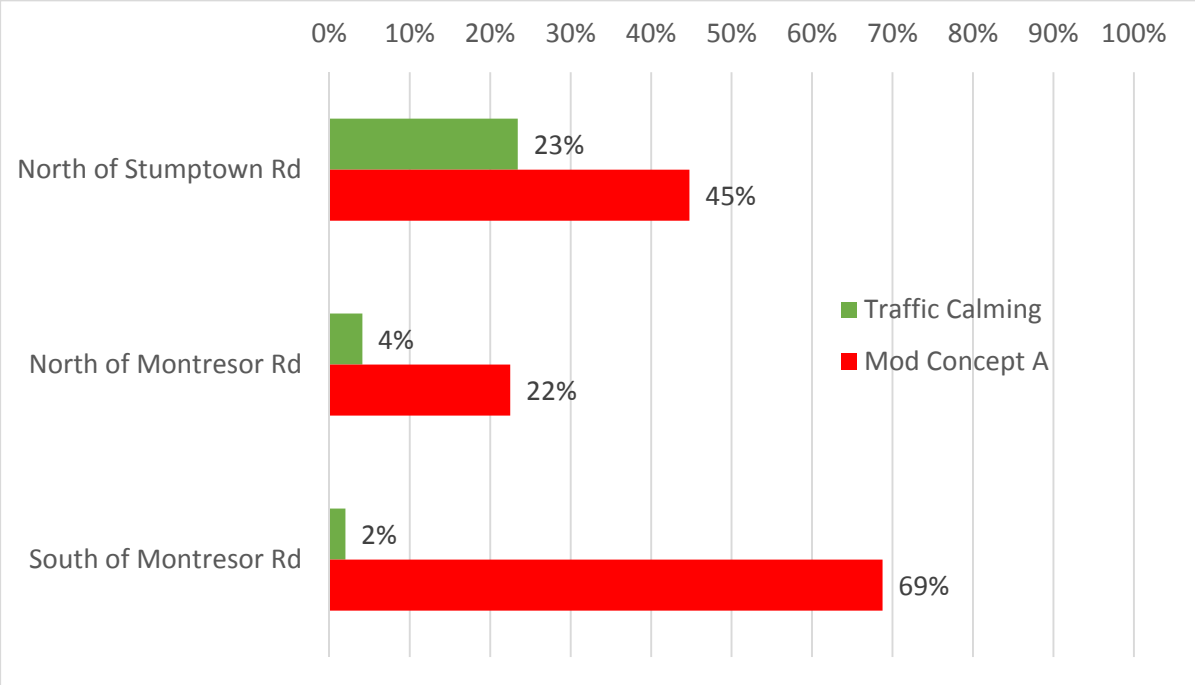
*Figure 2. 2040 Southbound Morning Peak Period Traffic Growth from 2016: Traffic-Calming Alternative*



## 2) Modified Concept A

As stated in the introduction to this report, the main components of Loudoun's Modified Concept A alternative include widening Route 15 north to Montresor Road to four lanes, plus constructing the Lucketts Bypass. As shown in Figure 3 below, the enhanced model forecasts large increases in southbound three-hour morning peak period traffic as compared to the Traffic-Calming alternative:

*Figure 3. 2040 Southbound Morning Peak Period Traffic Growth from 2016: Modified Concept A versus Traffic-Calming Alternative*

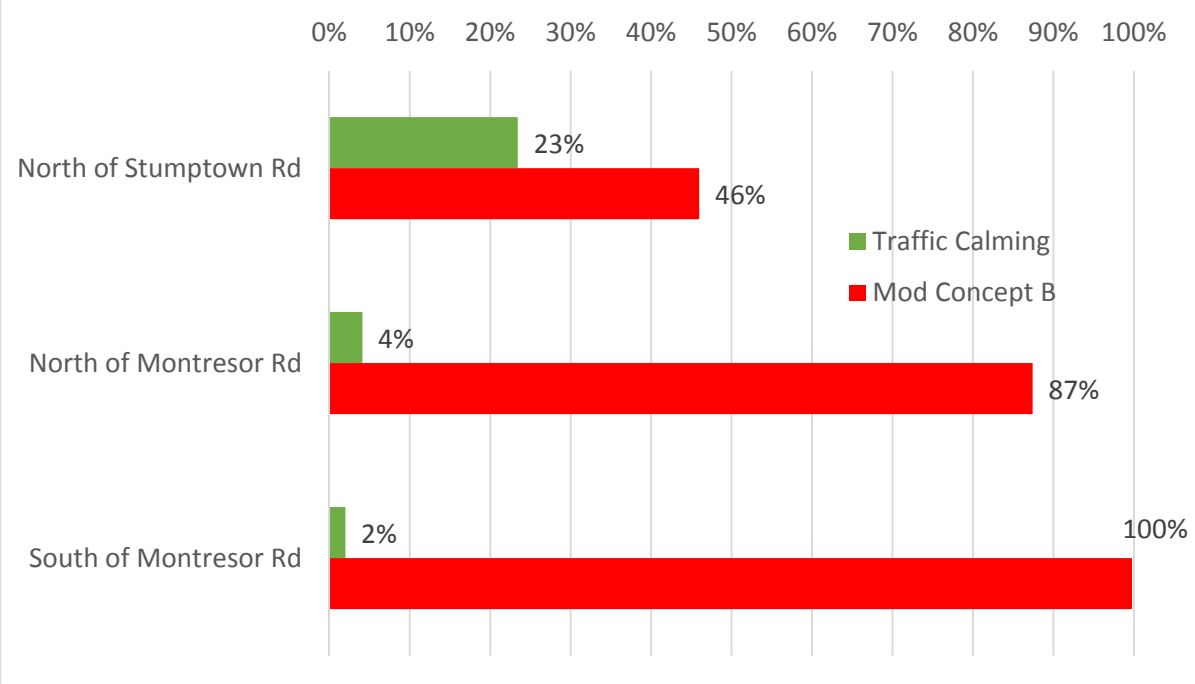



These forecasted increases for Modified Concept A (45%, 22%, and 69%) are much higher than the 17% assumed in the Loudoun County traffic analyses, and they are far above the increases that would occur with the Traffic-Calming alternative. This additional traffic is largely composed of the induced regional traffic discussed above that would shift to using Route 15 during peak hours to take advantage of the additional capacity south of Montresor Road. Most notably, Figure 3 above shows that although Modified Concept A generates additional capacity south of Montresor Road by widening the road to four lanes, it also induces significantly more traffic volume along all three portions of Route 15 than would occur without widening. As a result, the portions of Route 15 north of Montresor Road would be significantly more congested under Scenario A than they would be with a Traffic-Calming alternative. South of Montresor Road, much of the new capacity generated by the widening would be consumed by the induced travel the widening would spur. As such, although Modified Concept A would help alleviate some of the congestion south of Montresor Road during the AM peak period, it would simply shift congestion to the north of Montresor Road, creating conditions significantly more congested than they would be under the Traffic-Calming alternative.

### 3) Modified Concept B

As explained above, the main components of the county's Modified Concept B alternative include widening Route 15 to four lanes north to the approach to Lucketts, and constructing the Lucketts Bypass. As shown in Figure 4 below, the enhanced model forecasts large increases in southbound morning peak period traffic in all three roadway segments shown as compared to the Traffic-Calming alternative.

*Figure 4: 2040 Southbound Morning Peak Period Traffic Growth from 2016: Modified Concept B versus Traffic-Calming Alternative*

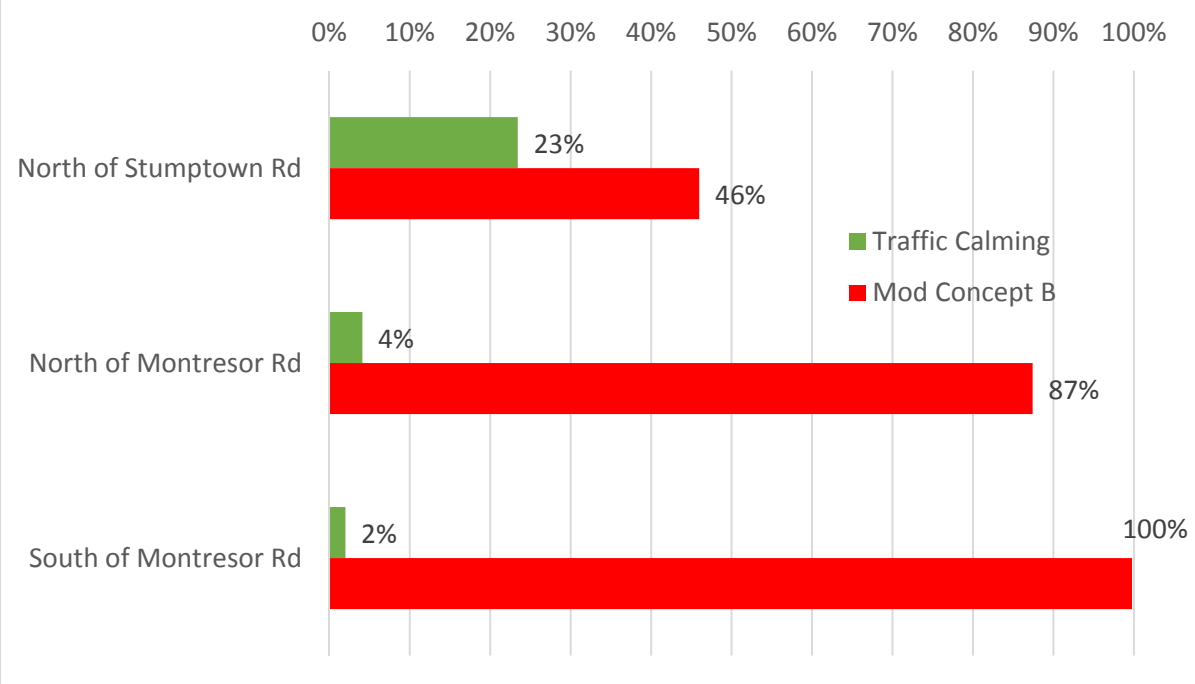



Similar to Modified Concept A, the increases in traffic volumes the enhanced model forecasts for Modified Concept B are much higher than the 29% assumed in the Loudoun County traffic analyses, and they are generally orders of magnitude higher than what the enhanced model forecasts for a Traffic-Calming alternative. As with Modified Concept A discussed above, the additional traffic growth the enhanced model forecasts on all three stretches of Route 15 is primarily the induced regional traffic that would make route shifts or time-of-day shifts to take advantage of the additional capacity south of Lucketts. Notably, the portion of Route 15 north of Lucketts Road that would remain two lanes under Modified Concept B would be significantly more congested than it would be under the Traffic-Calming alternative. South of Lucketts Road, much of the new capacity generated by the widening would be consumed by the induced travel the widening would spur. Indeed, the 100% increase in traffic volumes south of Montresor indicates this stretch would have the same density of vehicles per lane across two southbound travel lanes as there is in the single southbound travel lane today. In effect, the new southbound lane that widening creates quickly attracts new traffic, and the congestion that appears to have been resolved by the widening is shifted to the north in the form of new bottlenecks.

### 3) Modified Concept B

As explained above, the main components of the county's Modified Concept B alternative include widening Route 15 to four lanes north to the approach to Lucketts, and constructing the Lucketts Bypass. As shown in Figure 4 below, the enhanced model forecasts large increases in southbound morning peak period traffic in all three roadway segments shown as compared to the Traffic-Calming alternative.

*Figure 4: 2040 Southbound Morning Peak Period Traffic Growth from 2016: Modified Concept B versus Traffic-Calming Alternative*




Similar to Modified Concept A, the increases in traffic volumes the enhanced model forecasts for Modified Concept B are much higher than the 29% assumed in the Loudoun County traffic analyses, and they are generally orders of magnitude higher than what the enhanced model forecasts for a Traffic-Calming alternative. As with Modified Concept A discussed above, the additional traffic growth the enhanced model forecasts on all three stretches of Route 15 is primarily the induced regional traffic that would make route shifts or time-of-day shifts to take advantage of the additional capacity south of Lucketts. Notably, the portion of Route 15 north of Lucketts Road that would remain two lanes under Modified Concept B would be significantly more congested than it would be under the Traffic-Calming alternative. South of Lucketts Road, much of the new capacity generated by the widening would be consumed by the induced travel the widening would spur. Indeed, the 100% increase in traffic volumes south of Montresor indicates this stretch would have the same density of vehicles per lane across two southbound travel lanes as there is in the single southbound travel lane today. In effect, the new southbound lane that widening creates quickly attracts new traffic, and the congestion that appears to have been resolved by the widening is shifted to the north in the form of new bottlenecks.

## The County's Own Traffic Analyses Point to the Same Outcomes.

In short, the enhanced model correctly matches the triple convergence framework to produce a more reliable forecast of traffic volumes that result from the three different alternatives discussed above. And it demonstrates that widening Route 15 will be followed by induced travel (primarily in the form of route shifts and time-of-day shifts) that causes a shifting of bottlenecks from the widened sections to other sections.

However, even if we set my enhanced model aside and focus on the modeling outputs generated by the county's own VISSIM analyses, the same result is apparent (albeit it to a lesser extent since, as discussed above, the traffic forecasts the county used for its VISSIM analyses do not adequately account for induced travel).

This is illustrated by comparing the county's VISSIM outputs for 2040 Modified Concept A with the outputs for Modified Concept B for the second of the two afternoon peak hours modeled, as done in Figure 5 below.[5] Such a comparison shows the traffic problems at intersections along the northern part of the Route 15 corridor that are created by the proposed widening to the south.

As evident from the Figure 5, the county's VISSIM analyses show much more average delay and a far greater amount of failing service levels in the northern part of the corridor in Modified Concept B than in Modified Concept A. This is primarily due to the higher traffic volumes the county is assuming for Modified Concept B relative to Modified Concept A as part of the county's (insufficient) attempt to account for induced travel from the more extensive widening in Modified Concept B. As discussed above, these results from the county's modeling actually understate the amount of induced travel and the resulting increases in traffic volumes from widening, but they nevertheless show that decreases in traffic congestion in the widened sections to the south would be accompanied by increased traffic congestion in the unwidened portions of the corridor to the north.

[5] Figure 5 is copied from pages 5 and 10 of the county's VISSIM traffic data modified concepts A and B.pdf, dated July 2018.

*Figure 5: VISSIM Outputs for Second Afternoon Peak Hour*

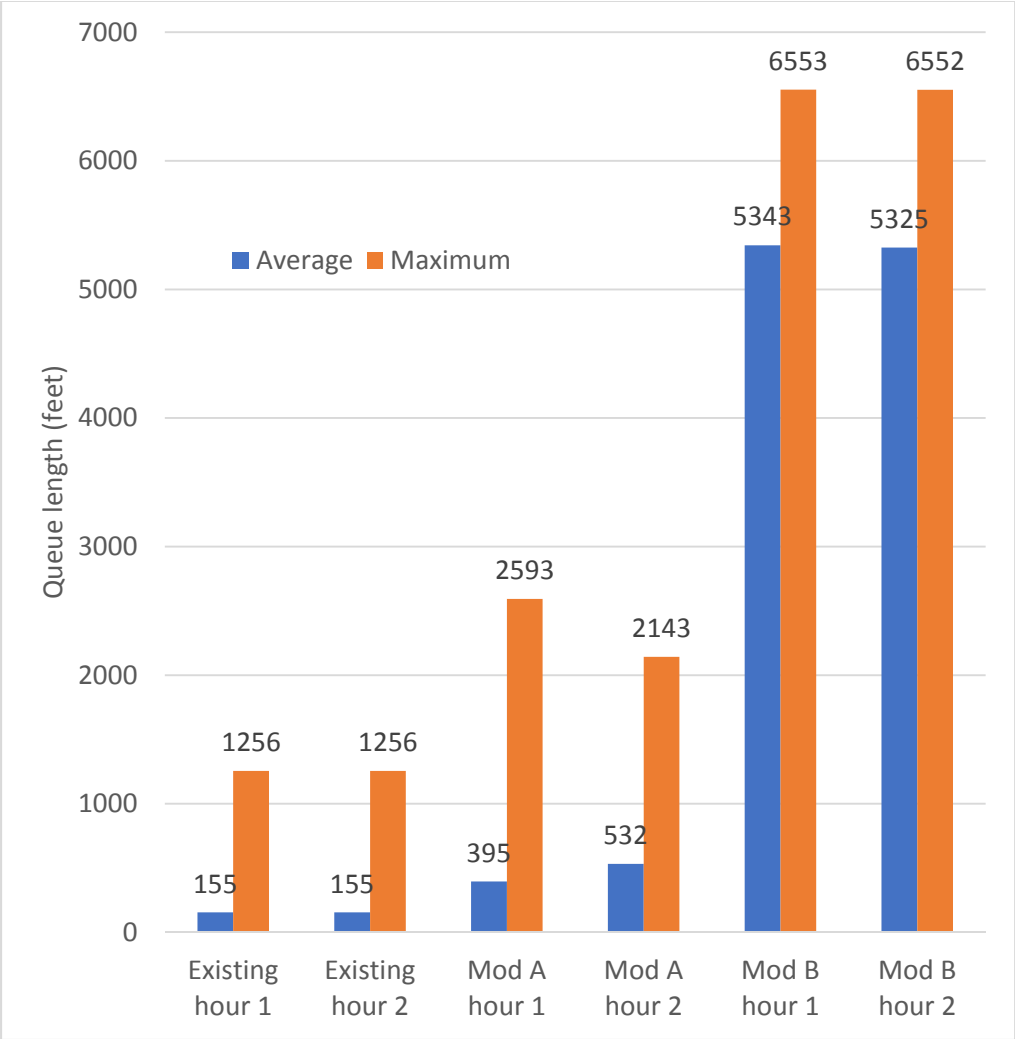
| Intersection | Approach | Movement | Mod A Average Delay (sec/veh) | | ModB Average Delay (sec/veh) | |
|---|---|---|---|---|---|---|
| Route 15 and Lovettsville Rd | NB | LT | 45.7 | 40.6 | 195.5 | 195.3 |
| | | TH | 40.5 | | 195.3 | |
| | SB | TH | 5.2 | 5.1 | 6.4 | 6.2 |
| | | RT | 4.4 | | 5.3 | |
| | EB | LT | 72.1 | 63.5 | 92.1 | 79.9 |
| | | RT | 41.8 | | 47.5 | |
| | Intersection | | 27.2 | | 114.9 | |
| Route 15 and Potomac Overlook Lane/Wilt Store Rd | NB | LT | 5.5 | 3.3 | 177.5 | 182.8 |
| | | TH | 3.3 | | 182.8 | |
| | | RT | 3.2 | | 167.7 | |
| | SB | LT | 0.0 | 2.0 | 0.0 | 1.9 |
| | | TH | 2.0 | | 1.9 | |
| | | RT | 2.2 | | 2.0 | |
| | EB | LT | 0.0 | 6.8 | 0.0 | 7.5 |
| | | TH | 0.0 | | 0.0 | |
| | | RT | 6.8 | | 7.5 | |
| | WB | LT | 0.0 | 0.0 | 0.0 | 0.0 |
| | | TH | 0.0 | | 0.0 | |
| | | RT | 0.0 | | 0.0 | |
| | Intersection | | 2.8 | | 111.6 | |
| Route 15 and St. Clair Lane/ Chestnut Hill Lane | NB | LT | 7.9 | 3.1 | 188.5 | 204.3 |
| | | TH | 3.1 | | 204.3 | |
| | | RT | 2.6 | | 212.6 | |
| | SB | LT | 8.2 | 2.4 | 29.3 | 3.2 |
| | | TH | 2.3 | | 2.2 | |
| | | RT | 2.3 | | 2.8 | |
| | EB | LT | 0.0 | 0.0 | 0.0 | 0.0 |
| | | TH | 0.0 | | 0.0 | |
| | | RT | 0.0 | | 0.0 | |
| | WB | LT | 8.7 | 10.2 | 24.9 | 64.4 |
| | | RT | 10.3 | | 65.9 | |
| | Intersection | | 3.0 | | 123.3 | |
| Lucketts Bypass - North | NB | LT | 0.0 | 19.5 | 0.0 | 637.9 |
| | | RT | 19.5 | | 637.9 | |
| | SB | LT | 22.6 | 6.9 | 39.3 | 7.0 |
| | | TH | 4.0 | | 3.2 | |
| | EB | TH | 1.8 | 1.8 | 92.1 | 92.1 |
| | | RT | 0.0 | | 0.0 | |
| | Intersection | | 4.7 | | 77.9 | |
| Lucketts Bypass Roundabout - Stumptown Road | NB | LT | 13.1 | 12.9 | 197.0 | 187.2 |
| | | TH | 12.9 | | 187.5 | |
| | | RT | 11.1 | | 150.0 | |
| | SB | LT | 7.5 | 5.9 | 28.1 | 2.8 |
| | | TH | 5.9 | | 2.5 | |
| | | RT | 5.8 | | 2.0 | |
| | EB | LT | 8.0 | 7.5 | 37.5 | 30.0 |
| | | TH | 7.1 | | 28.8 | |
| | | RT | 6.7 | | 3.0 | |
| | WB | LT | 35.3 | 35.1 | 1418.9 | 1406.9 |
| | | TH | 33.7 | | 1275.7 | |
| | | RT | 0.0 | | 0.0 | |
| | Intersection | | 11.4 | | 129.0 | |
| Route 15 and Lucketts Road/ Stumptown Road | NB | LT | 3.5 | 3.7 | 537.6 | 76.3 |
| | | TH | 5.0 | | 172.0 | |
| | | RT | 2.4 | | 3.6 | |
| | SB | LT | 2.1 | 5.1 | 8.2 | 24.4 |
| | | TH | 5.1 | | 24.7 | |
| | | RT | 0.0 | | 0.0 | |
| | EB | LT | 17.0 | 14.7 | 87.3 | 53.8 |
| | | TH | 14.9 | | 49.2 | |
| | | RT | 5.9 | | 43.5 | |
| | WB | LT | 17.4 | 14.8 | 560.3 | 538.9 |
| | | TH | 15.5 | | 547.2 | |
| | | RT | 6.2 | | 451.2 | |
| | Intersection | | 8.2 | | 135.6 | |

| Level of Service Color Scale | | | | | | |
|---|---|---|---|---|---|---|
| LOS | A | B | C | D | E | F |
| Signalized (Sec of Delay) | ≤10 | 10 - 20 | 20-35 | 35-55 | 55-80 | >80 |
| Unsignalized (Sec of Delay) | ≤10 | 10 - 15 | 15-25 | 25-35 | 35-50 | >50 |

DRAFT

Another example of how the modeling outputs generated by the county's own VISSIM analyses demonstrate that widening Route 15 will be followed by induced travel and shift bottlenecks from the widened sections to other sections can be found by homing in on the results at the Route 15/Lovettsville Road intersection in the northern portion of the corridor. Figure 6 below shows the traffic queues (length of vehicle backups) that the county's VISSIM analysis computes at that intersection during the afternoon peak two hours. Notably, the analysis projects that the maximum backup under Modified Concept A – widening up to Montresor Road – will be about twice what it is under current conditions, and roughly ½-mile long. Under Modified Concept B – widening up to Lucketts Road – the county's VISSIM analysis projects that the *average* queue would be over a mile, while the maximum queue would be 1.25-miles long.

*Figure 6: Year 2040 Afternoon Peak Queues Calculated by County's VISSIM Model: Route 15 at Lovettsville Road*



In other words, widening does not solve delay – it simply transfers delay and congestion from the southern portion of the corridor to the northern portion. Widening may help address particular bottlenecks existing today, but peak period through traffic will increase, other bottlenecks will get worse, and new bottlenecks will be created.

## Local Traffic Loses Out on Access with a Widened Route 15.

Further, to address the safety issues that would result from having to turn left from a side street or driveway onto a four-lane Route 15 at the many unsignalized intersections along the corridor, access from driveways and many side streets is shown as being limited (right-in- right-out only) in Modified Concepts A and B. In Concept B, this treatment extends all the way north to St. Clair Lane. This effort to address the potential safety problems on a widened Route 15 by eliminating left turns would greatly inconvenience those accessing Route 15 via driveways and several side streets. These travelers would instead need to make U-turns at the widely-spaced roundabouts shown in the diagrams for Modified Concepts A and B.

## Conclusion

As evident from the results of my enhanced model, and even to a lesser but still significant extent in the modeling outputs generated by the county's own analyses, the widening scenarios for Route 15 do not solve congestion or delay – they simply transfer it upstream. Widening may help address particular bottlenecks existing today, but it will result in peak period through traffic increasing, other bottlenecks getting worse, and new bottlenecks being created.

Decision-makers, business owners, and residents alike would be wise to engage in the debate over widening Route 15 with their eyes wide open. Once one portion is widened to four lanes, the new bottlenecks it generates upstream will generate pressure to widen the next segment. This pushes the county into a wasteful and repetitive cycle of successive and expensive widening projects that yield unsatisfactory results. Route 15 becomes a larger and more dangerous highway primarily designed for regional travelers, while the historic character of the corridor is destroyed, local access is limited, and congestion remains. It is best to stop this cycle before it gets started. The far more prudent and responsible approach is to forego the widening alternatives, and instead intentionally manage traffic flow on Route 15 with traffic-calming improvements and roundabouts.

# Technical Appendix

I updated the Loudoun County Travel Demand Model with a sophistical Dynamic Traffic Assignment (DTA) algorithm. I selected the Loudoun County model as the basis rather than the MWCOG model because it covers the full geographic area covered by the MWCOG model but has more geographic detail in Loudoun County than in the rest of the region. It includes commuting throughout Virginia, to and from Maryland, to and from the District Columbia, and to and from a portion of West Virginia. The enhanced model:

1) accounts for capacity constraints;
2) accounts for trips resulting from local land use growth; and
3) accounts for induced travel that will result widening.

In addition to implementing DTA in the model, I also addressed other model deficiencies in order to improve the model forecasts. These changes are documented below.

## Dynamic Traffic Assignment

Both the Loudoun County Travel Demand Model ("Loudoun TDM") and the Metropolitan Washington Council of Governments ("MWCOG") model that the Loudoun TDM is based on rely on an outdated 40-year-old Static Traffic Assignment (STA) algorithm. National modeling guidance describes "capacity" as the "maximum volume that should be assigned to a link [road segment] by the forecasting model."[6] STA models do not constrain traffic forecasts to roadway capacity, so that model volumes often exceed roadway capacity, especially in future year forecasts. This introduces model errors for the roadway segments that are incorrectly assigned a volume of traffic that exceeds their capacity. Further, because those incorrect volumes carry over in the model to all roadway segments located upstream and downstream of the over-capacity segments, the volumes on those upstream and downstream segments are also erroneous. As a result, in the very congested Washington DC metro region, the horizon year forecasts the STA-reliant models generate are impossibly high for every important roadway segment.

The Dynamic Traffic Assignment (DTA) I incorporated into the enhanced model addresses these issues. It has not been widely adopted yet because it is relatively new and requires more computer resources. I have demonstrated that DTA is a practical alternative to STA for regional modeling for regions up to about 1 million population.[7] The Loudoun TDM includes the full extent of the metropolitan area included in the MWCOG model. Because DTA is still impractical to run on most computers for a region this size, I applied a hybrid approach

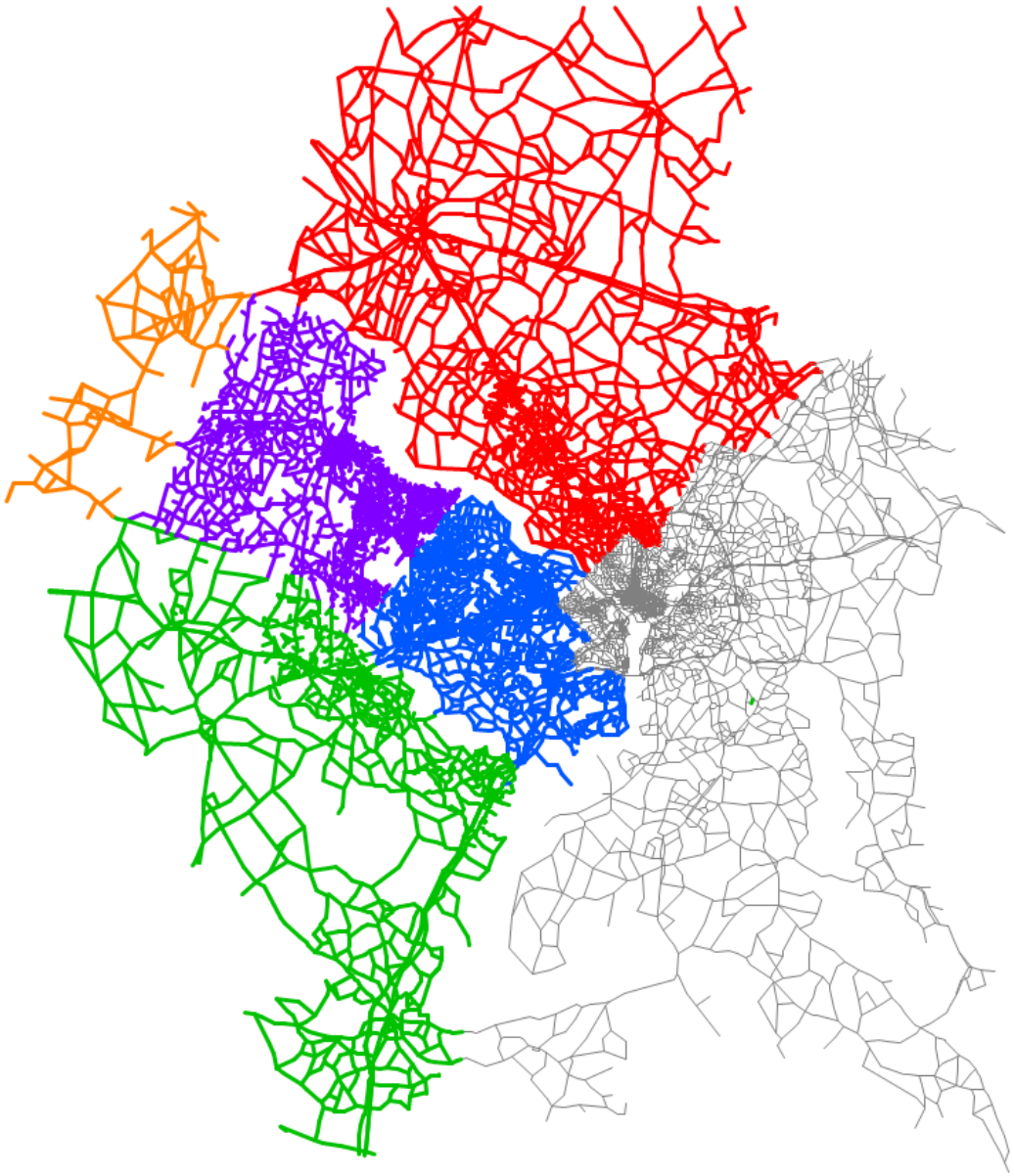
[6] Cambridge Systematics (2012). Cambridge Systematics, Vanassse Hangen Brustlin, Gallop, Bhat, C.R., Shapiro Transportation Consulting and Martin/Alexious/Bryson. *Travel Demand Forecasting: Parameters and Techniques*, National Cooperative Highway Research Program Report 716, 2012.

[7] Marshall, N.L. *Forecasting the impossible: The status quo of estimating traffic flows with static traffic assignment and the future of dynamic traffic assignment*. Research in Transportation Business & Management (2018), https://doi.org/10.1016/j.rtbm.2018.06.002.

using DTA for Loudoun County and trips that might pass through Loudoun County, while keeping STA for the rest of the travel in the region. The DTA model uses the open source program DTALite.[8]

Figure A1 shows the trips that are modeled with DTA:

*Figure A1: DTA Model Area*



[8] Zhou and Taylor (2014). X. Zhou and J. Taylor. DTALite: A queue-based mesoscopic traffic simulator for fast model evaluation and calibration. *Cogent Engineering* (2014), 1: 961345.

The trips included in the subarea DTA model are:

- Loudoun County VA (purple): to and from everywhere (including internal trips)
- Clarke County VA and Jefferson County WV (orange): to and from everywhere except within the two counties
- Northwestern MD (Carroll, Frederick, Howard and Montgomery Counties in red): to and from all the colored areas except for trips internal to the red counties
- Fairfax County VA (blue): to and from all the colored areas except for trips internal to Fairfax County
- Southwestern VA (Fauquier, Fredericksburg, Prince William, Spotsylvania and Stafford Counties in green): to and from all the colored areas except for trips internal to the green counties.

## Time Periods and Feedback

In addition to implementing DTA, it was critical to fix the way that congestion feedback is done in the Loudoun County model. Otherwise, the route and time-of-day shifts discussed in the main report would not be captured properly in the model.

The enhanced model uses the same four time periods as the Loudoun County model:

- AM peak: 6 - 9 a.m.
- Midday: 9 a.m. - 3 p.m.
- PM peak: 3 - 7 p.m.
- Overnight: 7 p.m. - 6 a.m.

All good travel demand models employ a feedback process so that the destinations chosen are sensitive to congested travel time. The Loudoun model feeds back congested travel time from the morning peak period, but only to work trips. This is a problem because the model exaggerates the number of non-work travelers crossing the Potomac River during peak travel periods. The model assumes that these travelers will face no delays. In fact, non-work travelers likely are more sensitive to congestion delays than work travelers. While workers have limited choice about whether to cross the river or not, many non-work trips are discretionary. Shoppers could, for example, choose destinations on the same side of the river instead. The timing of many non-work trips could be shifted considerably. The purpose of introducing DTA into the model is to constrain travel forecasts so that they do not exceed capacity. This cannot be accomplished unless all travel destinations are also impacted by congestion in the model.

In my enhanced model, I addressed these problems with the Loudoun model by feeding back congested travel times to all trips – not only work trips. In addition, I used an average of morning and afternoon peak travel times because the afternoon congestion is more severe in many areas than the morning congestion, and also is less directional. In addition, I added more feedback iterations to my enhanced model in order to achieve a higher level of convergence – particularly in the 2040 forecasts.

## Eliminating Unnecessary and Counter-Productive Calibration Factors

Finally, it was also necessary to remove a set of model adjustments that were introduced into the Loudoun County model to better match base year traffic counts, but that make the model less sensitive to future congestion and less accurate in forecasting induced travel.

In general, travel demand models should replicate travel behavior based on a set of general coefficients. Some modelers apply many adjustment factors in order to force the model to better match a set of base-year travel accounts. For the most part, this amounts to "papering over" model flaws. Even more problematic, it makes the model less sensitive to differences in land use forecasts and transportation networks. The developers of the Loudoun model employed an unusually extensive set of adjustment factors as summarized below in Table A1.

*Table A1: Calibration Factors in the Loudoun County Model*

| | | |
|---|---|---|
| Person trip calibration adjustments by jurisdiction | Table 6-8, p. 43[9] | Examples: work trips multiplied by 105% in Loudoun County, 70% in Jefferson County, and 150% in St. Mary's County |
| Person trip calibration adjustments by area type | Table 6-8, p. 44 | Examples: trip rates in CBD multiplied by 130%, trip rates in rural areas multiplied by 60% |
| K Factors | Table 7-4, p. 53 | Examples: work trips from Loudoun County to Loudoun County factored by 0.58, and work trips by Loudoun County to D.C. factored by factored by 0.19 |
| Adjustments at the level of zone-to-zone to better match traffic counts | p. 74-75 | Very large matrix tables (211 MB) of adjustment data for zone by zone by trip type |

In my enhanced model, all of the calibration factors listed in Table A1 were eliminated except for the K-Factors, which I replaced with more realistic factors. Considering Virginia/West Virginia, Maryland, and D.C. as three "states", the replacement K-factors adjust interstate trips down to 85% of the base level applied within a single state.

Eliminating and improving the calibration factors required that the gravity model parameters (F factors) be replaced with coefficients that work properly without all of the calibration adjustments.

The base year for the Loudoun County model is 2010 which was chosen in part because it is a Census year with good county-to-county work trip data. My enhanced model (without the extensive calibration adjustments) fits the county-to-county Census data better than the Loudoun County model (correlation coefficient r=0.993 for the enhanced model vs. r=0.989 for the Loudoun County model). The combination of the better base-year model fit, the elimination of the calibration adjustments, and capacity-constrained DTA make my enhanced model a much more accurate and reliable model for forecasting inter-county travel, including Route 15 Potomac River crossings.

[9] References to URS in Association with WGA. *Loudoun County Travel Demand Model: Model Development and Validation Report*, prepared for Loudoun County, April 2014.

Resume

## NORMAN L. MARSHALL, PRESIDENT

nmarshall@smartmobility.com

## EDUCATION:

Master of Science in Engineering Sciences, Dartmouth College, Hanover, NH, 1982
Bachelor of Science in Mathematics, Worcester Polytechnic Institute, Worcester, MA, 1977

## PROFESSIONAL EXPERIENCE: (30 Years, 15 at Smart Mobility, Inc.)

Norm Marshall helped found Smart Mobility, Inc. in 2001. Prior to this, he was at Resource Systems Group, Inc. for 14 years where he developed a national practice in travel demand modeling. He specializes in analyzing the relationships between the built environment and travel behavior, and doing planning that coordinates multi-modal transportation with land use and community needs.

### Regional Land Use/Transportation Scenario Planning

Portland Area Comprehensive Transportation System (PACTS) – the Portland Maine Metropolitan Planning Organization. Updating regional travel demand model with new data (including AirSage), adding a truck model, and multiclass assignment including differentiation between cash toll and transponder payments.

Loudoun County Virginia Dynamic Traffic Assignment – Enhanced subarea travel demand model to include Dynamic Traffic Assignment (Cube). Model being used to better understand impacts of roadway expansion on induced travel.

Vermont Agency of Transportation-Enhanced statewide travel demand model to evaluate travel impacts of closures and delays resulting from severe storm events. Model uses innovate Monte Carlo simulations process to account for combinations of failures.

California Air Resources Board – Led team including the University of California in $250k project that reviewed the ability of the new generation of regional activity-based models and land use models to accurately account for greenhouse gas emissions from alternative scenarios including more compact walkable land use and roadway pricing. This work included hands-on testing of the most complex travel demand models in use in the U.S. today.

Climate Plan (California statewide) – Assisted large coalition of groups in reviewing and participating in the target setting process required by Senate Bill 375 and administered by the California Air Resources Board to reduce future greenhouse gas emissions through land use measures and other regional initiatives.

Chittenden County (2060 Land use and Transportation Vision Burlington Vermont region) – led extensive public visioning project as part of MPO's long-range transportation plan update.

Flagstaff Metropolitan Planning Organization – Implemented walk, transit and bike models within regional travel demand model. The bike model includes skimming bike networks including on-road and off-road bicycle facilities with a bike level of service established for each segment.

Chicago Metropolis Plan and Chicago Metropolis Freight Plan (6-county region)— developed alternative transportation scenarios, made enhancements in the regional travel demand model, and used the enhanced model to evaluate alternative scenarios including development of alternative regional transit concepts. Developed multi-class assignment model and used it to analyze freight alternatives including congestion pricing and other peak shifting strategies.

## Municipal Planning

City of Grand Rapids – Michigan Street Corridor – developed peak period subarea model including non-motorized trips based on urban form. Model is being used to develop traffic volumes for several alternatives that are being additional analyzed using the City's Synchro model.

City of Omaha - Modified regional travel demand model to properly account for non-motorized trips, transit trips and shorter auto trips that would result from more compact mixed-use development. Scenarios with different roadway, transit, and land use alternatives were modeled.

City of Dublin (Columbus region) – Modified regional travel demand model to properly account for non-motorized trips and shorter auto trips that would result from more compact mixed-use development. The model was applied in analyses for a new downtown to be constructed in the Bridge Street corridor on both sides of an historic village center.

City of Portland, Maine – Implemented model improvements that better account for non-motorized trips and interactions between land use and transportation, and applied the enhanced model to two subarea studies.

City of Honolulu – Kaka'ako Transit Oriented Development (TOD) – applied regional travel demand model in estimating impacts of proposed TOD including estimating internal trip capture.

City of Burlington (Vermont) Transportation Plan – Led team that developing Transportation Plan focused on supporting increased population and employment without increases in traffic by focusing investments and policies on transit, walking, biking and Transportation Demand Management.

## Transit Planning

Regional Transportation Authority (Chicago) and Chicago Metropolis 2020 – evaluated alternative 2020 and 2030 system-wide transit scenarios including deterioration and enhance/expand under alternative land use and energy pricing assumptions in support of initiatives for increased public funding.

Capital Metropolitan Transportation Authority (Austin, TX) Transit Vision – analyzed the regional effects of implementing the transit vision in concert with an aggressive transit-oriented development plan developed by Calthorpe Associates. Transit vision includes commuter rail and BRT.

Bus Rapid Transit for Northern Virginia HOT Lanes (Breakthrough Technologies, Inc and Environmental Defense.) – analyzed alternative Bus Rapid Transit (BRT) strategies for proposed privately-developing High Occupancy Toll lanes on I-95 and I-495 (Capital Beltway) including

different service alternatives (point-to-point services, trunk lines intersecting connecting routes at in-line stations, and hybrid).

**Roadway Corridor Planning**

I-30 Little Rock Arkansas – Developed enhanced version of regional travel demand model that integrates TransCAD with open source Dynamic Traffic Assignment (DTA) software, and used to model I-30 alternatives. This model models freeway bottlenecks much more accurately than the base TransCAD model.

South Evacuation Lifeline (SELL) – In work for the South Carolina Coastal Conservation League, used Dynamic Travel Assignment (DTA) to estimate evaluation times with different transportation alternatives in coastal South Caroline including a new proposed freeway.

Hudson River Crossing Study (Capital District Transportation Committee and NYSDOT) – Analyzing long term capacity needs for Hudson River bridges which a special focus on the I-90 Patroon Island Bridge where a microsimulation VISSIM model was developed and applied.

## PUBLICATIONS AND PRESENTATIONS (partial list)

Forecasting the Impossible: The Status Quo of Estimating Traffic Flows with Static Traffic Assignment and the Future of Dynamic Traffic Assignment. *Research in Transportation Business and Management* 2018.

Assessing Freeway Expansion Projects with Regional Dynamic Traffic Assignment. Presented at the August 2018 Transportation Research Board Tools of the Trade Conference on Transportation Planning for Small and Medium Sized Communities.

Vermont Statewide Resilience Modeling. With Joseph Segale, James Sullivan and Roy Schiff. Presented at the May 2017 Transportation Research Board Planning Applications Conference.

Assessing Freeway Expansion Projects with Regional Dynamic Traffic Assignment. Presented at the May 2017 Transportation Research Board Planning Applications Conference.

Pre-Destination Choice Walk Mode Choice Modeling. Presented at the May 2017 Transportation Research Board Planning Applications Conference.

A Statistical Model of Regional Traffic Congestion in the United States, presented at the 2016 Annual Meeting of the Transportation Research Board.

## MEMBERSHIPS/AFFILIATIONS

Associate Member, Transportation Research Board (TRB)

Member and Co-Leader Project for Transportation Modeling Reform, Congress for the New Urbanism (CNU)

VISUALIZE 2050

National Capital Region Transportation Plan

March 2024 Public Comment Opportunity

# Comments from

# Individuals via Email

## Virginia CLRP Submissions

Zachary Spradlin <zach.spradlin@yahoo.com>

Thu 3/21/2024 9:16 AM

To:TPBcomment <tpbcomment@mwcog.org>

I support Virginia's proposed project inputs to the Visualize 2050 plan. It is expected the region will add 1.5 million people and 1 million jobs between 2020 and 2050. We, as a region, must prepare now to accommodate future regional growth. Improving the region's most important transportation corridors will generate substantial economic development and create thousands of jobs. Transportation moves economic development as evidenced by 24 Fortune 500 companies calling Virginia home. These proposed projects will work together to reduce the average commute, improving the ability to move more people and goods, therefore making the area more attractive for business and job seekers.

Best,
Zach Spradlin

## Virginia CLRP Submissions

John Ladd <john@jladd.net>

Thu 3/21/2024 9:31 AM

To:TPBcomment <tpbcomment@mwcog.org>

I support Virginia's proposed project inputs to the Visualize 2050 plan. It is expected the region will add 1.5 million people and 1 million jobs between 2020 and 2050. We, as a region, must prepare now to accommodate future regional growth. Improving the region's most important transportation corridors will generate substantial economic development and create thousands of jobs. Transportation moves economic development as evidenced by 24 Fortune 500 companies calling Virginia home. These proposed projects will work together to reduce the average commute, improving the ability to move more people and goods, therefore making the area more attractive for business and job seekers.

Best regards,
John Ladd

John H. Ladd
Principal
John Ladd & Associates Inc.
600 Cameron Street
Alexandria, VA 22314
M: 202-276-6237

## Support for I-95 bi-directional express lanes project

Brent Perry <perry.brent@gmail.com>

Thu 3/21/2024 10:04 AM

To:TPBcomment <tpbcomment@mwcog.org>

Good morning, TPB Members:

I am writing to communicate my support for Virginia's I-95 bi-directional express lanes project inclusion in the Visualize 2050 plan.

It is expected the region will add 1.5 million people and 1 million jobs between 2020 and 2050. We, as a region, must prepare now to accommodate future regional growth. Improving the region's most important transportation corridors will generate substantial economic development and create thousands of jobs. Transportation moves economic development as evidenced by 24 Fortune 500 companies calling Virginia home. These proposed projects will work together to reduce the average commute, improving the ability to move more people and goods, therefore making the area more attractive for business and job seekers.

Thank you for your consideration.

Best regards,

Brent Perry

## Virginia CLRP Submissions

Edward Dennis <edward.dennis82@yahoo.com>

Thu 3/21/2024 10:28 AM

To:TPBcomment <tpbcomment@mwcog.org>

Hello,

I support Virginia's proposed project inputs to the Visualize 2050 plan. It is expected the region will add 1.5 million people and 1 million jobs between 2020 and 2050. We, as a region, must prepare now to accommodate future regional growth. Improving the region's most important transportation corridors will generate substantial economic development and create thousands of jobs. Transportation moves economic development as evidenced by 24 Fortune 500 companies calling Virginia home. These proposed projects will work together to reduce the average commute, improving the ability to move more people and goods, therefore making the area more attractive for business and job seekers.

Best Regards,

Edward Dennis

Sent from my iPhone

## Support for I-95 bi-directional express lanes project

Dan Vivarelli <dvivarelli@gmail.com>

Thu 3/21/2024 11:25 AM

To:TPBcomment <tpbcomment@mwcog.org>

Good morning, TPB Members:

I am writing to communicate my support for Virginia's I-95 bi-directional express lanes project inclusion in the Visualize 2050 plan.

It is expected the region will add 1.5 million people and 1 million jobs between 2020 and 2050. We, as a region, must prepare now to accommodate future regional growth. Improving the region's most important transportation corridors will generate substantial economic development and create thousands of jobs. Transportation moves economic development as evidenced by 24 Fortune 500 companies calling Virginia home. These proposed projects will work together to reduce the average commute, improving the ability to move more people and goods, therefore making the area more attractive for business and job seekers.

Thank you for your consideration.

Best regards,

Dan Vivarelli

## I-95

Matthew Bravo <bravo.matthew@gmail.com>

Thu 3/21/2024 11:28 AM

To:TPBcomment <tpbcomment@mwcog.org>

Good morning, TPB Members:

I am writing to communicate my support for Virginia's I-95 bi-directional express lanes project inclusion in the Visualize 2050 plan.

It is expected the region will add 1.5 million people and 1 million jobs between 2020 and 2050. We, as a region, must prepare now to accommodate future regional growth. Improving the region's most important transportation corridors will generate substantial economic development and create thousands of jobs. Transportation moves economic development as evidenced by 24 Fortune 500 companies calling Virginia home. These proposed projects will work together to reduce the average commute, improving the ability to move more people and goods, therefore making the area more attractive for business and job seekers.

Thank you for your consideration.

## Virginia CLRP Submissions

tyler marriott <tmarri001@gmail.com>

Thu 3/21/2024 12:12 PM

To:TPBcomment <tpbcomment@mwcog.org>

I support Virginia's proposed project inputs to the Visualize 2050 plan. It is expected the region will add 1.5 million people and 1 million jobs between 2020 and 2050. We, as a region, must prepare now to accommodate future regional growth. Improving the region's most important transportation corridors will generate substantial economic development and create thousands of jobs. Transportation moves economic development as evidenced by 24 Fortune 500 companies calling Virginia home. These proposed projects will work together to reduce the average commute, improving the ability to move more people and goods, therefore making the area more attractive for business and job seekers

Thanks,
Tyler Marriott

## Virginia CLRP submissions

Hampton Tignor <hampton.tignor@gmail.com>

Thu 3/21/2024 6:38 PM

To:TPBcomment <tpbcomment@mwcog.org>

I support Virginia's proposed project inputs to the Visualize 2050 plan. It is expected the region will add 1.5 million people and 1 million jobs between 2020 and 2050. We, as a region, must prepare now to accommodate future regional growth. Improving the region's most important transportation corridors will generate substantial economic development and create thousands of jobs. Transportation moves economic development as evidenced by 24 Fortune 500 companies calling Virginia home. These proposed projects will work together to reduce the average commute, improving the ability to move more people and goods, therefore making the area more attractive for business and job seekers.

Hampton Tignor
hampton.tignor@gmail.com

## Visualize 2050 Plan

Richard W. Hagner <richard.hagner@gmail.com>

Fri 3/22/2024 9:48 AM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Sir or Ma'am:

I support Virginia's proposed project inputs to the Visualize 2050 plan. It is expected the region will add 1.5 million people and 1 million jobs between 2020 and 2050. We, as a region, must prepare now to accommodate future regional growth. Improving the region's most important transportation corridors will generate substantial economic development and create thousands of jobs. Transportation moves economic development as evidenced by 24 Fortune 500 companies calling Virginia home. These proposed projects will work together to reduce the average commute, improving the ability to move more people and goods, therefore making the area more attractive for business and job seekers.

Richard Hagner
Alexandria, VA

## Support Virginia's Proposed Project Inputs - Visualize 2050

Dick Saslaw <richardlsaslaw@gmail.com>

Mon 3/25/2024 11:33 AM

To:TPBcomment <tpbcomment@mwcog.org>

Please approve Virginia's proposed project inputs to the Visualize 2050 plan. While serving in the Virginia State Senate, I represented part of Fairfax County. Northern Virginia has witnessed significant growth over the last few decades, placing a burden on critical transportation corridors in the region. While Virginia has made significant improvements and explored innovative transit solutions on key arterial interstates, such as high-occupancy toll lanes, Northern Virginia residents continue to struggle with extreme congestion, long commutes, and cut-through traffic in neighborhoods. Virginia's proposed project inputs to the Visualize 2050 plan make critical investments in these overburdened transportation corridors in Northern Virginia.

Bi-directional Express Lanes on I-95 is one of Virginia's proposed projects. This project would transform the travel experience for daily commuters and significantly improve quality of life for Northern Virginia residents. While the current reversible Express Lanes on I-95 have been very successful and helped divert traffic off of the regular lanes, bi-directional lanes would offer more reliable travel options. Having traveled several times a week to Richmond for many years, I recognize the importance and necessity of bi-directional Express Lanes on I-95.

Improving the region's most important transportation corridors will generate substantial economic development and create thousands of jobs. The Northern Virginia region is expected to continue to grow, and Virginia's proposed projects will help prepare for future growth. Transportation is a key element of economic development. Many Fortune 500 companies call Virginia home, and many Virginians work for the federal government. Together, these proposed projects will reduce the average commute, improving the ability to move more people and goods, and make the Northern Virginia area more attractive for families and businesses.

Congestion in Northern Virginia often causes cut-through traffic in surrounding neighborhoods, as drivers and commuters seek alternative routes. Virginia's proposed project inputs will not only increase capacity and reduce congestion on interstates, but also create safer local roads. Many of Virginia's proposed projects also respond to the sustainable transportation goals prioritized in the Infrastructure Investment and Jobs Act.

I urge you to support Virginia's proposed project inputs to the Visualize 2050 plan because they help address congestion challenges that directly impact my community and promote economic development.

Richard L. Saslaw
Former Virginia Senator

## Visualize 2050 - Support Virginia's Projects

Tracey White <traceymwhite01@gmail.com>

Mon 3/25/2024 12:44 PM

To:TPBcomment <tpbcomment@mwcog.org>

Please support Virginia's proposed project inputs to the Visualize 2050 plan. I work for a major employer in Northern Virginia, and my job requires that I travel to Richmond on a weekly basis. I understand the importance of the bi-directional Express Lanes on I-95 and all of Virginia's proposed project inputs. Congestion is a major challenge on Northern Virginia's key transportation corridors, and these projects would offer significant relief for all travelers, specifically commuters and residents like me.

Tracey White

## Support Virginia's project submissions for Visualize 2050!

Jason Stanford <jason.f.stanford@everyactioncustom.com>

Mon 3/25/2024 3:52 PM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Jason Stanford
Arlington, VA
jason.f.stanford@gmail.com

## Visualize 2050 Plan

Gary Cohen <gcohen@glorydaysgrill.com>

Mon 3/25/2024 9:28 PM

To:TPBcomment <tpbcomment@mwcog.org>

To whom it may concern:

My name is Gary Cohen, and I have been living and working in Fairfax, VA for 43 years now. I manage a group of 22 restaurants in Virginia and Maryland, and we employ about 1700 people. Our roads and interstate highways are literally the lifelines for all of us in Northern Virginia who commute to work and to schools. I have seen the population of NOVA boom over the last few decades but I am afraid the roadways have not kept pace with the growing population. While we have certainly seen some improvements, many more are necessary to keep pace with the growth.

I urge you to include Virginia proposed projects in the Visualize 2050 plan. These projects make critical improvements to much traveled interstates in Northern Virginia. Improving our interstates and major transportation corridors to address congestion and safety is of paramount importance for our community.

Thank you

Gary M. Cohen
Executive Vice President
Glory Days Grill
Mobile: 703-981-5441

## Support Virginia's project submissions for Visualize 2050!

Baruch Feigenbaum <baruch.feigenbaum@everyactioncustom.com>

Tue 3/26/2024 8:40 AM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Baruch Feigenbaum
Sterling, VA
baruch.feigenbaum@reason.org

## Support Virginia's project submissions for Visualize 2050!

Keith Meurlin <keith@everyactioncustom.com>

Tue 3/26/2024 8:52 AM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.
The Washington Airports Task Force strongly urges the approval of Virginia's submissions including upgrades to the American Legion Bridge. The ability to reach our regions airports in reasonable and predictable time is critical to the economic vitality of this region. We need to keep a second western Potomac River crossing in our future planning as the growth of the region will quickly exceed our current plans.
Support Visualize 2050.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Keith Meurlin
Dulles, VA
keith@washingtonairports.com

## Support Virginia's project submissions for Visualize 2050!

Javier Vega <vegavt@everyactioncustom.com>

Tue 3/26/2024 10:07 AM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community

I am currently a Virginia homeowner.  However, I was a resident of Maryland for 25 years and have witnessed first hand the many challenges in maintaining efficient flow of traffic in our Capital region.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs.  That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Javier Vega
Vienna, VA
vegavt@gmail.com

## Support Maryland's and Virginia's project submissions for Visualize 2050

Richard Parsons <rparsons62@everyactioncustom.com>

Tue 3/26/2024 10:16 AM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community

The same goes for Maryland. As TPB considers submissions to its long-range transportation plan, it is important to move forward with major improvements that each jurisdiction deems vital to its long-term transportation needs. In this process, TPB members should remember, their primary mission is to improve transportation performance. In one of the most congested regions in the nation, that calls for prioritizing projects that do the most to relieve traffic congestion, enhance reliability, and improve person-throughput at some of our region's worst choke points. This should be TPB's main focus as you consider this round of project submissions.

A growing region needs to invest in its infrastructure in all modes, including the mode that carries roughly 90% of all trips: Our roads, bridges and highways. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, as well as regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities.

A truly multimodal approach is what experts and the public know we need. That means both transit AND roads. Investing only in transit, as some advocate, is not viable as there is zero evidence that transit alone offers any meaningful congestion relief, or improved access to jobs for the vast majority of low-income workers who commute by car, or meets rising demand for deliveries and interstate travel. A plan that ignores the decrepit state of our highway network would be foolish, myopic, unrealistic and financially unsustainable. TPB has a responsibility to provide a workable plan that improves travel for all of us, not just the 5-10% using one particular mode.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Richard Parsons
Rockville, MD
rparsons62@gmail.com

## Visualize 2050 plan

Maggi Luca <mkluca8620@gmail.com>

Tue 3/26/2024 10:41 AM

To:TPBcomment <tpbcomment@mwcog.org>

As a Virginia resident who uses the interstates in Northern Virginia frequently, I was thrilled to learn about the proposed study. Significant strides have been made, but much more has to be done. Traveling the interstate corridor is such a burden and challenge during peak hours especially in the Northern Virginia area. Improvements will reduce commutes, create safer neighborhoods, make the areas more attractive and help local residents in so many ways. I encourage the proposed project and anxiously await the news that it will come to pass.
Thank you.

Maggi Luca

--

## Support Virginia's project submissions for Visualize 2050!

Jay Guan <qguan989@everyactioncustom.com>

Tue 3/26/2024 11:49 AM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Jay Guan
Clarksburg, MD
qguan989@gmail.com

## Support Virginia's project submissions for Visualize 2050!

Barry Graham <barry@everyactioncustom.com>

Tue 3/26/2024 3:59 PM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Barry Graham
Silver Spring, MD
barry@barrygraham.com

## Support Virginia's project submissions for Visualize 2050!

Arthur Purves <agpurves@everyactioncustom.com>

Tue 3/26/2024 10:33 PM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Arthur Purves
Vienna, VA
agpurves@cox.net

## Support Virginia's project submissions for Visualize 2050!

Theo Stamatis <tstamatis@everyactioncustom.com>

Wed 3/27/2024 10:54 AM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Theo Stamatis
Lansdowne, VA
tstamatis@loudounchamber.org

## Visualize 2050 Plan

John O'Donnell <johnpodonnell01@gmail.com>

Wed 3/27/2024 11:38 AM

To:TPBcomment <tpbcomment@mwcog.org>

Please approve Virginia’s proposed project inputs to the Visualize 2050 Plan. The high-occupancy toll lanes model has made fast transit viable in areas where this has never been viable before due to congestion. However, the Northern Virginia region still faces significant congestion, creating challenges with cut-through traffic in neighborhoods surrounding interstates and unreliable commuting times. Virginia’s proposed projects would create safer local roads, return quality of life to commuters, prioritize new travel options and transit, and attract businesses to the region. The region is expected to add 1.5 million people and 1 million jobs between 2020 and 2050, and improving the region’s most important transportation corridors will generate substantial economic development and create thousands of jobs. Virginia’a proposed project inputs to the Visualize 2050 plan play a key role in preparing for future regional growth.

John O'Donnell

## Comments on the Transportation Planning Board Visualize 2050 Plan

Margaret Vanderhye <margaret.vanderhye@gmail.com>

Wed 3/27/2024 2:35 PM

To:TPBcomment <tpbcomment@mwcog.org>

To Members of the Transportation Planning Board:

As a longtime and frequent commuter between my home near the 495 Beltway and downtown Richmond, I am familiar with the congestion in both directions. I have watched the patterns of congestion change significantly with "reverse commute" back-ups becoming much more common - and at any time. I have wished on many occasions that our Express Lanes operated in both directions throughout the day. So I welcome and support the proposed project inputs to the Visualize 2050 plan.

As a former policy maker to develop what was then the "long range" 2010 Transportation Plan, and as a part of the NVTA task force for the 2030 Trans*Action* Plan, I know that as a region, we must prepare now to accommodate future regional growth. Our transportation solutions must focus on both individual commuters as well as intercity and express buses that move many passengers with a reliable schedule in a single vehicle. And our ability to move freight more efficiently will also contribute to the substantial economic development and job creation that these added transportation improvements will provide.

We want individuals and businesses - including the 24 Fortune 500 companies that call Virginia home - to feel secure that we are thinking about future economic vitality and prosperity for the region they have chosen. We expect to add 1.5 million people and 1 million jobs between 2020 and 2050. The proposed transportation projects will reduce travel times and improve the ability to move more people and goods, making the area more attractive for businesses, job seekers, and families.

While great efforts have been made to reduce congestion along Northern Virginia's interstate corridors, these proposed projects will help address today's continued traffic delays that will only get worse over time. I urge you to approve Virginia's proposed project inputs to the Visualize 2050 plan.

Thank You

Margaret Vanderhye

McLean, Virginia

## Visualize 2050 Plan

Beth Arthur <barthur@comcast.net>

Wed 3/27/2024 2:35 PM

To:TPBcomment <tpbcomment@mwcog.org>

As you consider Visualize 2025 please support Virginia's proposed project inputs . As former Sherriff of Arlington County, I recognize the transportation needs of our region. Severe congestion on interstates creates challenges for commuters and impacts safety on local roads due to cut-through traffic. The continued increase in traffic congestion on Northern Virginia's roadways has a negative impact on our many public safety employees that utilizes our highways/roadways on a daily basis to commute to and from work - the ever increasing congestion has a negative impact on their health and well being ! As the Northern Virginia region continues to grow, these projects will be critical in ensuring long term reliability and safety.

Respectfully,

Beth Arthur
Arlington County Sheriff, Retired

## Express Lanes.

William.Gould@hklaw.com <William.Gould@hklaw.com>

Wed 3/27/2024 9:26 PM

To:TPBcomment <tpbcomment@mwcog.org>

I live and work in Northern Virginia, and I regularly travel to Richmond to see my daughter who is in school at VCU. As I drive to Richmond and around my community, congestion and reliability is a constant problem on Virginia's interstates and key transportation corridors. Please support Virginia's proposed project inputs to the Visualize 2050 Plan. These proposed projects, such as bi-directional Express Lanes on I-95, make critical improvements on Northern Virginia interstates that will transform my commute and travel to Richmond. Should you wish to discuss this, please feel free to contact me.  With every good wish, Bill.

**William Gould** | **Holland & Knight**
Holland & Knight LLP
800 17th Street N.W. Suite 1100 | Washington, D.C., 20006
1650 Tysons Blvd Suite 1700 | Tysons, Virginia, 22102
Phone 202.419.2577
william.gould@hklaw.com | www.hklaw.com
www.hkhealthblog.com

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## Support Virginia's project submissions for Visualize 2050!

Jack Albert <jackestra@everyactioncustom.com>

Thu 3/28/2024 12:31 PM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Jack Albert
Dunn Loring, VA
jackestra@gmail.com

## Support Virginia's project submissions for Visualize 2050!

Charles Kapur <charlesk@everyactioncustom.com>

Thu 3/28/2024 12:36 PM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Charles Kapur
Reston, VA
charlesk@restonchamber.org

## Support Virginia's project submissions for Visualize 2050!

Eric Dickman <edickman@everyactioncustom.com>

Thu 3/28/2024 12:39 PM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Eric Dickman
Ashburn, VA
edickman@timberridgedev.com

## Support Virginia's project submissions for Visualize 2050!

David White <davidwhite@everyactioncustom.com>

Thu 3/28/2024 12:44 PM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
David White
Fairfax, VA
davidwhite@superiorpaving.net

## Please Support Virginia's project submissions for Visualize 2050

J. Randall Minchew <jrminchew@everyactioncustom.com>

Thu 3/28/2024 12:50 PM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

As a former member of the Virginia General Assembly who served for years on the Transportation Committee, I strongly support Virginia's transportation project submissions for Visualize 2050. Now that the TPB's zero-based submission strategy has refocused our approach, it is time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs.

These improvements include the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
J. Randall Minchew
Leesburg, VA
jrminchew@thelandlawyers.com

## Support Virginia's project submissions for Visualize 2050!

Joey Zeldin <joeyzeldin@everyactioncustom.com>

Thu 3/28/2024 12:53 PM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving regional rail upgrades for VRE and MARC, funding for Metrorail & Metrobus, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Joey Zeldin
Arlington, VA
joeyzeldin@gmail.com

## Please support Virginia's project submissions for Visualize 2050

John Roddy <jfroddy@everyactioncustom.com>

Thu 3/28/2024 12:56 PM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the responsible improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
John Roddy
Chantilly, VA
jfroddy@wahazel.com

## Transportation 2050

Paul B Johnson <pjohnson@everyactioncustom.com>

Thu 3/28/2024 1:07 PM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

It’s time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs.  That especially includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal. The piecemeal approach to major projects only guarantees that we will have construction congestion for years to come. Once traffic gets necked down it doesn't matter if it is one mile or forty miles. The constant expansion and contraction cause stress and allows for more conflicts.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Paul B Johnson
Fairfax, VA
pjohnson@cpja.com

## Support Virginia's project submissions for Visualize 2050!

Douglas Kennedy <DKennedy@everyactioncustom.com>

Thu 3/28/2024 1:25 PM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

The list of plans needs to be far reaching and accommodate potential growth for the entire region, especially to lessen continued congestion and establish reliable systems to efficiently move goods and people. Not to show added multi-modal projects is short-sided and will cause the region to suffer.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Douglas Kennedy
Reston, VA
DKennedy@Pennoni.com

## Support Virginia's project submissions for Visualize 2050!

Kurtis Marx <kurt.marx@everyactioncustom.com>

Thu 3/28/2024 2:01 PM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Kurtis Marx
Ashburn, VA
kurt.marx@bankwithunited.com

## Support Virginia's project submissions for Visualize 2050!

tadeusz lewis <ted.lewis@everyactioncustom.com>

Thu 3/28/2024 2:55 PM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

When is I-81 going to get fixed. This critical interstate no longer functions effectively because of tractor trailer traffic. It is time to start investing in the western part of the Commonwealth.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
tadeusz lewis
leesburg, VA
ted.lewis@terracon.com

## Virginia's transportation plans must be retained in Visualize 2050

John Undeland <John@everyactioncustom.com>

Thu 3/28/2024 3:29 PM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

Virginia's proposed transportation projects are essential to keeping the region's quality of life and economy as are Maryland's plans to expand Express Lanes across the American Legion Bridge, I-495 and I-270. Multimodal improvements including upgrades for VRE and MARC, a regional BRT network, a second Long Bridge and other projects are much needed. Please vote yes on a high-quality transportation future by including these projects in the long range plan update. Thank you for your leadership.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
John Undeland
Mc Lean, VA
John@undelandmanagement.com

## Comments on TPB Draft Visualize 2050 Plan

tbaynard@verizon.net <tbaynard@verizon.net>

Thu 3/28/2024 5:03 PM

To:TPBcomment <tpbcomment@mwcog.org>

I am writing to express support for Virginia's proposed project inputs to the Visualize 2050 Plan. Professionally and personally, I have managed and developed policies for transportation planning and economic development, particularly in the greater Washington area for over thirty years. Balanced and forward thinking transportation planning are key to addressing the urgent congestion challenges on the interstates and local roadways in Northern Virginia. The proposed multimodal improvements proposed for Virginia will provide travelers multimodal options for trips. I urge you to include Virginia's projects in the Visualize 2050 Plan because they will significantly help reduce congestion and prepare the region for future growth.

Tracy Baynard
6128 Manchester Park Circle
Alexandria, VA 22310

## Support Virginia's project submissions for Visualize 2050!

Kenny Boddye <kboddye@everyactioncustom.com>

Fri 3/29/2024 12:36 AM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

As we continue to address our critical unmet transit and transportation needs, we must also focus on building capacity for the growth we know is coming to our region. Transit-oriented development is only possible with the right transportation planning on a regional level.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Kenny Boddye
Lake Ridge, VA
kboddye@pwcgov.org

## Support Virginia's project submissions for Visualize 2050!

Debora Harvey <dharvey@everyactioncustom.com>

Fri 3/29/2024 8:32 AM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs.

That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

As a resident of Northern Virginia for nearly 40 years, I have seen the incredible expansion of our transportation infrastructure in that time. That infrastructure is what supports the economic strength in this area. Northern Virginia is the economic engine of the entire Commonwealth.

By approving the transportation project submissions for Visualize 2050, you are not only demonstrating your commitment to keeping the economy of Northern Virginia strong, you are confirming your commitment to the DC Metropolitain region.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Debora Harvey
Fairfax, VA
dharvey@hcca.net

## Support Virginia's project submissions for Visualize 2050!

Robert Chase <rochase@everyactioncustom.com>

Fri 3/29/2024 9:47 AM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Robert Chase
Falls Church, VA
rochase@cox.net

## Support Virginia's project submissions for Visualize 2050!

Ashley Hutson <ashley@everyactioncustom.com>

Fri 3/29/2024 9:58 AM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. That includes improving the American Legion Bridge & I-270, the Capital Beltway, I-95, regional rail upgrades for VRE and MARC, and a regional BRT network among many other projects and priorities in this proposal.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Ashley Hutson
Manassas, VA
ashley@hcca.net

## Support Virginia's project submissions for Visualize 2050!

Joseph Warren <warrenjj@everyactioncustom.com>

Sat 3/30/2024 11:34 PM

To:TPBcomment <tpbcomment@mwcog.org>

Dear Chair Christina Henderson,

I am writing to urge you to approve Virginia's transportation project submissions for Visualize 2050. Virginia has submitted projects that are critical to the quality of life, housing, and economic development needs of our community.

I have not looked at specific projects but over the past 15 years there has been much emphasis on several rail projects. Montgomery County had plans for light rail for many years, only recently switching to BRT. The Alliance supported the Purple line. It is clearly a disaster; it would have been FAR better had it been a BRT system. Early on, there were problems with increased costs and warnings from outside sources about this project; but, the Alliance was silent. The BRT projects in MD may be justified but that depends on detailed analysis of future commuting. I would like to see that.

Also, support for VRE expansion and the support for a new rail bridge across the Potomac is questionable. VRE ridership is much lower than in 2019 and recovery is very slow. The need for a new bridge depends mostly on very optimistic VRE ridership projections over the next 5-7 years. The number of Amtrak trains has increased only slightly over the last 10 years. Freight traffic is likely to be the same or less due to Precision Scheduling of trains over the past three years. CSX is already running longer trains across the bridge.

Support for highway expansion is needed since the number of vehicles and vehicle-miles is almost certain to increase over the next 5-10 years. I strongly support toll lanes in MD. The Alliance seems happy with endorsement of all these projects, but I want to see more analysis, including a range of assumptions.

If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving. Therefore, I urge you to listen to the transportation experts and professionals of each jurisdiction who know what is best for their community and approve their submitted projects.

Thank you for your time and consideration.

Sincerely,
Joseph Warren
Arlington VA 22204, US, VA
warrenjj@erols.com

VISUALIZE 2050

National Capital Region Transportation Plan

March 2024 Public Comment Opportunity

# Comments from Individuals via MetroQuest on the Air Quality Analysis Scope of Work

| AIR QUALITY CONFORMITY PROCESS COMMENTS |
| --- |
| Please consider things like tire dust |
| Marc Brunswick line expanded to Hagerstown |
| Particulate matter pollution from vehicles needs to be incorporated. Car tires are the source of the vast majority of our oceans' microplastics. |
| *I would encourage you to include a real scenario analysis of an alternative climate-friendly project list with alternative supportive land use (just as the TPB voted to do in this plan).<br>* Modeling results need to show hw the air quality and climate pollution impacts are due to new transportation projects vs changes in the air model used for Visualize 2050 compared to Visualize 2045<br>* Zero-based budgeting looks to have been done only facially, and not what the TPB board voted for. |
| Widening roads' expected results are to increase the amount of traffic. Even when a new lane solely for EV vehicles, it means more gas vehicles in the other lanes and thus will reduce meeting environmental and air quality targets. |
| Impossible to evaluate your methods without any details. In general, adding more roads and road width will increase emissions (and certainly will increase mortality/morbidity from crashes.) Taking space from cars and reserving it for buses will increase transportation capacity, reduce emissions per passenger mile, and seriously reduce crashes. |
| Review the TPB policy framework, which prioritizes non-car travel modes, safety, equity, and TPB's greenhouse gas (GHG) target.<br>Many highway and arterial expansion projects on the list claim to help TPB meet its 2030 greenhouse gas reduction target but provide no explanation. Some of these projects aren't even planned for construction until well after 2030. TPB should screen out projects like these that don't take climate change seriously rather than waste a year modeling them. |
| Include real scenario analysis of an alternative climate-friendly project list with alternative supportive land use.<br>Make modeling results show how the air quality and climate pollution impacts are due to new transportation projects compared to the previous plan Visualize 2045.<br>Zero-based budgeting here is not what the TPB board voted for in 2021. Review and revise the list based on prioritizing non-car travel modes, safety, equity, and TPB's greenhouse gas (GHG) target. |
| - Please be sure to consider tire and brake dust. While switching to EVs will reduce tailpipe emissions, it will increase other emissions<br>- Compare the 2045 and 2050 Plan results, showing input changes vs. model methodology changes<br>- Include real scenario analysis of an alternative climate-friendly project list with alternative supportive land use<br>- Before air modeling, revise the project list based on TPB policy which prioritizes non-car travel , safety, equity, and TPB's GHG target. |
| I think the scores given to road projects, for example managed available lanes/HOV for I-66, greatly overstate the positive impacts and understate the likely negative ones. |
| I recommend measuring the reduction in trips or road miles made by cars.I don't see reducing car lanes especially in Virginia communities and replacing with bike lanes or bus lanes or efforts to make walking more safe and equitable. My community has services in it within walking distance but I can't get to them because of the highways (old Keene mill road & Burke lake road) which have no safe bike lanes and limited pedestrian facilities.People drive since biking/walking/transit aren't feasible. |

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| Include real scenario analysis of an alternative climate-friendly project list with alternative supportive land use – as the TPB board discussed in 2021 and voted to do in this plan.<br>The modeling results need to show how the air quality and climate pollution impacts are due to new transportation projects versus changes in the air model used for Visualize 2050 compared to the previous plan Visualize 2045. |
| Do you take in consideration traffic jams and traffic lights? a good coordination in the traffic patterns, including a good design of intersections, can make a big difference in emissions. More intersections with no traffic lights would decrease the emissions. |
| Include real scenario analysis of an alternative climate-friendly project list with alternative supportive land use – as the TPB board discussed in 2021 and voted to do in this plan.<br>The modeling results need to show how the air quality and climate pollution impacts are due to new transportation projects versus changes in the air model used for Visualize 2050 compared to the previous plan Visualize 2045.<br>Expanding highways generates more sprawl, driving and pollution. |
| Expanding highways generates more sprawl, driving and pollution – this has been shown in many studies. TPB's model needs to better address this. Many highway and arterial expansion projects on the list claim to help TPB meet its 2030 greenhouse gas reduction target but provide no explanation. Some of these projects aren't even planned for construction until well after 2030. TPB should screen out projects like these that don't take climate change seriously rather than waste a year modeling them. |
| These plans appear to give residents of dc and Maryland more options for equitable, low-pollution transportation. Virginia residents seem to be getting more highways and roads that contribute to pollution and make active and green transportation more difficult. Why is northern Virginia getting different access to safe clean active green and shared transportation than MD and DC. Why are they encouraging car traffic versus walking, biking and buses/transit? This clearly doesn't help air quality |
| Traffic volume should be the major metric. Even with electric vehicles and air quality controls, it has been shown that tire wear produces hazardous levels of fine particulate matter. Near universally in areas with low traffic; there is high air quality; in areas with high traffic there is low air quality. |
| The model used by MWCOG, and most state-level implementers for that matter, unfortunately assumes their subject to be a point mass. This belies the accuracy, as anyone who has been in a city knows that a Prius does not have the same presence as a lifted Ram. However, the region must use this model. They should adapt by considering a multiplier for that input based on the estimated vehicular demographics. |
| Doesn't seem like there is real scenario analysis of an alternative climate-friendly project list with alternative supportive land use, which the TPB board voted to do in this plan. Need to show how the air quality and climate pollution impacts are due to new transportation projects versus changes in the model from Visualize 2045. Does this address how expanding highways generates induced demand and sprawl?<br>Please skip modeling the projects that don't address climate change. It's happening now! |
| Can you estimate the impacts of EV incentives, higher gas taxes, replacement of Toll lanes with express bus/HOV only lanes… that might lower pollution?<br>Can you incentivise work from home? |
| Vehicle emissions will be an important part of this since there is so many cars that idle in traffic. |
| Make sure you are using the correct type for vehicles and busses. Electric vehicles emit no ozone, NO2, or CO/CO2 pollutants. |
| We need to factor in emissions from gas but also brake dust, tire micro plastics, and road emissions. |

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| The air quality analysis needs to account for the increase in automotive traffic that will be induced by highway widening. Please use a tool like the RMI Shift Calculator to include induced demand in your projections. Road widening projects should not be getting passing grades when it comes to air quality when we know from experience and studies that these projects will increase the use of automobiles and contribute negatively to our region's air quality. |
| First this diagram is very blurry and is very difficult to read.<br><br>And is it just for ozone? That's what this diagram indicates |
| Good work overall |
| How about instead of doing the bare minimum that EPA will allow, we try to improve air quality dramatically by not building new highways? |
| Any reduction in congestion from a widened roadway just induces more demand and more car use. It always increases emissions from increased use instead of decreasing from idle time. |
| First, ozone is not the only (or primary?) metric for air quality. Is CO2 included? I do not understand how road widenings improve air quality. I personally would like to see a long-term vision for Metro and buses IN THE CITY such that it is not only commuter rail, but also reliable as the only transportation for people within the city. Take the rule someone should not be more than a 10 min walk to a train station or a 5 min walk to a bus station—what would that look like? How do we get there? |
| This air quality impact analysis should take better into account the increase in car traffic caused by highway widening. There are better tools to account for this. I just heard about the RMI Shift Calculator and that does a much better job. |
| Time to ban cars, build walkable cities, spend on public transit, protected bicycle lanes |
| I want to see how you arrived at those numbers. |
| As a resident of the Parkwood community, clean air in my community is incredibly important. As a resident of the global community, mitigating the causes of climate change is incredibly important. More cars on the road means more impact. I would much prefer to see funding be invested in more easily accessible, alternative forms of public transportation and incentives developed for individuals to use that transport. |
| Stop 270 Widening and spending our sacred taxpayer dollars. Virginia is a traffic nightmare with highway widening. It does not solve traffic problem. MDOT mist go to the root versus just treating traffic symptoms like Virginia has unsuccessfully done for constituents. |
| Include comparisons of the proposed change to current measures of ozone in public updates.<br><br>Also per revised EPA standards, estimate air quality impacts of fine particle pollution. Collect current measures and forecasted values to understand if there is compliance with the updated annual soot standard to 9 micrograms per cubic meter of air across the region. Provide public updates on these studies. |
| If you want to really speak the truth adding more lanes or more cars does not improve air quality. Adding public transportation to avoid having more cars that will help |
| Please do not fail to include the air quality impacts of the additional VMT that will be induced from additional lane miles through road widenings and new road construction. |
| I am concerned about air quality |
| Don’t widen |

| |
|---|
| What type of VMT will you be analyzing and with what methodology? |
| The air quality analysis must take into account the increased automotive traffic induced by highway widening. There are now readily-available, well-respected tools for this like the RMI Shift Calculator. |
| The modeling results need to show how the air quality and climate pollution impacts are due to new transportation projects versus changes in the air model,<br>Expanding highways generates more sprawl, driving and pollution – this has been shown in many studies. TPB's model needs to better address this. Many highway and arterial expansion projects on the list claim to help TPB meet its 2030 greenhouse gas reduction target but provide no explanation. |
| The EPA is not the gold standard any more. A more conservative level of impacts needs to be achieved. |
| We need to get people out of cars. Either by using more mass transit or building housing closer to jobs. |
| Air quality conformity based on projects is necessary. But, transportation funding mechanisms (roadway user fees, parking fees and land value return) can have significant impacts on both travel behavior and land use. Travel behavior and land use have enormous impacts on energy consumption (for buildings and transportation) and air quality. Thus, funding mechanisms could reduce or eliminate need for some projects. This essential analysis seems to be missing. |
| Shouldn't we be shooting for better than the EPA requisites for air quality? Why settle for the bare minimum instead of leading the way in carbon and pollution reduction? |
| To reduce pollution in our region we need to reduce trips by automobile. Even if magically all autos were to become EVs the tire pollution would still be severe |
| I'm worried that the motor vehicle model doesn't take into account the induced demand of the proposed projects, especially roadway widening |
| First, the graphic on this tab is blurry and very difficult to read. Second, travel demand forecasting ALWAYS "predicts" that more pavement is needed, when in fact construction of new lanes induces new traffic. It is insane that this metric continues to be used. Third, is there an evaluation of projects with emissions reductions goals to address climate change? |
| Thanks to cleaner vehicles that don't produce the level of ozone/PM pollutants as back in the 1990, this plan may pass conformity on NAAQS criteria -- but what about GHGs, which is where we are now? The sheer number or road expansions in this plan is beyond belief. Who is advising you? How do you expect this region to function with continuned investment in projects that only perpetuate sprawl, auto dependency & VMT? Where's the compact land use & multimodal thinking? |
| Transportation impacts are so much more than emissions. (Impacts include wildlife destruction, lack of leisure time, ugliness). |
| Bicycles are not mentioned in any of the five columns. Bicycles cause no tailpipe emissions and are a viable alternative to driving for <10 mile trips. |
| Is ozone the only emission that is being considered? At a minimum CO2 and NOx should be looked at as well. Also transit's impact on these metrics should be looked for its downward impact on emissions from cars. |
| Consider spending project dollars to subsidize trade-in and retirement of older, more polluting vehicles for plug-in hybrids and electric vehicles. |
| Land use and induced VMT seem to be omitted from this. |
| The air quality analysis needs to include PM10 / PM2.5 and other criteria pollutants from tires. |

| |
|---|
| Perform real world scenario analysis of an alternative climate-friendly project list with alternative supportive land use – as the TPB board discussed in 2021 and voted to do in this plan.<br><br>Modeling output must show how the air quality and climate pollution impacts are due to new transportation projects versus changes in the air model used for Visualize 2050 compared to the previous plan Visualize 2045. |
| The travel demand forecast used must be updated and checked. Usual forecasts do not properly account for modal shift and assume growth in car traffic. This can be mitigated through better transit and bike options |
| TPB must not start the conformity modeling until it reviews the project list and makes changes in compliance with Board resolution R19-2021. This list does not demonstrate that most projects considered multiple build scenarios and how to meet the region's GHG targets or that agencies engaged in meaningful zero-based budgeting to meet regional goals. CSG will submit separate more detailed comments on the air conformity modeling scope, including addressing the new EPA model and non-work trips. |
| This doesn't actually show how you estimate air quality. It's just a list of factors. Where's the equations? |
| It appears that this is a slight of hand analysis. Every single study has shown that more highway lanes bring more traffic. If we want to improve air quality, this is not the solution. Our investment must be in reducing individual car use, as hard as it may be, and resist the ill conceived solution to expand traffic lanes. |
| Can transit, bike, and pedestrian counts and mode share percentages be factored into this analysis along with VMT? |
| Please incorporate bike, pedestrian, transit counts and percentage figures of mode share, along with VMT. |
| I see minimal analysis of air quality impact other than input tables. I see little effort to reduce induced vehicle milage and CO2+. Great to see transit and bike lane funding but 60% of projects - widening and interchanges wiill induce car use. We have to be 100% commited to CO2 decrease - a model for the country - Let me remind you 2050 is the drop dead day for net zero!!! |
| Any and all projects that include an expansion of vehicle lane miles, including any components of road widening or intersection/ interchange expansion, should NOT result in a prediction of reduced greenhouse gas emissions or air pollution for the region. Widening roadways does NOT decrease or mitigate congestion, or reduce greenhouse gasses - the ONLY way to reduce greenhouse gas emissions and air pollution is to provide viable alternatives to driving or riding in cars. Penalize these projects. |
| How will you measure VMT? What type of VMT? Will VMT thresholds be set? |
| Include real scenario analysis of an alternative climate-friendly project list with alternative supportive land use – as the TPB board discussed in 2021 and voted to do in this plan. The modeling results need to show how the air quality and climate pollution impacts are due to new transportation projects versus changes in the air model used for Visualize 2050 compared to the previous plan Visualize 2045. |
| Models need to show how air quality & climate pollution impacts are due to new transportation projects vs the differing air models used for the Visualize 2045 & Visualize 2050 plans. |
| -- Analyze alternative climate-friendly projects with supportive land use.<br>-- Acknowledge that highway expansion increases sprawl and pollution. Update TPB's model to better reflect these impacts.<br>-- Clarify in detail how projects contribute to the 2030 greenhouse gas reduction target.<br>-- Screen out projects that don't align with climate change objectives. |

| |
|---|
| -- Analyze alternative climate-friendly projects with supportive land use.<br>-- Acknowledge that highway expansion increases sprawl and pollution. Update TPB's model to better reflect these impacts.<br>-- Clarify in detail how projects contribute to the 2030 greenhouse gas reduction target.<br>-- Screen out projects that don't align with climate change objectives. |
| Emissions air quality is a good consideration for all roadway projects. However, establishing infrastructure that is capable of serving the expanding needs of the community should not be impeded or delayed due to emission conditions that can be address via other means. Please, please cease the delays for these projects. Especially those that have been debated and delayed for decades. |
| I feel that we must work harder to lessen the traffic on the roads and make more rapid transit available to the public to increase ridership and the result will be cleaner air. |
| Evidence (incomplete?) that people in charge of monitoring air pollution cheat to under-measure the actual levels:<br><br>- Grainger C, et al. Do regulators strategically avoid pollution hotspots when siting monitors? Dept of Econ, U Wisconsin-Madison Working Paper. 2019.<br><br>- https://www.aeaweb.org/articles?id=10.1257/pandp.20191063.<br><br>- http://www.nber.org/papers/w28735.<br><br>- https://files.webservices.illinois.edu/7199/zoueric-jmp.pdf.<br><br>- https://www.aeaweb.org/articles/pdf/doi/10.1257/aer.20181346. |
| -- Analyze alternative climate-friendly projects with supportive land use.<br>-- Acknowledge that highway expansion increases sprawl and pollution. Update TPB's model to better reflect these impacts.<br>-- Clarify in detail how projects contribute to the 2030 greenhouse gas reduction target.<br>-- Screen out projects that don't align with climate change objectives. |
| Currently what  is the air quality standard and are we meeting the ambient air quality guidelines in South County (Prince George's County) |
| Add in: Capital BikeShare infrastructure |
| Analyze alternative climate-friendly projects with supportive land use.<br>-- Acknowledge that highway expansion increases sprawl and pollution. Update TPB's model to better reflect these impacts.<br>-- Clarify in detail how projects contribute to the 2030 greenhouse gas reduction target.<br>-- Screen out projects that don't align with climate change objectives. |
| Increasing lanes on Rt 15N will ONLY increase volume of traffic, which in turn will increase emissions.  More logical solutions (roundabouts), willl solve the traffic flow concerns & not disturb & destroy the areas environment or history |

| |
|---|
| The proposed analysis misses important well documented contributions from increased automobile dominant proposals. I ask that you:-- Analyze alternative climate-friendly projects with supportive land use.<br>-- Acknowledge that highway expansion increases sprawl and pollution. Update TPB's model to better reflect these impacts.<br>-- Clarify in detail how projects contribute to the 2030 greenhouse gas reduction target.<br>-- Screen out projects that don't align with climate change objectives. |
| Critical thinking has not been used for Rt15N expansion project. Lane expansion (more lanes) = more traffic = more emissions = more congestion = destruction of environment/ecology = excessive costs to taxpayers. For YEARS the solution has been a new bridge connecting to Rt 28 virginia. Maryland has stonewalled this solution & Loudoun county residents have suffered the trafic congestion caused by commuters from Md, Pa, Wv, etc |
| City of Falls Church has no specific comment, however, Council has adopted the latest COG Greenhouse Gas Emissions goals, and therefore would be supportive of transit and HOV projects. In addition to adopting COG goals, the City has also adopted its own Community Energy Action Plan. |
| Vehicle information should include weight. While electric vehicles will decrease tailpipe carbon emissions, they are much heavier. This will cause significant increase in rubber particulates in the air as tire degradation increases with heavier vehicles. |
| Among the chief contributors to air quality aside from emissions is the ability of the surrounding area to actually contend with the exuded carbon. What about tree cover, diverse green space along project routes, the necessary cleared space involved in expansion in projects, or the sensitivity of spaces connected by projects to additional sprawl or contamination? |
| Air quality measurements should also include greenhouse gas emissions as they are causing climate change and are significantly impacted by the transportation projects proposed in Visualize 2050 |
| I appreciate the modeling methodology, but our area is in non-attainment status for Ozone now, so seems like this kind of detailed modeling should be subordinated to urgent efforts such as gas vehicles through whatever means necessary until the Ozone numbers fall. |
| Many studies show that expanding highways generates more sprawl, driving and pollution. TPB's model needs to better address this.<br>Many highway and arterial expansion projects on the list claim to help TPB meet its 2030 greenhouse gas reduction target, without explanation. Some of these projects aren't even planned for construction until well after 2030. TPB should screen out projects like these that don't take climate change seriously rather than waste a year modeling them. |
| More & better public transportation would encourage less driving and improve air quality |
| Consider the demand that will be induced as a result of adding new lanes of traffic.<br><br>Prioritize bike lanes, and BRT, whenever possible. |
| This work needs to include induced demand an rely on worst-case assumptions about fleet makeup in future years. Previous work excluded consideration of the increased emissions from SUVs and was improper. Also, induced demand must be considered, the transportation demand model can no longer assume that road expansions do not result in increased transportation demand. there is incontrovertible evidence that induced demand is not just real, but to be expected. |
| We need to double our estimates for any single occupancy vehicle (personal automobile). And we need to make vehicle miles traveled a much higher problem than it currently is. |

| |
|---|
| Relying on Vehicle Registration data for region is not going to fully capture actual mobile emissions for region as there are vehicles which are registered in areas outside of the region data is being pulled from. Should try to find another data source/estimation model that is able to factor in vehicles that move through region but are not registered within the region. Also, make sure to factor in Amtrak and other transit modes in region which may not receive local funding too. |
| Include real scenario analysis of an alternative climate-friendly project list with alternative supportive land use, as the TPB board discussed in 2021 and voted to do in this plan. Many studies have shown that expanding highways generates more sprawl, driving and pollution. TPB's model needs to better address this. |
| Emissions estimates should include the effect of land use decisions on travel behavior and measure both emissions from both transportation and land use |
| Expanding highways results in increased sprawl, and incentivizes increases in driving and pollution. Your modeling needs to better address this reality |
| TPB needs to do a real apples to apples scenario analysis that models a climate-friendly package of projects. This is what the board resolution from three years ago requires. |
| My health |
| You cannot pass a 2030 GHG mitigation goal using public transit projects projected to complete after 2030. Road-widening encourages driving, which hurts quality of life and economic land use, on top of overriding GHG mitigation |
| Road and Highway expansion induces more traffic, which can be calculated with the RMI Shift tool. https://shift.rmi.org/ |
| Do not count Road-widening as supportive for environmental protection!! It is deplorable that improvements to American roads is nearly always tied to the addition of general traffic lanes. Road-widening encourages driving, which hurts quality of life and economic land use, on top of overriding GHG mitigation |
| Visualize 2050 should analyze VMT, CO2, and GHG emissions, not just the tailpipe emissions of ozone precursors and particulate pollution. It should also consider that our electric grid will not be very clean in 2050 due to all the data center expansions in NoVA. |
| Estimating sources is one thing, actually taking action to reduce those sources is another. To date, I've seen little to none effort--this is still VERY much a car-centric region, for example. |
| Reducing vehicle delay is frequently used as a proxy to "improve" air quality, thereby justifying roadway expansions and vehicular capacity increases. I would strongly recommend this strategy be altered to account for the induced demand of additional capacity to demonstrate that it does NOT improve air quality in the long run, but actually worsens it. |
| The air quality analysis must take into account the increased automotive traffic induced by highway widening using tools like the RMI Shift Calculator and the NCST Induced Travel Calculator. |
| If you are measuring air quality, why is there ANY highway widening?? There should be a concentrated push to mass transit and an emphasis placed on ONLY transit, peds, bikes, etc. Let's accelerate the timing on transit improvement! It's too long to wait until 2045 for rail improvements in MD. Our air is suffering NOW. Remediation needs to be accelerated by ELIMINATING all highway widening projects. |
| SB681/HB836 must be passed and implemented for governance of this |
| No widening and no toll lanes on I-495 or I-270 in Maryland without a new and thorough environmental analysis (the one at present is flawed). |

| |
|---|
| Unfortunately, i could not enlarge the picture to read the text it contained about Air Quality. That says how poorly that informstion was provided. So this effort to get my comment on your process to measure Air Quality was not efficient. Just inefficient. Maybe do better next time - make it BIGGER. 1/2 POINT TEXT IS NOT ACCEPTABLE. |
| The Maryland toll lanes projects will increase emissions and put us on a path away from our climate, equity, and business goals. A different kind of project needs to be proposed, not a P3 and not just a new lane/lanes for the wealthy. They should do truck lanes or bus lanes, preferably only one. The Op Lanes program is against the public interest in Maryland. |
| Bad |
| Why just ozone? What about the many other components of air pollution? |
| Who has reviewed the math modeling for this?  More emissions lead to more disease for residents. CDC has health impacts from car emissions much more clearly laid out. |
| I believe that adding more toll lanes will just put more cars on the road in the short term at least a d increase pollution. Adding tool lanes is not a solution to our serious air pollution. We need more hybrids and EV's along with other transportaion options. More transit, safe bike<br>Lanes etc. |

VISUALIZE 2050

National Capital Region Transportation Plan

March 2024 Public Comment Opportunity

# Participant Support for Projects Collected via MetroQuest Form

VISUALIZE 2050

Exempt from Zero-Based Budgeting
Non-Exempt from Zero-Based Budgeting
New Project

# March 2024 Public Input on Projects

## TRANSIT PROJECTS BY STATE

### District of Columbia Transit Projects

| PROJECT | TOTAL RESPONSES | YES | NO |
|---|---|---|---|
| Benning Road Streetcar Expansion from Oklahoma Avenue NE to Benning Road Metro Station | 193 | 181 | 12 |

### Maryland Transit Projects

| PROJECT | TOTAL RESPONSES | YES | NO |
|---|---|---|---|
| MARC Service Improvements for Brunswick Line | 127 | 126 | 1 |
| MARC Service Improvements for Camden Line | 179 | 173 | 6 |
| MARC Service Improvements for Penn Line | 177 | 175 | 2 |
| MD 355 New BRT Expansion from East-West Highway (MD 410) to Clarksburg Road | 228 | 193 | 35 |
| New Hampshire Avenue New BRT Expansion from Coleville Park and Ride to Fort Totten Metro Station | 200 | 187 | 13 |
| New Purple Line Transitway: Bethesda to New Carrollton | 251 | 237 | 14 |
| North Bethesda Transitway New BRT Expansion from Montgomery Mall Transit Center to North Bethesda Metro Station | 229 | 196 | 33 |
| Randolph Road New BRT: from US 29 to Rockville Pike (MD 355) | 186 | 171 | 15 |
| Viers Mills Road New BRT Expansion from Montgomery College, Rockville to Wheaton Metro Station | 194 | 179 | 15 |

### Virginia Transit Projects

| PROJECT | TOTAL RESPONSES | YES | NO |
|---|---|---|---|
| Alexandria Passenger Rail Track Expansion | 201 | 200 | 1 |
| Broad Run Track Expansion | 145 | 139 | 6 |
| Crystal City Transitway Expansion from Crystal City Metro Station to Pentagon City Mero Station | 199 | 195 | 4 |
| DASH Service Expansion throughout the City of Alexandria | 166 | 163 | 3 |



Feedback results are not statistically significant.

| | | | |
|---|---|---|---|
| Duke Street Transitway New Bus Lane from King Street Metro to Fairfax County Line | 128 | 125 | 3 |
| Franconia to Occoquan Passenger Rail Track Expansion | 163 | 159 | 4 |
| Fredericksburg and Manasses VRE Lines Service Improvements | 149 | 145 | 4 |
| I-66 Multimodal Improvements (Inside the Beltway) | 131 | 123 | 8 |
| Landmark Transit Center New BRT at Duke Street and Van Dorn Street | 161 | 159 | 2 |
| New Long Bridge over the Potomac River | 205 | 196 | 9 |
| New Potomac Shores Commuter Rail Station | 135 | 129 | 6 |
| US 1 Metroway Enhancements: Glebe Road to Evans Lane | 176 | 170 | 6 |
| US 1 New BRT from Ft. Belvoir to Huntington Metro Station | 163 | 156 | 7 |
| VRE L'Enfant Station and Fourth Track Improvements | 206 | 200 | 6 |
| West End Transit Way New BRT from Van Dorn Street Metro Station to Pentagon Metro Station | 159 | 158 | 1 |
| **ROADWAY PROJECTS BY STATE** | | | |
| **Maryland Department of Transportation Projects on Interstate, Primary, or Secondary Roads** | | | |
| **PROJECT** | **TOTAL RESPONSES** | **YES** | **NO** |
| Annapolis Road (MD 450) Widening: Stonybrook Drive to West of Crain Highway (MD 3) | 72 | 9 | 63 |
| Branch Avenue (MD 5) Widening: US 301 (North Junction) to north of I-95/I-495 | 0 | 0 | 0 |
| Buckeystown Pike (MD 85) Widening: English Muffin Way to north of Grove Road | 83 | 20 | 63 |
| Clopper Road (MD 117) from west of Game Preserve Road to I-270 Interchange Improvements | 89 | 46 | 43 |
| Frederick Freeway (US 15) Grade Separation at Biggs Ford Road and Widening: North of Biggs Ford Road to I-270 | 63 | 7 | 56 |
| Georgia Avenue (MD 97) Widening: MD 390 to MD 192/Forest Glen Road | 133 | 26 | 107 |



Feedback results are not statistically significant.

| | | | |
|---|---|---|---|
| I-270 Express Toll Lanes Widening: I-270 Spur to I-370 | 516 | 57 | 459 |
| I-495/I-270Y (West Spur) Express Toll Lanes Widening: American Legion Bridge (including the bridge) to I-270 | 525 | 56 | 469 |
| I-70 Widening: Mt. Phillips Road to west of I-270 | 85 | 22 | 63 |
| I-95/I-495 at Greenbelt Metro Station Interchange Improvements | 93 | 51 | 42 |
| Indian Head Highway (MD 210) at I-95/I-495 and MD 228 Interchange Improvements | 70 | 30 | 40 |
| Landover Road (MD 202) at Brightseat Road Intersection Improvements | 65 | 27 | 38 |
| Norbeck Road (MD 28) Widening: Georgia Avenue (MD 97) to Layhill Road (MD 182) | 92 | 14 | 78 |
| Pennsylvania Avenue (MD 4) Widening: I-95/I-495 to Woodyard Road (MD 223) | 63 | 5 | 58 |
| Randolph Road/Montrose Parkway Grade Separation from Rockville Pike (MD 355) to east of Parklawn Drive | 100 | 53 | 47 |
| Solomons Island Road (MD 2/4) Widening: north of Stoakley Road/Hospital Road to south of MD 765A just south of Parkers Creek | 39 | 4 | 35 |
| **Maryland Secondary Road System Projects** | | | |
| **PROJECT** | **TOTAL RESPONSES** | **YES** | **NO** |
| Collington Road (MD 197) Widening: Kenhill Drive to Annapolis Road (MD 450) | 71 | 11 | 60 |
| Goshen Road South Widening: South of Girard Street to 1,000 ft north of Warfield Road | 84 | 14 | 70 |
| Little Seneca Parkway Widening: Frederick Road (MD 355) to Observation Drive | 79 | 13 | 66 |
| New Dorsey Mill Road Bridge over I-270 from Century Boulevard to Milestone Center Drive | 84 | 33 | 51 |
| Observation Drive Extension: Waters Discovery Lane to Stringtown Road | 159 | 44 | 115 |
| Old Georgetown Road (MD 187) Extension: Georgetown Road (MD 187) to Nicholson Lane/Tilden Lane | 166 | 33 | 133 |



Feedback results are not statistically significant.

VISUALIZE 2050

# March 2024 Public Input on Projects

| District of Columbia Roadway Projects | | | |
|---|---|---|---|
| PROJECT | TOTAL RESPONSES | YES | NO |
| 6th Street NW Capacity Reduction for New Bicycle Accommodations: Florida Avenue NW to Constitution Avenue NW | 199 | 189 | 10 |
| Alabama Avenue SE Capacity Reduction for Additional Pedestrian and Bicycle Accommodations: Bowen Road SE to Martin Luther King Jr Elementary School | 167 | 154 | 13 |
| Bladensburg Road NE Capacity Reduction for New Bicycle Accommodations: Eastern Avenue to Benning Road | 179 | 168 | 11 |
| Constitution Avenue Capacity Reduction for New Bicycle Accommodations: Louisiana Avenue NW to Pennsylvania Avenue NW | 202 | 191 | 11 |
| Dalecarlia Parkway NW Capacity Reduction for New Bicycle Accommodations: Loughboro Road to Westmoreland Circle | 187 | 168 | 19 |
| East Capitol Street Capacity Reduction for New Bicycle and Pedestrian Accommodations: 40th Street SE to Southern Avenue | 176 | 163 | 13 |
| Eastern Avenue NE Capacity Reduction for New Bicycle Accommodations: Whittier Street NW to New Hampshire Avenue NE | 193 | 183 | 10 |
| Georgia Avenue NW Capacity Reduction for New Bus Lanes: Eastern Avenue to Barry Place NW | 207 | 193 | 14 |
| Louisiana Avenue NW Capacity Reduction for New Bicycle Accommodations: Columbus Circle NE to Constitution Avenue NW | 187 | 177 | 10 |
| M Street NE Capacity Reduction for New Bicycle Accommodations: 1st Street NE to 1st Street NW | 201 | 188 | 13 |
| Maryland Avenue NE Capacity Reduction for New Bicycle/Pedestrian Accommodations: Bladensburg Road NE to Neal Street NE | 188 | 174 | 14 |
| Missouri Avenue NW (Eastbound) Capacity Reduction for New Bicycle Accommodations: 17th Street NW to 16th Street NW | 194 | 181 | 13 |



Feedback results are not statistically significant.

| | | | |
|---|---|---|---|
| MLK Jr. Avenue SE Capacity Reduction for Additional Pedestrian Accommodations: South Capitol Street SE to Upsal Street SE | 160 | 149 | 11 |
| Nebraska Avenue NW Capacity Reduction for New Bicycle Accommodations: New Mexico Avenue to Loughboro Road | 187 | 175 | 12 |
| Pennsylvania Avenue NW Capacity Reduction for New Bicycle Accommodations: 17th Street NW to 29th Street NW | 210 | 201 | 9 |
| Southern Avenue SE Northbound Capacity Reduction for New Bus/Bike Lane: South Capitol Street SE to Barnaby Road SE | 162 | 147 | 15 |
| Wheeler Road SE Capacity Reduction for Additional Pedestrian Accommodations: Alabama Avenue to Southern Avenue | 161 | 150 | 11 |



Feedback results are not statistically significant.

VISUALIZE 2050

# March 2024 Public Input on Projects

| Virginia Department of Transportation Projects on Federal Lands, Interstate, Primary, and Urban System Roads | | | |
|---|---|---|---|
| PROJECT | TOTAL RESPONSES | YES | NO |
| Belmont Ridge Road (VA 659) Widening: Leesburg Pike (VA 7) to Arcola Mills Drive (VA 659) | 51 | 7 | 44 |
| Billy Pierce Memorial Pike (VA 7) at Hillsboro Road (VA 690) Interchange Improvements | 53 | 24 | 29 |
| Chain Bridge Road (VA 123) Widening: Old Courthouse Road (VA 677) to Great Falls Street (VA 634) | 98 | 10 | 88 |
| Dulles Airport Access Road Widening: Dulles Airport to I-495 | 78 | 7 | 71 |
| Dulles Toll Road (VA 267) Ramp Construction: New Boone Boulevard Extension at Ashgrove and Greensboro Drive at Tyco Road | 70 | 16 | 54 |
| Dulles Toll Road (VA 267) Ramp Widening: SB I-495 off Ramp 19A to Scotts Run Crossing | 67 | 14 | 53 |
| Dulles Toll Road Collector-Distributor Extension: Spring Hill Road to Leesburg Pike (VA 7) | 120 | 21 | 99 |
| East Elden Street (VA 606) Widening: Monroe Street to Fairfax County Parkway (VA 286) | 57 | 7 | 50 |
| Euclid Avenue Extension: Manassas Park High School to Centreville Road (VA 28) - **(Removed from Project Summary Table because it is a Study)** | 84 | 13 | 71 |
| Fairfax County Parkway (VA 286) Widening: Ox Road (VA 123) to Lee Highway (US 29) | 60 | 7 | 53 |
| Fairfax County Parkway (VA 286) Widening: Rugby Road to Sunrise Valley Drive | 63 | 8 | 55 |
| Fairfax County Parkway (VA 286) Widening: Sydenstricker Road (VA 640) to Ox Road (VA 123) | 57 | 6 | 51 |
| Farrington Avenue Extension: Van Dorn Street/Eisenhower Avenue to Edsall Road | 132 | 23 | 109 |
| I-495 Auxiliary Lanes: north of Heming Avenue underpass to Georgetown Pike (VA 193) | 206 | 37 | 169 |
| I-495 Express Lanes Truck Access: American Legion Bridge to I-95/I-395 Interchange | 293 | 47 | 246 |



Feedback results are not statistically significant.

| | | | |
|---|---|---|---|
| I-495 Express Toll Lane Ramps: at Dulles Connector Road and Dulles Toll Road – (**Removed from Project Summary Table because it relates to the project below**) | 297 | 55 | 242 |
| I-495 Express Toll Lanes Northern Extension (NEXT): South of Old Dominion Drive to American Legion Bridge | 426 | 66 | 360 |
| I-495 Southside Express Toll Lanes (SEL): Springfield Interchange to MD 210 | 379 | 48 | 331 |
| I-95 Express Lanes Truck Access: Turkeycock Run to I-95/Route 17 Interchange | 183 | 42 | 141 |
| I-95 New Bi-Directional Operation Express Toll Lanes with Widening: Turkeycock Run to Optiz Boulevard | 232 | 55 | 177 |
| James Madison Highway (US 15) Overpass Widening: 1000 ft North of Railroad Tracks to Lee Highway (US 29) | 52 | 5 | 47 |
| Lee Highway (US 29) Widening: John Marshall Highway (US 55) to Pageland Lane | 55 | 3 | 52 |
| Lee Highway (US 29) Widening: Union Mill Road (VA 659) to Buckleys Gate Drive | 58 | 4 | 54 |
| Leesburg Pike (VA 7) Widening: Chain Bridge Road (VA 123) to I-495 | 100 | 13 | 87 |
| Leesburg Pike (VA 7) Widening: Route 9 to West Market Street | 59 | 9 | 50 |
| Leesburg Pike (VA 7) Widening: Seven Corners to Bailey's Crossroads | 93 | 9 | 84 |
| Leesburg Pike Bypass (VA 7 Bypass) Widening: Dulles Greenway (VA 267) to East Market Street (VA 7/US 15 East) | 60 | 8 | 52 |
| Manassas National Battlefield Park Bypass Extension Roadway Closure (US 29) from Pageland Lane to Paddington Lane and Sudley Road (VA 234) from Battleview Parkway to Featherbed Lane Road Closures | 94 | 24 | 70 |
| Manassas National Battlefield Park Bypass Extension: US 29 at Pageland Lane to Bull Run Drive | 93 | 12 | 81 |
| New Manassas Bypass (VA 28): Sudley Road (VA 234) to Centreville Road (VA 28) | 94 | 13 | 81 |
| Nokesville Road (VA 28) Widening: Fauquier County Line to Fitzwater Drive (VA 652) | 49 | 5 | 44 |



Feedback results are not statistically significant.

| | | | |
|---|---|---|---|
| Ox Road (VA 123) Widening: US 1 to the Occoquan River | 63 | 11 | 52 |
| Ox Road (VA 123) Widening: Weatherly Way to Fairfax County Parkway (VA 286) | 56 | 5 | 51 |
| Prince William County Parkway (VA 294) Widening: Liberia Avenue (VA 776) to Hoadly Road (VA 642) | 52 | 6 | 46 |
| South Street Extension: University Drive to Chain Bridge Road | 108 | 25 | 83 |
| Tall Cedars Parkway Extension: US 50 to Air and Space Museum Parkway/VA 28 | 94 | 15 | 79 |
| University Boulevard Widening: Wellington Road to Devlin Road | 51 | 3 | 48 |
| US 1 Widening: Annapolis Way to Telegraph Road | 67 | 12 | 55 |
| US 1 Widening: Dumfries Road (VA 234) to Cardinal Drive | 62 | 10 | 52 |
| US 1 Widening: Sherwood Hall Lane (VA 626) to Mt. Vernon Memorial Highway | 78 | 8 | 70 |
| US 1 Widening: Stafford County Line to Dumfries Road (VA 234) | 59 | 8 | 51 |
| US 15 Widening: Montresor Road (VA 661) to Battlefield Parkway | 69 | 13 | 56 |
| US 50 Widening: Eastern City Limit of Fairfax to Arlington County Line | 89 | 10 | 79 |
| Washington Street (VA 55) Widening: Lee Highway (US 29) to Fayette Street | 52 | 3 | 49 |
| **Virginia Secondary Road System Projects** | | | |
| **PROJECT** | **TOTAL RESPONSES** | **YES** | **NO** |
| Arcola Mills Drive (formerly VA 621) Widening: Stone Springs Boulevard to Loudoun County Parkway | 50 | 4 | 46 |
| Boone Boulevard Extension: Chain Bridge Road (VA 123) to Ashgrove Lane | 138 | 23 | 115 |
| Braddock Road (VA 620) Widening: Fairfax County Parkway (VA 286) to Ox Road (VA 123) | 60 | 5 | 55 |
| Braddock Road (VA 620) Widening: Gum Springs Road to Fairfax County Line | 50 | 4 | 46 |



Feedback results are not statistically significant.

| | | | |
|---|---|---|---|
| Catharpin Road (VA 676) Widening: Heathcote Boulevard to John Marshall Highway | 50 | 3 | 47 |
| Connor Drive Extension and Grade Separation: Euclid Avenue to Manassas Drive/Railroad Drive | 92 | 12 | 80 |
| Croson Lane (VA 645) Widening: Claiborne Parkway to Mooreview Parkway | 53 | 6 | 47 |
| Crosstrail Boulevard Extension: Sycolin Road (VA 625) to Dulles Greenway (VA 267) | 102 | 15 | 87 |
| Devlin Road (VA 621) Widening: Linton Hall Road to Wellington Road | 48 | 5 | 43 |
| Dulles West Boulevard Extension: Arcola Boulevard to Northstar Drive | 90 | 13 | 77 |
| Fairbrook Drive Extension: Herndon Parkway to Spring Street | 95 | 12 | 83 |
| Frontier Drive (VA 2677) Extension: Franconia-Springfield Transportation Center to Loisdale Road (VA 789) | 135 | 22 | 113 |
| Frying Pan Road (VA 608) Widening: Sulley Road (VA 288) to Centrevillow Road (VA 657) | 61 | 7 | 54 |
| Graham Park Road Capacity Reduction for New Bicycle Accommodations: Old Triangle Road to Purvis Drive | 124 | 114 | 10 |
| Greensboro Drive west Extension: Spring Hill Road to Tyco Road | 123 | 27 | 96 |
| Hooes Road (VA 636) Widening: Fairfax County Parkway (VA 286) to Silverbrook Road (VA 600) | 60 | 6 | 54 |
| Liberia Avenue Widening: VA 28 to Richmond Avenue | 51 | 5 | 46 |
| Lockridge Road West Extension: Prentice Drive to Waxpool Road | 85 | 12 | 73 |
| New Seven Corners Ring Road (VA 7): Arlington Boulevard (US 50) to Leesburg Pike (VA 7) | 148 | 42 | 106 |
| North Fort Myer Drive Reconstruction: North Nash Street to north Fairfax Drive | 82 | 52 | 30 |
| Northstar Boulevard Widening: Tall Cedars Parkway to Braddock Road (VA 620) | 51 | 4 | 47 |
| Old Ox Road (VA 606) Widening: Shaw Road to Rock Hill Road | 58 | 5 | 53 |



Feedback results are not statistically significant.

| | | | |
|---|---|---|---|
| Pageland Road (VA 704) Widening: Sudley Road (VA 234) to Lee Highway (US 29) | 52 | 3 | 49 |
| Potomac Avenue Capacity Reduction for New Bus Lane: Potomac Avenue to Arlington/Alexandria Line | 171 | 158 | 13 |
| Prentice Drive Extension: Loudoun Station Drive to Lockridge Road (VA 789) | 78 | 11 | 67 |
| Reston Parkway (VA 602) Widening: Dulles Toll Road to South Lakes Drive | 65 | 8 | 57 |
| Rippon Boulevard Widening: West of Wigeon Way to Rippon VRE Station | 61 | 9 | 52 |
| Rock Hill Road Overpass Extension: Sunrise Valley Drive to Innovation Avenue (VA 209) | 105 | 26 | 79 |
| Rolling Road (VA 638) Widening: DeLong Drive to Virginia Drive | 62 | 7 | 55 |
| Rolling Road (VA 638) Widening: Viola Street to Old Keene Mill Road (VA 644) | 59 | 4 | 55 |
| Rollins Ford Road Extension: Wellington Road to Linton Hall Road | 100 | 14 | 86 |
| Russell Branch Parkway Extension: Belmont Ridge Road (VA 659) to Tournament Drive | 101 | 16 | 85 |
| Shellhorn Road (VA 643) Extension: Loudoun County Parkway (VA 606) to Moran Road (VA 634) | 82 | 13 | 69 |
| Shirely Gate Road (VA 655) Extension: Fairfax County Parkway (VA 286) to Braddock Road (VA 620) | 114 | 23 | 91 |
| Soapstone Drive Overpass Extension: Sunrise Valley Drive to Sunset Hills Road | 105 | 22 | 83 |
| Summit School Road Extension: Telegraph Road to existing terminus of Summit School Road | 110 | 16 | 94 |
| Sycolin Road (VA 643) Widening: Loudoun Center Place to Crosstrails Boulevard | 57 | 11 | 46 |
| Telegraph Road (VA 611) Widening: Franconia Road (VA 644) to Leaf Road North | 75 | 7 | 68 |
| Telegraph Road Widening: Prince William Parkway (VA 294) to Caton Hall Road | 57 | 9 | 48 |
| Town Center Parkway Extension: Sunrise Valley Drive to Sunset Hills Road | 110 | 20 | 90 |
| Van Buren Road (VA 627) Extension: Dumfries Road (VA 234) to Cardinal Drive (VA 610) | 118 | 17 | 101 |



Feedback results are not statistically significant.

| | | | |
|---|---|---|---|
| Van Dorn Street (VA 613) at Franconia Road (VA 644) Interchange Improvements | 70 | 32 | 38 |
| Wellington Road (VA 674) Widening: Rixlew Lane (VA 668) to University Boulevard | 52 | 4 | 48 |
| Westwind Drive Extension: Loudoun County Parkway to Old Ox Road (VA 606) | 91 | 13 | 78 |
| Williamson Boulevard Extension: Sudley Manor Drive to Portsmouth Road | 85 | 9 | 76 |



Feedback results are not statistically significant.

VISUALIZE 2050

National Capital Region Transportation Plan

March 2024 Public Comment Opportunity

# Comments from Individuals via MetroQuest on Multimodal Access & Capacity Change Projects

New/Extended Roadways
HOV/Hot/Express Lanes
Transit
Capacity Reduction

| PROJECT | COMMENT |
|---|---|
| 6th Street NW Capacity Reduction for New Bicycle Accommodations: Florida Avenue NW to Constitution Avenue NW | support bicycle accommodations. |
| | 2026 is too late for this project. We need these bike lanes sooner. |
| | More Bike lanes |
| | Would be nice, but I'd say not the highest priority for the bike network. 9th St and NJ Ave are both nearby. More east-west infrastructure is what's needed most! |
| | The less lanes for cars in DC, the better traffic will be in DC. |
| | Yeay, more bike lanes! |
| | This bicycle project is essential to support the region's safety, equity, and climate goals. |
| | Support, but it would be better to be 3 lanes at all times. Peak/off peak lanes are a suburban thing. The ones we have in DC are all very dangerous. |
| | Safe cycling infrastructure should be available to everyone so that it is reasonable to bike instead of driving, reducing emissions. |
| Alabama Avenue SE Capacity Reduction for Additional Pedestrian and Bicycle Accommodations: Bowen Road SE to Martin Luther King Jr Elementary School | support pedestrian and bicycle accommodations. |
| | Yes more room for people and bikes! This will definitely help out in the goals of vision zero. |
| | This road is in dire need of a road diet or other pedestrian/cycling safety infrastructure to protect drivers, pedestrians, and cyclists alike. |
| | This roadway passes parks, schools, a library, and a number of parks. The roadway requires a major road diet to slow autos and protect pedestrians and cyclists. My home is a few blocks from Alabama Ave SE and families are affraid to walk to the library because drivers are so aggressive. |
| | Yeay, more bike lanes! |
| | The low number of checkmarks that TPB gives this project for meeting regional goals does not reflect how well this implements TPB priority strategies and meets various goals. TPB staff need to develop an alternative evaluation system. DDOT should also review and revise its project form responses. |
| | The bike lanes will need to be fully protected |
| | Yes especially because this is both bike AND pedestrian infrastructure. |
| | Everyone in the city deserves walkable and bikeable neighborhoods, which reduce local air pollution. |
| Alexandria Passenger Rail Track Expansion | What actually fixes traffic? Trains! |
| | We need to invest more in passenger rail!! |
| | Passenger rail is needed for us to achieve vision zero. |
| | Thank you for prioritizing public transit and providing people alternatives to driving. This keeps our streets less congested, our air less polluted and moves people around the area the most efficient. |
| | This commentary seems to be purposely difficult. (What a mass of bubbles!) Why not allow us to also do searches so we can go straight to the project we are most vested in? |

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| | Yeay, more transit! |
| | Should have happened years ago |
| | Transit improvements like this are how you get people out of single-occupancy vehicles and reduce VMT. |
| | BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution. |
| | Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality. |
| | Expanding the operations of Virginia commuter rail is key to meeting climate goals and reducing emissions. |
| Benning Road Streetcar Expansion from Oklahoma Avenue NE to Benning Road Metro Station | What actually fixes traffic? Trains! |
| | Ugh... its sort of a sunk cost at this point |
| | The streetcar in DC is very underutilized and I would love it to be more functional |
| | An extension of the streetcar would be extremely beneficial for the communities it serves, although it must be built with it's own dedicated streetcar/bus only lanes to avoid traffic. |
| | When this is done make sure to provide dedicated right of way so streetcars dont get stuck in traffic |
| | Streetcar expansion with dedicated right of way makes access better and more efficient than cars, improving air quality |
| | Expanding this will hopefully improve ridership and lower the amount of local traffic |
| | Adding street cars is absolutely wonderful! They will provide more flexibility and are great for tourists! |
| | No |
| | A vital plan for transit, racial, and historical equity for this area! |
| | And an extension to Georgetown as well, please. |
| | Streetcar should be designed to minimize interference from traffic and include high quality station design, with pre-board fare collection. Service should be designed to support transit-oriented development, with high capacity guarded/automated bike parking at stations and development of protected bike lanes feeding to the stations along major access/egress routes, plus investments in more walkable neighborhoods within 1 mile of stations. |
| | DDOT needs to review and revise its project form responses. |
| | Yes, and there should be dedicated transit lanes. |
| | Why so little info on the website? There's tons and tons of publicly released info about this project on DDOT's site. |
| | This project is essential to reducing greenhouse gas emissions, and connecting communities across boundaries, increasing equity, reducing car dependency. |
| | BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution. |
| | The Sierra Club DC Chapter has long supported the Benning Road Streetcar Expansion project, as originally conceived, but are concerned that the project appears to be proceeding with the roadway improvements for cars, without the Streetcar extension or safety improvements for pedestrians and cyclists. We urge funding so DDOT can procure contracts for all elements of the project. |
| | This is an equity issue, and refusing to make this a reality is disgusting. Make this come to fruition. |

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| | Complete the streetcar network to allow better transit access on the city's east side and make the H street/Benning corridor safer and less polluted. |
| | CRUCIAL to residents east of the river and will help reduce traffic |
| Bladensburg Road NE Capacity Reduction for New Bicycle Accommodations: Eastern Avenue to Benning Road | support bicycle accommodations. |
| | Fewer cars! |
| | Yes but more |
| | All bike lanes should be fully protected, not just paint |
| | Yes to more bike lanes! |
| | This is (currently) another dangerous road for cyclists and pedestrians. Drivers often drive at a high rate of speed, and frequently double park which blocks vehicles and cyclists and forces them into even tighter moving lanes together. It creates a hazard for everyone. New cycling lanes would be a great step toward improved traffic flow and reduced traffic violence. |
| | Yeay, more bike lanes! |
| | Very little info. These bike lanes will need to be fully protected to be safe here. |
| | This project is essential to reducing greenhouse gas emissions, and connecting communities across boundaries, increasing equity, reducing car dependency. |
| | Safe cycling infrastructure should be available to everyone so that it is reasonable to bike instead of driving, reducing emissions. |
| Boone Boulevard Extension: Chain Bridge Road (VA 123) to Ashgrove Lane | Makes Tyson's more desirable for TOD. |
| | We have the silverline coming through here. This would be a perfect place to add pedestrian, bicycle, or other transit. Instead, we're yet again proposing more roads in an area that's already served by enough lanes. Enough to induced demand, let's actually think differently in this. |
| | This interchange was a nightmare driving to/from UMD College Park |
| | tyson is already a hellish landscape for pedestrians. Arent we adding housing and trying to make this more walkable for people? widening already huge roadways will detract from that greater goal. |
| | There has been some basic level of movement trying to bring walkability into this area. Widening here moves things the wrong way. |
| | Induced deman is not what we need in tysons |
| | Extended lanes will not achieve vision zero. |
| | Adding more car lanes does NOT solve traffic, but rather creates more induced demand. This will only clog up more air in the Tysons area and make the area less walkable and bike-friendly. Prioritize BRT, trams, streetcars and alternatives to driving for people to get around! |
| | Further widening this already expansive highway within the Tysons and McLean area would undermine investments in the Silver Line and a transit-oriented, walkable Tysons. How can this possibly meet air quality goals when we are trying to encourage the success of Silver Line Metro? |
| | Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | Every dollar put into getting cars to move faster through our neighborhoods is a dollar used to add more pollution (air AND tire; tires are a large portion of microplastics) to the environment, as well as carbon emissions. |

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| | We shouldn't encourage driving next to a Metro station |
| | Ensure that road is limited to two vehicle lanes, with ped and bike accommodations. |
| | Tysons needs a better road network and alternatives to Route 7 |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | Increasing lanes is not the future we need for tysons |
| | I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |
| | we do not need a hight way interchange at a metro station. to even consider such a travesty makes a mockery of state and county air quality, road safety and climate goals |
| | Replace general lanes with HOT and/or bike lanes! Just adding lanes empirically harms safety, access, traffic flow, and undermines local+state environmental goals.<br><br>Wider roads are wider barriers for communities and businesses that cross them.<br><br>Lane additions move and intensify traffic bottlenecks instead of solving them.<br><br>Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation. |
| Broad Run Track Expansion | VRE should go west to Front Royal. |
| | Support commuter track expansion |
| | What actually fixes traffic? Trains! |
| | So far no good way to get to this area via rail. Will help ease congestion on 28 (especially southbound after manassas in the evening, huge jam happens there) |
| | This project is essential to reducing greenhouse gas emissions, and connecting communities across boundaries, increasing equity, reducing car dependency. |
| | Transit improvements like this are how you get people out of single-occupancy vehicles and reduce VMT. |
| | BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution. |
| | This line should go to Haymarket |
| | Commuter rail should be a key component in our transportation plan to reduce pollution. Trains are an incredibly efficient form of transportation and produce many times less pollution than private automobiles. |
| | Expanding the operations of Virginia commuter rail is key to meeting climate goals. |
| | Expanded railroad maintenance and storage is essential for expanded VRE service. |
| | Less roads, more transit please |

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| Connor Drive Extension and Grade Separation: Euclid Avenue to Manassas Drive/Railroad Drive | Creates alternatives to Manassas Dr |
| | Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.<br><br>Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality. |
| | This project would expand the local street grid and improve access to the Manassas Park VRE station and town center. It would also alleviate the at-grade road crossing of the railroad tracks along Manassas Drive. |
| Constitution Avenue Capacity Reduction for New Bicycle Accommodations: Louisiana Avenue NW to Pennsylvania Avenue NW | support bicycle accommodations. |
| | More bike lanes |
| | Such a small reduction. Surely you can go farther |
| | Will bicycle riders adhere to the same guidelines that apply to cars? If going in and out around cars and running red lights stop with this project |
| | We need all the bike lanes we can get. |
| | strongly support, there isn't a good through lane for bikes and Constitution is dangerous with too many lanes |
| | As a resident who lives on Constitution Ave NE, I am excited about the possibilities for improving bike access on Constitution Ave. I ride my bike often on this road, and frequently see other bike riders using it as well. But it is dangerous because we are forced the ride in traffic lanes among drivers who are not paying attention to cyclists because they are either looking for parking or trying to navigate around illegally stopped vehicles and food trucks. |
| | Yeay, more bike lanes! |
| | This is crucial for attainment of safety, equity, and climate goals. |
| | This road is dangerous and far too wide. It should at most have two lanes each way. |
| | Utterly insufficient. 5 Lanes is insanely wide. Reduce it to 2 lanes. |
| | Should also include connection to mall and addition of bike lane on Madison and/or Jefferson |
| | Safe cycling infrastructure should be available to everyone so that it is reasonable to bike instead of driving, reducing emissions. |
| Crosstrail Boulevard Extension: Sycolin Road (VA 625) to Dulles Greenway (VA 267) | Less roads, more transit please |
| | All of this demand needs to be redirected to the metro |
| | Extensions will not work and will fail |
| | The aim of widening this road is to facilitate more housing development, which citizens broadly oppose. New development should be near Metro. |
| | Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | This is an unnecessary sprawl-inducing project that should be immediately canceled. |
| | Yes, more transit please |

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| Crystal City Transitway Expansion from Crystal City Metro Station to Pentagon City Mero Station | This is so important!! |
| | Yes to adding more locations for BRT. It should be expanded to as far as we can go! |
| | Studies show the most efficient people mover is subway systems.<br>Look to the future: cars planning is the past. We want mass transit, wider well-maintained bike paths that are protected from automobiles, walking paths that can be used both productively (errands) and for mental and physical fitness. |
| | Yeay, more transit! |
| | Love it, this is how you convince people to take transit rather than drive. |
| | BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution. |
| | This project lacks protected bike lanes and support should be withheld until those are constructed |
| | More effective bus lines feeding transit is an important component of mode shift from cars to transit, which reduces emissions. |
| Dalecarlia Parkway NW Capacity Reduction for New Bicycle Accommodations: Loughboro Road to Westmoreland Circle | Reduction in number of lanes is one of the best ways to improve safety for bicyclists and pedestrians. It often has little impact on traffic and instead reduces speed to safer levels. |
| | Parkway should be kept as is. The hilly nature of this road is not best suited for bikes, particularly with the capital crescent trail not too far away. There is also plenty of space for a separate bike path to parallel this road, although may take some ROW acquisition from the Delacarlia reservoir. |
| | support bicycle accomodations |
| | This is super super hilly. Will not be a good biking environment. |
| | Too much capacity right now. Extra lanes to be used by pedestrians for exercise and commuting is a win |
| | Yes to more bike lanes |
| | Yeay, more bike lanes! |
| | This change does NOT reduce capacity as the name suggests. Change the name to a positive |
| | Safe cycling infrastructure should be available to everyone so that it is reasonable to bike instead of driving, reducing emissions. |
| DASH Service Expansion throughout the City of Alexandria | One of relatively few projects that actually enhance multimodal access throughout the region. We need more of projects like this, and fewer highway and lane additions for this plan. |
| | DASH is a record-breaking bus system. It is free and shows the value of investing in transit. It moves lots of people without adding to traffic gridlock |
| | Like more frequency? Yes please |
| | Absolutely necessary to improve transit services. We need faster service. |
| | Thank you. Please continue to improve public transit and giving people more options than driving to get around. This increases economic mobility for our area, reduces car congestion, keeps our air cleaner and city safer. |
| | Yes |
| | Yes, more transit! And free! |
| | Transit improvements like this are how you get people out of single-occupancy vehicles and reduce VMT. |

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| | BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution. |
| | Depends on distribution of bus service and consideration on reliability metrics rather than ridership alone for route success. Consultation in design matters for new bus routes |
| | I use the DASH bus on a daily basis and heavily support expansion.<br><br>Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality. |
| Duke Street Transitway New Bus Lane from King Street Metro to Fairfax County Line | Duke Street is a horror show of high speed traffic mixed with people. Anything you can do to slow it down and get people onto buses is a plus. |
| | Yes!!! More transit please |
| | Don't be afraid to repurpose an existing travel lane. |
| | Need to have as much dedicated busway lanes as possible |
| | Yes, this will be great for giving alternatives to driving. |
| | Faster service means better for the people! |
| | Thank you. Please continue to improve public transit and giving people more options than driving to get around. This increases economic mobility for our area, reduces car congestion, keeps our air cleaner and city safer. |
| | Transit improvements like this are how you get people out of single-occupancy vehicles and reduce VMT. |
| | BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution. |
| | No widening of Duke Street. I support conversion of an existing lane into a bus/bike lane. |
| | bus lanes make it possible to travel efficiently in a low-emissions manner. |
| Dulles Toll Road Collector-Distributor Extension: Spring Hill Road to Leesburg Pike (VA 7) | Tysons is moving at a snails pace towards achieving the multimodal goals laid out in the 2010 comp plan. Widening roads doesn't help. |
| | Extra toll roads are unnecessary for this already expensive area. |
| | More Metro, less road |
| | Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | There are a lot of road expansion projects going on. How are they going to help a reduction in pollutants? We know road expansions induce more road traffic, which leads to more pollution. |
| | Reallocate project resources to improving neighborhood street grids that support the walkable urban vision for Tysons rather than widening the Toll Road. |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |

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| | Replace general traffic lanes with HOT! Just adding lanes empirically harms safety, access, traffic flow, and undermines local+state environmental goals.<br><br>Wider roads are wider barriers for communities and businesses that cross them.<br><br>Lane additions move and intensify traffic bottlenecks instead of solving them.<br><br>Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation. |
| Dulles West Boulevard Extension: Arcola Boulevard to Northstar Drive | Less roads, more transit please |
| | Bike lane bike lane bike lane bike lane. Yes improve that massive bump but still, we NEED bike lanes there |
| | No way. MDOT is focusing on the symptoms versus the root causes. Infrastructure projects trying to stimulate tax $$ with over building. Maryland is not business friendly and we should begin to solve this root problem. We are facing an unhealthy reliance on residential developers which creates congestion. Widening 495/270 and adding tolls will not resolve the traffic problems. Virginia has destroyed the equity and environment with their transport projects. |
| | Extensions for roadways are NOT vision 0. This county and Northern Virginia in general should be focused on creating more ways to get public transportation in the picture. We are so congested enough as it is, adding more induced demand only makes it worse and adds to more pollution! |
| | Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | This is an unnecessary sprawl-inducing project that should be immediately canceled. |
| | This railway crossing is extremely dangerous! |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
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| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | OK. Support pedestrian and bicycle accomodations |

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| East Capitol Street Capacity Reduction for New Bicycle and Pedestrian Accommodations: 40th Street SE to Southern Avenue | Why not 3? |
| | Please make bike lanes protected, or at least inside of parking. |
| | Yes! More room for people and bikes! |
| | Yes |
| | We need more biking infrastructure in Wards 7 and 8. East Capitol is like a racetrack. Road narrowing will create a safer area for cyclists and pedestrians. |
| | Yeay, more bike lanes! |
| | Yes -- pedestrian infrastructure here is way too inadequate for the huge demand |
| | Everyone in the city deserves walkable and bikeable neighborhoods, which reduce local air pollution. |
| | ABSOLUTELY! So needed to improve cycling access to more people |
| Eastern Avenue NE Capacity Reduction for New Bicycle Accommodations: Whittier Street NW to New Hampshire Avenue NE | support bicycle accommodations. |
| | General comment on bus lanes. I believe a BRT with dedicated lanes will increase ridership and reduce traffic. I don't believe in bus lanes for bus lanes' sake. They tend to turn into ride share drop off, illegal parking and illegal passing lanes while reducing vehicle capacity on the main lanes. If there is no dedicated plan for improving bus service to the point where people actually want to take it like BRT, then it's just capacity reduction with no substitute. |
| | Yes to more bike lanes! It is necessary for safety, health, and economy! Also achieves vision zero more importantly. |
| | As a homeowner on eastern Ave NW, Eastern Ave desperately needs a road diet, and speed reducing features added. Motorists consistently speed and run stop signs and make being a pedestrian or biker dangerous. |
| | Yeay, more bike lanes! |
| | Do not call it a 'capacity reduction'. You are asking for opposition with a name like that |
| | The low number of checkmarks that TPB gives this project for meeting regional goals does not reflect how well this implements TPB priority strategies and meets various other important goals like Safety. TPB staff need to develop an alternative evaluation system. DDOT should also review and revise its project form responses. |
| | It seems, to me, that we must lessen the road capacity and increase safe, walking and biking in all heavily traveled areas. Also, increase safe, easily accessible transit that is clean energy efficient and affordable for the average working person, so that we can get away from reliance on fossil fuels and gas powered vehicles. |
| | Safe cycling infrastructure should be available to everyone so that it is reasonable to bike instead of driving, reducing emissions. |
| Euclid Avenue Extension: Manassas Park High School to Centreville Road (VA 28) | Less roads, more transit please |
| | Too many environmental issues |
| | Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.<br><br>Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality. |

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| | This project would greatly enhance the local street grid and provide much needed safe active mobility parallel to Centreville Road (Route 28), |
| Fairbrook Drive Extension: Herndon Parkway to Spring Street | Why are so many road extensions in this plan. We need to say enough to induced demand, and actually seriously provide multimodal BRT, bicycle, and pedestrian support in regions around DC. Let's rethink these, and say enough to induced demand. It's time to change our directions and take the data we have on streetscape design seriously. |
| | Less roads, more transit please |
| | This proposal would be catastrophic for the existing green space along Sugarland run. |
| | Expanding lanes is a disaster for the economy and a disaster in terms of traffic. The amount of times I have seen lanes expanded only for them to quickly be filled with MORE traffic is dreadful and illustrates a massive waste of money in expanding lanes. We should pause these kinds of lane expansions and a give a green light to other methods of transportation. Bikes, trains, buses would do to benefit with expansions for them. |
| | Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | This area is a mess. Having this connection will help achieve a more multimodal environment. |
| Farrington Avenue Extension: Van Dorn Street/Eisenhower Avenue to Edsall Road | Adding additional lanes does not reduce traffic |
| | We don't need more roads to induce more demand on our streets. Let's connect through things like DSIM, not through yet more avenue / lane building. |
| | No. No no no. Enough with the fantasy that we can pave away traffic congestion. It is a silly waste of money |
| | The 495 is a travesty that blights northern virginia. It should NOT be reinforced with supplier roads. Once demand is created or induced, it cannot be undone. Every person who will drive on this road, who is not driving on it now, is likely someone who will consider a mode shift if the opportunity is presented. Give them new roads, however, and they will use them. |
| | A common rush hour artery that needs an improvement as soon as we can add one. |
| | Needs bike Lanes!!! Cannot get to Metro by bike so shouldn't be expanding for cars which take much more space in a parking lot |
| | Extra lanes will fail our vision zero prospects. |
| | Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | Road expansion induces more driving which is bad for pollution. Create more transit. |
| | Project needs to be limited to two vehicle lanes, in addition to pedestrian, bicycle and transit facilities. A 4-lane arterial would undermine the walkable urban vision of the Eisenhower West plan. |
| | This project will extend a dead end street with no benefit for public use |

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| | Replace general traffic lanes with HOT! Just adding lanes empirically harms safety, access, traffic flow, and undermines local+state environmental goals.<br><br>Wider roads are wider barriers for communities and businesses that cross them.<br><br>Lane additions move and intensify traffic bottlenecks instead of solving them.<br><br>Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation. |
| Franconia to Occoquan Passenger Rail Track Expansion | What actually fixes traffic? Trains! |
| | Yes more metro and rail! |
| | Rail expansion, especially electrified rail, reduces emissions from cars and tires |
| | Imperative that the area has better metro access. Will ease congestion on 286/123 and associated roads (Lorton, Hooes, Silverbrook, etc). |
| | Yes this will aid in public transportation for vision zero! Need more of these. |
| | Thank you. Please continue to improve public transit and giving people more options than driving to get around. This increases economic mobility for our area, reduces car congestion, keeps our air cleaner and city safer. |
| | This project is essential to reducing greenhouse gas emissions, and connecting communities across boundaries, increasing equity, reducing car dependency. |
| | Transit improvements like this are how you get people out of single-occupancy vehicles and reduce VMT. |
| | BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution. |
| Fredericksburg and Manasses VRE Lines Service Improvements | The VRE needs to go out to Front Royal. The railroad exists. The commuters exist. |
| | What actually fixes traffic? Trains! |
| | Crucial for the success of Manassas! |
| | Area experiences some of the worst traffic in northern va. Will ease congestion on 66, 28, 95, 612, etc. |
| | YES! Great idea to add more lines for the VRE, we need more accessible methods of transit if our region is to achieve Vision Zero! |
| | We need more reverse commute options. Washington DC has a very high reverse commute rate. Currently, there is only one VRE leaving DC to Manassas, and it leaves at 6:30 AM. More options would also benefit the Manassas airport. |
| | This project is essential to reducing greenhouse gas emissions, and connecting communities across boundaries, increasing equity, reducing car dependency. |
| | Transit improvements like this are how you get people out of single-occupancy vehicles and reduce VMT. |
| | BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution. |
| | VRE needs to run clockface timetables all day long, their current peak hour only service model is broken |
| | VRE service improvement is desperately needed to reduce VMT and increase air quality in the national capital region. |

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| | Expanding the operations of Virginia commuter rail is key to meeting climate goals. |
| | VRE would be more viable if it moved people faster than 30 MPH. |
| Frontier Drive (VA 2677) Extension: Franconia-Springfield Transportation Center to Loisdale Road (VA 789) | Adding additional lanes does not reduce traffic |
| | Quit building four lane stroads! They are proven highly dangerous to pedestrians...AND to motorists. At least redesign this for one travel lane in each direction and a left turn lane in the middle. Use the extra space for buses. |
| | Less roads, more transit please |
| | No. Extend, perhaps, but with only two vehicle travel lanes. There is not sufficient demand for this, and even if there is, it does not justify this. Instead, it demands incremental approaches. |
| | Stop building and expanding roads |
| | I don't see the point of this, it seems like there's already a connection via Spring Mall Rd? |
| | Induced demand will mean lane expansion will never work |
| | Please maintain bike paths |
| | Franconia is not in need of more lanes thank you very much. What Franconia needs is more safety and public transportation. Too close to DC to NOT have enough public transportation options. |
| | Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | Road expansion induces more driving which is bad for pollution. Create more transit. |
| | Proposed design is oversized, encouraging high vehicle volumes and speeds, and would undermine the walkable, transit-oriented development character envisioned in the area. Project needs to be redesigned with fewer vehicle lanes and then resubmitted. |
| | Why build another four lane road in Fairfax County when so many have been built and then road dieted down to 2 lanes? |
| | No, I don't support widening roads for cars to go faster and pollute more. Yes, the separated bike path should be built and that's it. |
| | Replace general lanes with HOT and/or bike lanes! Just adding lanes empirically harms safety, access, traffic flow, and undermines local+state environmental goals.<br><br>Wider roads are wider barriers for communities and businesses that cross them.<br><br>Lane additions move and intensify traffic bottlenecks instead of solving them.<br><br>Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation. |
| Georgia Avenue NW Capacity Reduction for New Bus Lanes: Eastern Avenue to Barry Place NW | Georgia Ave is one of the most dangerous corridors in DC, and also hosts some of the most crucial & busiest bus routes in DC. This capacity reduction to prioritize transit is crucial, and might help make the corridor feel much more walkable and livable than it does today. |
| | Speeding up the 70 bus should be a priority - it is one of the most heavily used bus lines in DC, or the area more generally. Yes to exclusive bus lane. |
| | support new bus (and BRT) lanes |

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| | Georgia ave needs protected bike lanes and more frequent buses in protected and strongly enforced bus lanes. Traffic laws without physical infrastructure and barriers forcing compliance don't work in DC. |
| | Most important bus lane project in the city. |
| | Bus lanes INCRRASE capacity. Scrub car-centric language from planning policy documents by 2050 |
| | This is a great project that will provide much better service to this critical bus corridor and reduce congestion by reducing vehicle capacity. |
| | Yes absolutely, we need more public transportation options and those options require just as much efficiency as possible in order for the consumers to use them for convenience and for them to not get stuck in traffic. |
| | This is another dangerous road for cyclists and pedestrians. Reducing vehicle traffic and improving bike infrastructure would be great! |
| | Yeay, more bike lanes! |
| | Dedicated bus lanes must take priority over single occupancy vehicles |
| | The 2 for 8 checkmarks that TPB gives this project for meeting regional goals does not reflect how this implements TPB priority strategies and meets various other goals. TPB staff need to develop an alternative evaluation system. DDOT should also review and revise its project form responses. |
| | Yes, but make them REAL bus lanes. Georgia Ave is an extremely valuable bus corridor. Buses deserve to actually be allowed a clear path, and not have to share the road with drivers who are using the lane illegally, like in most of DC. |
| | This would fill a significant transit gap in a populous part of the city that doesn't have a ton of metro access. Providing reliable, fast bus service would reduce emissions and get more people out of cars. |
| | This needs to be done, and ten years ago. Development along Georgia Avenue requires faster and more reliable bus service that moves people quickly without cars. |
| | Safe cycling infrastructure should be available to everyone so that it is reasonable to bike instead of driving, reducing emissions. |
| Graham Park Road Capacity Reduction for New Bicycle Accommodations: Old Triangle Road to Purvis Drive | support bicycle accommodations. |
| | Love reducing vehicle capacity and increasing bike accomodations! Yes! Good for climate, good for traffic. |
| | Build a bicycle network, please. Tourists have money and love bicycling |
| | You mean reducing the number of cars lanes, right? If so i wholeheartedly support. If you meant reducing bike lanes, then I'm against |
| | Car reduction in favor of cycling increases air quality by limiting emissions from cars as well as particulate matter from car tires |
| | imperative for cyclist safety and reduces speeding. |
| | Yes absolutely! This will help to achieve vision zero more quickly and brings more health and safety to Northern Virginia residents! |
| | Yeay, more bike lanes! |
| | The low number of checkmarks that TPB gives this project for meeting regional goals (esp. when TPB just separately recommended it for TAP funding) does not reflect how well this implements TPB priority strategies and meets various other goals. TPB staff need to develop an alternative evaluation system. Prince William Co. should also review and revise the project form responses as needed. |
| | Rebalancing ROW and prioritizing active transportation is key to modal shift. It also improves safety by reducing vehicle speeds. |

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| | This project to reallocate excess road capacity for active mobility sounds like a no-brainer that should have been completed long ago, but PWC has overly focused on widening roads. |
| Greensboro Drive west Extension: Spring Hill Road to Tyco Road | Why are so many road extensions in this plan. We need to say enough to induced demand, and actually seriously provide multimodal BRT, bicycle, and pedestrian support in regions around DC. Let's rethink these, and say enough to induced demand. It's time to change our directions and take the data we have on streetscape design seriously. |
| | This seems like a good plan but I am concerned that the road extension will displace housing within the area to be extended. Also construction projects in general will cause delays and congestion which could take years to complete. |
| | This is one of the few areas in Tysons that is somewhat walkable/bikeable. With a decent sidewalk, and even a bike lane on Greensboro.<br><br>It leads in to the walkable Boro mixed-use development which is attached to the Greensboro metro station.<br><br>It is one of the few places in Tysons moving towards multimodal access and widening the road to encourage more cars would move things in the opposite direction. |
| | Tysons needs to be more walkable!! No more road widening!! |
| | Greensboro should be made to walkable not drivable |
| | Adding more lanes will only achieve a waste of taxpayer money and will certainly not achieve vision 0 |
| | Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | Tysons needs a more robust road network and this would support transit oriented development |
| | Less lanes |
| | Replace general lanes with HOT and/or bike lanes! Just adding lanes empirically harms safety, access, traffic flow, and undermines local+state environmental goals.<br><br>Wider roads are wider barriers for communities and businesses that cross them.<br><br>Lane additions move and intensify traffic bottlenecks instead of solving them.<br><br>Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation. |
| I-270 Express Toll Lanes Widening: I-270 Spur to I-370 | Widening highways does not reduce traffic |
| | I am strongly against widening any part of 270. I live in Rockville and this will only increase the number of people who use the highway, not reduce traffic as desired. It will have unquestionable negative effects on the area. |
| | Just toll the lanes that are already there. |

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| | 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. MDOT 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, demand management, pricing and incentives. |
| | I do not support any of these Toll Lane projects. Expanding highways has several problems: induced demand increases sprawl (fuels emissions and encourages driving), it's inequitable (owning a car costs at least $10k a year, whereas transit is a much cheaper solution), only people who pay high tolls get a speedy ride --- everyone else is still stuck in traffic. |
| | NO!! Very destructive with little/no benefits. STRONGLY OPPOSE |
| | How can you claim this enhances access, transit, or reduces greenhouse gases? We need more multimodal development, and this project is a gigantic waste of limited funds to prioritize those who can afford toll lanes on an already very large interstate. |
| | 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. MDOT 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, demand management, pricing and incentives. |
| | Will destroy much needed natural environment of any kind |
| | This project is opposed by thousands of people who have been researching it for over 6 years and know it will make commutes slower for most drivers. The MTA already approved peak tolls of over $5/mile, plus annual escalation based on CPI change as well as fixed factors. The toll lanes will be a private highway for the very wealthy, and other drivers will be left behind in the reduced number of general lanes with the dangerous trucks. Focus on MARC expansion instead- for the environment & future! |
| | Express toll lanes primarily encourage more car traffic and add more pollution. |
| | NO TOLLS. Just expand 270. |
| | I worry a widening will just induce more demand. Alternatives to driving would be more effective. |
| | Fix the onramps, merge and flow first. It is an engineering disaster. |
| | Consider improving metro and MARC train access instead |
| | This is a terrible idea, the highway is already insanely wide. Adding more lanes will only induce more demand and more congestion. The highways are already so large and road repairs are so costly. Do not widen 270! |
| | A ridiculous concept. Address the inevitable bottleneck from Gaithersburg past Frederick |
| | MARC service expansion and improvement must be the FIRST project for addressing I270 congestion. Expaning MARC also alines with improved air quality. Widening roads does not. I also don't want Virginia tolls in Maryland and I don't want Maryland roads to look like Virginia roads! |
| | I dont want a high toll road or for the state to take any family homes!! |
| | too costly, environmental harm, unfair, and won't solve the problem |
| | Lexus/HOT lanes are grossly inequitable. They can only be regularly used by the wealthiest motorists. The idea is wrong and should be abandoned. |
| | It will worsen congestion, especially for those who cannot afford the tolls, increase inequity, and cause enormous environmental harm. There are much better ways to lessen congestion that don't cause these problems. |

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| | Toll lanes require congestion in the general use lanes in order to make income. The goal should be reducing # of cars, and possibly reversible rush hour NON-Toll. |
| | Already we have 12 lanes. Adding four more will widen the footprint to something unacceptable to the communities along 270. More noise, more runoff with rains, more air pollution. |
| | Lane widening induces demand and will not solve the traffic problems. It also will damage the environment and increase pollution. |
| | it'll make more noise, environmental damage, won't help with traffic |
| | These lanes are inequitable and environmentally unsound. |
| | This project was approved by the Maryland Department of Transportation using a seriously flawed study. It would not be very effective in improving traffic flow and would have negative environmental consequences. |
| | I oppose this project. No further expenditure of public money is needed to establish that any fiscally viable toll lane plan would require exorbitant tolls upwards of $50, resulting in WORSE congestion for the vast majority, increased inequity, taxpayer jeopardy, and significant environmental harm. |
| | I don't believe this is an appropriate or ffair use off tax payer dollars and it won't really help regional transportation problems. |
| | I live adjacent to I270. Expansion of the roadway will greatly reduce the value of my house. Also, the WFH transition reduces the need for this project. |
| | This is a bad idea all around. I live right around here and highly object to this proposal which will just make congestion worse while wasting our money. |
| | This will not ease the congestion, it is just an income garnering activity. |
| | This toll lane proposal makes no sense. Toll lanes don't work to relieve congestion, they just force more people into fewer lanes and create Lexus Lanes for the rich. We need smarter solutions, like two way lanes that switch during rush hour. Why have 4 of 6 lanes idle for half of the day? And taxpayers don't want to foot the bill for this either. Plus, this development happening right by downtown Rockville is crazy. Please do not do this. Take the time to research and solicit better ideas |
| | The project is too expensive, will interfere with the quality of life near the road and almost certainly not solve the congestion problem. As "The Power Broker" taught, building more roadway does not solve congestion. The new lanes quickly fill. Getting in from Virginia there are horrible backups where the toll roads empty into normal lanes. |
| | Expanding the highway is an ecological disaster. After the hottest year in history last year - ANY increase in blacktop is highly dangerous. We cannot ignore what this does to our climate! Toll lanes are essentially unfair and actually INCREASE congestion for 'non-paying', ie normal, drivers. These express lanes are a disaster in the making. |
| | I wish to put funding to improve public transportation in that area. |
| | No |
| | reject the toll lanes with their $50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm |
| | Toll lanes DO NOT relieve congestion and are not equitable. Additional lanes are needed from Clarksburg to Frederick in both directions. Give taxpayers infrastructure which we have paid for. |
| | Toll Lanes just make traffic worse. What we really need is an outer beltway. |
| | this is such a boondoggle--widening 270 will do nothing to ease traffic problems, which largely have to do with development far north of this area that has been approved and built where 270 decreases to two lanes -- we need mass transit options... private-public partherships with toll lanes has nit worked in other places in the DMV... stop the madness |

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| | No |
| | Making these reversible rather than toll lanes would help more people and be more inclusive |
| | As a long-time resident of Rockville, I strongly oppose the widening of I-270. |
| | I am against adding Toll Lanes because of their negative environmental and equity impacts. Please do not add more highway lanes!!! |
| | I strongly oppose this. |
| | Opposed |
| | I strongly oppose this project. |
| | Cancel funding for the toll lanes and allocate those precious resources for transit and other critical transportation needs across the State. |
| | I don't support . Put in more public transport options instead |
| | Adding toll lanes makes traffic worse and discriminates against class. |
| | invest in train infrastructure |
| | Desperately seeking alternatives forms of transportation, this does not provide that. |
| | This project will create more air and noise pollution and traffic congestion. I do NOT support this. |
| | The expansion will destroy neighborhoods for many years. |
| | No. No. No. only wealthy people will benefit. This is devastating to air quality and quality of life for existing populations |
| | Toll lanes only make money for the toll administrator. Traffic is not eased except for a wealthy few. In exchange, more traffic comes along with pollution and environmental damage. |
| | All evidence points to road widening projects' failure to reduce congestion. Therefore, each of these projects will likely increase congestion, and will definitely increase greenhouse gas emissions. Please do not approve this or other road widening projects in this plan. |
| | I'm against the I-270 express toll lanes and widening project |
| | The road is already overcrowded and this would exacerbate that issue. |
| | Tolls are not helpful |
| | I am strongly opposed to toll express lanes - they are only for the wealthy |
| | 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. MDOT 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, demand management, pricing and incentives. |
| | Pleasereject the toll lanes with their $50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm. |
| | No tolls on 270! I oppose this plan. |
| | No |

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| | Toll lanes are an outdated solution. |
| | This project comes with real harms to people and the environment, and MDOT and FHWA ignored important aspects of that harm while reviewing the project |
| | Much harm and little benefit. And the small benefit will be temporary. The harm will not. |
| | no one who lives here wants this pointless cashgrab |
| | Does not support local community. Supports rampant growth in Montgomery county. Need to look at options for upcounty access to VA (bridge) More money for metro and less for roads |
| | No to three toll lane projects on I-495 and I-270! This will make a mess out of the connecting roads into Rockville, and 270 up to this point is already 12 lanes wide.<br>Make a deal with CSX to add a rail from Frederick MD into Silver Spring. |
| | Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | HOT lanes are inequitable.<br>Also, toll roads suck.<br>And road expansions induce more demand.<br>Create more transit instead. |
| | HOT lanes are inequitable.<br>Also, toll roads suck.<br>And road expansions induce more demand.<br>Create more transit instead. |
| | This project should not be included in the plan. It would harm neighborhoods, parks, streams, tree cover. It would work against meeting regional climate goals. A HOTTER lanes alternatives should be considered that would toll some or all existing lanes and use revenue to incentivize ridesharing and transit and improve last mile walk/cycle/paratransit service alternatives to driving. Transit oriented development should be part of alternatives considered to this project. |
| | This project should consist to re-assigning *existing* lanes for Toll / HOV usage. Widening the highway even further is anti-thetical to TPB objectives. |
| | Widening 270 will only lead to more congestion (see numerous studies on induced demand). Focus on train, transit, for expanded capacity |
| | Adding lanes will just invite more traffic. I am opposed to express toll lanes - they are expensive and, as implemented in Virginia, just make the original highway more confusing and difficult to drive on. |
| | Remove this project and replace with study of alternatives like HOTTER lanes (High-Occupancy Transit & Tolls with incentives on Existing Rights-of-Way) and transit-oriented land use that better address needs and regional goals. The project would be 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. |
| | Express lanes will encourage carpooling, support express bus service, and give people more options. |

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| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | I do not support this. We need to stop widening roads and highways to reduce DC/MD congestion, as all evidence points to the fact that widening roads just increases more traffic over time, and sadly postpones what's needed: reducing VMT (vehicles miles traveled) on MD roads, while increasing transit. |
| | Highly inequitable, environmentally damaging, ineffective project that will only exacerbate the notorious northern bottleneck. The toll lanes will leave the free lanes more congested than they are now and expose environmental justice populations near I-370 and beyond to greatly increased amounts of air pollution. |
| | Tolls support the wealthy increasing inequality, worsen congestion for the majority, provide taxpayer jeopardy, and bring enormous environmental harm. Please do not move forward with this antiquated way of dealing with population growth and support other studies. |
| | This will do nothing to alleviate traffic congestion. We have seen repeatedly that this will simply attract more development and more traffic. What we need are more mass transit options! |
| | 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. MDOT 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, demand management, pricing and incentives. |
| | Widening I-270 harms the environment. Further, research clearly demonstrates that the widening of interstates does not alleviate congestion, but actually increases car usage. We do not need more cars. We need more public transit. |
| | Will not work to reduce congestion, tolls will cost too much |
| | We need to prioritize transit funds to mass transit and not Lexus Lanes |
| | Induced demand means that once widened, this spur will incent more cars to use it and it will eventually become congested, making the expenditure worthless. |
| | What you need to do is change the traffic pattern so that cars that want to get to 370 and the 200 and those that want to get to 270 don't have to cross each other. That was such a dumb idea.<br><br>Also, getting rid of the local lanes (i.e. make them part of the regular highway) might improve traffic already enough. |
| | I don't approve of HOV toll lanes. I do approve of dedicated bus transit lanes without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |
| | Project needs to extend past 370 north into Frederick County. |
| | Highway widening is the very last thing we should be doing. Personal vehicle use is the largest polluter in terms of air quality. We should be focusing on expanded transit like more metro rail, weekend and expanded marc brunswick service, and bus rapid transit. |
| | First of all, the throttle point on I-270 is at Frederick, not between Rockville and Gaithersburg. Secondly, it would be vastly more impactful to focus on expanding use (including modernization) of existing rail services along this corridor. Toll lanes, in addition to further impeding traffic flow and creating additional equity challenges, still encourage more private vehicle use in spaces that have such volume that transit makes more sense. |

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| | TPB Board Resolution R19-2021 required consideration of multiple scenarios, especially for greenhouse gas (GHG) reduction and zero-based budgeting. This project did NOT consider alternatives that would have reduced GHG such as expansion of the MARC Brunswick line and implementation of BRT on MD 355, both of which run parallel to I-270. MDOT's plan would destroy significant tree canopy, would be inequitable because of the high tolls, would pollute our waterways and not reduce congestion.<br>Also, |
| | Widening I-270 will not reduce congestion and will adversely affect the sensitive watershed areas in this area. Toll lanes are for the privileged few who have expendable income and will spend to save 2 minutes of their commute. The project is poorly conceived and designed and will do absolutely nothing to improve transportation along this corridor because it will just make bottlenecks elsewhere. |
| | Experience in Virginia shows that this approach does not reduce traffic. MDOT failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery counties. |
| | My backyard is directly adjacent to 270 (Old Farm neighborhood - near Montrose Road exit) and any widening of the road would devastate my neighborhood (e.g., significant increase in noise, cutting down trees, etc) and we would need to move despite having two young children. I strongly oppose this project in any form and will fight toll lanes on 270 as it directly impacts my family. |
| | This would only increase the number of cars on the road, and therefore congestion, noise, and pollution. There's plenty of data showing that adding more lanes of traffic induces demand and therefore increases traffic. |
| | Transportation funds should be put towards public transit, bicycle, and walking infrastructure. |
| | I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.<br><br>Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality. |
| | Project likely to increase VMT in region and will not improve traffic flow meaningfully. Project doesn't include any public transit improvements yet argues it will somehow improve transit in area. Project should be dropped and replaced with implementing BRT in region or other transit options such as a WMATA Metrorail extension or new MARC service. |
| | It's a misallocation of resources to create luxury lanes for wealthy people when the rest of us sit stuck in traffic. Nobody I know would pay the proposed toll fees. |
| | MDOT needs to consider alternatives like HOTTER lanes that don't require widening the highway and that don't keep people stuck in congestion in the general purpose lanes. |
| | You're just adding lanes. That empirically harms safety, access, traffic flow, and undermines local+state environmental goals.<br><br>More lanes encourages unsafe driving.<br><br>Wider roads are wider barriers for communities and businesses that cross them.<br><br>Lane additions move and intensify traffic bottlenecks instead of solving them.<br><br>Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation. |

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| | Replace general traffic lanes with HOT!  Just adding lanes empirically harms safety, access, traffic flow, and undermines local+state environmental goals.<br><br>Wider roads are wider barriers for communities and businesses that cross them.<br><br>Lane additions move and intensify traffic bottlenecks instead of solving them.<br><br>Wider roads are additional pavement which needs additional maintenance and repaving.  The additional pavement area increases pollution from runoff and tire particulation. |
| | More transit options, a dedicated bus lane for increased two-way service between Frederick and the Metro. No tolls. |
| | NO LEXUS LANES INCREASING INCOME INEQUALITY TO PROVIDE THE WEALTHY A WAY TO AVOID THE TRAFFIC WE ALL MUST DEAL WITH. OPEN LANES FOR ALL TO USE WITH CLIMATE EFFECTS MITIGATION REQUIRED.<br><br>Implement the following for any lane additions!<br>https://www.youtube.com/watch?v=Qbv_dtwTGDo |
| | No, no toll lanes are needed here. The on-ramp mitigation work has been successful, as have the extra lanes between 28 and Falls Road |
| | I am opposed to I-270 Express Lanes Widening I-270, because it is trying to solve traffic gridlock, without providing a modern Transit system promised for decades and not delivered to upcounty residents. FLASH BRT 355 North is still another promise on paper. |
| | Will add more cars, more pollution, more traffic congestion. Does not improve mass transit options. |
| | Project will have a substantially negative impact on our community and isn't a solution to traffic congestion.  It is a half-baked attempt to solve a problem for which there are many more thoughtful and thorough solutions, such as expansion of Metro and MARC service, telework incentives, staggered work hours, smart growth around major transit hubs providing housing that service workers can afford and more accessible affordable, reliable and viable alternatives to single occupancy use. |
| | The toll lanes won't provide any traffic releaf  for anyone but the very few who would afford their exorbitant tolls, which is another inequity that would ennlarge the gap between havess and have-nots. The construction will also be a big inconvenience fo rthe area and add a lot more carbon and debris to the environment. Also, th heavy trraffic is only for a few hours out of the 24 of the day, and is caused by drivers' poor driving skills and the inadequate inbound and exit ramps and signaling. |
| | Rockville is already a city bisected by I-270. The highway is already very wide and the Innovative Congestion Management Project reduced congestion on lower I-270 substantially and the toll lanes, according to NEPA documents, are not an improvement on congestion more than the beneficial effects of the Innovative Congestion Management being seen already, even long term! |
| | There are far more effective ways of handling rush hour congestion on I-270, as documented repeatedly since the ill-conceived plan was first introduced by the Hogan Administration years ago. |
| | What is needed is better public transit options, not more Highway lanes for the rich. |
| | AGAINST!! ...remove toll lanes & widening planned for I-495 and I-270 in Montgomery & PG Counties |
| | It will degrade air quality, encourage traffic, and cut down trees we need to clean air and reduce noise. WIDENING ROADS DOES NOT WORK TO DECREASE CONGESTION! |
| | Adding additional lanes does not reduce traffic |

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| I-495 Auxiliary Lanes: north of Heming Avenue underpass to Georgetown Pike (VA 193) | Just toll the lanes that are already there. |
| | Oppose all expansions of I-495 and I-270 |
| | How can you claim this enhances access, transit, or reduces greenhouse gases? We need more multimodal development, and this project is a gigantic waste of limited funds to prioritize those who can afford toll lanes on an already very large interstate. |
| | How about a bridge for some rail |
| | More car lanes won't help traffic |
| | This is a terrible idea, the highway is already insanely wide. Adding more lanes will only induce more demand and more congestion. The highways are already so large and road repairs are so costly. Do not widen the highway! |
| | Road is already relatively new and adding more lanes is proven to increase travel times, area already has a lot of drivers darting access road and more lanes will only exacerbate the issue. Also the area where the actual traffic jam starts (I-495 inner loop at chain bridge rd) is already under development, every stretch before that doesn't tend to have traffic jammed up. |
| | Please reject the toll lanes with their $50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm |
| | This will not ease the congestion, it is just an income garnering activity. |
| | This project should prioritize enhancing safe access for pedestrians and cyclists. |
| | Multiple lanes on the interstate is horrible. |
| | No |
| | Adding even one lane will induce demand for road infrastructure, causing even more particulate matter pollution. |
| | Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | HOT lanes are inequitable.<br>Also, toll roads suck.<br>And road expansions induce more demand.<br>Create more transit instead. |
| | Widening already wide roads exacerbates congestion, air pollution, etc. |
| | Just one more lane, bro, I promise this time it'll work |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will wake fewer people drive. |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will wake fewer people drive. |

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| | I approve of replacing an aging bridge, but don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |
| | Highway widening is the very last thing we should be doing. Personal vehicle use is the largest polluter in terms of air quality. We should be focusing on expanded transit like more metro rail, weekend and expanded marc brunswick service, and bus rapid transit. |
| | One more lane bro, that will definitely fix it. Why do we have such stupid engineers? |
| | Widening roads for cars does not reduce pollution-it makes it worse!!! |
| | I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.<br><br>Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality. |
| | Stop advancing plans for single occupancy vehicles. We don’t need the induced traffic or environmental effects. |
| | You're just adding lanes. That empirically harms safety, access, traffic flow, and undermines local+state environmental goals.<br><br>More lanes encourages unsafe driving.<br><br>Wider roads are wider barriers for communities and businesses that cross them.<br><br>Lane additions move and intensify traffic bottlenecks instead of solving them.<br><br>Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation. |
| I-495 Express Lanes Truck Access: American Legion Bridge to I-95/I-395 Interchange | OPPOSE widening of I-495 and adding lanes |
| | HOV lanes have very limited impact. HOV studies show that the lanes have limited to no effectiveness in modifying transportation levels, addressing multimodal practices, or reducing congestion. HOV lanes have largely failed, and should not be in this plan. |
| | I believe it would be abused by truck drivers and minimize the effectiveness of the EZ-pass lanes and raise prices for the commuters like myself that use the EZ-pass lanes regularly at all times. |
| | Route all truck traffic via 270 to MD 200 to 95 to Wilson bridge. Truck toll the the East beltway, and prohibit truck traffic along the American Legion, Point of Rocks crossing, and Brunswick crossings -- 95 to the East, 81 to the West, DC closed in-between across the rivers without a new dedicated truck bridge in MoCo/Fairfax. |

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| This is a terrible idea, the highway is already insanely wide. Adding more lanes will only induce more demand and more congestion. The highways are already so large and road repairs are so costly. Do not widen the highway! |
| Express lanes should have a CDL requirement.<br>There is a difference between professional truckers and people renting a U-Haul. We should attempt to keep heavy through traffic separated but if the point is for these to be expressed we should only permit professional drivers. |
| This will not ease the congestion, it is just an income garnering activity. |
| Keep trucks away from small cars. |
| No |
| I don't support this project. |
| Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| HOT lanes are inequitable.<br>Also, toll roads suck.<br>And road expansions induce more demand.<br>Create more transit instead. |
| Why would I want trucks in the express lane? |
| Need to make sure trucks do not slow down the express lanes |
| This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will wake fewer people drive. |
| We need to prioritize transit funds to mass transit and not Lexus Lanes |
| Highway widening is the very last thing we should be doing. Personal vehicle use is the largest polluter in terms of air quality. We should be focusing on expanded transit like more metro rail, weekend and expanded marc brunswick service, and bus rapid transit. |
| I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.<br><br>Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality. |
| Stop advancing plans for single occupancy vehicles. We don't need the induced traffic or environmental effects. |
| Replace general traffic lanes with HOT. Not supported if this project involves road-widening |
| I am opposed to the total destruction of the Historic African American Moses Tabernaical Cemetery off Seven Locks Road by this Express Lane development. I-495 was built down the middle of this cemetery in mid 1950s, now to have this new widening of I-495 would be another injustice heaped on injustice. |
| No tolls for the ALB! Even though you have clear cut a swathe of trees, do not add toll lanes into Maryland |
| Remove toll lanes |

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| | AGAINST!! ...remove toll lanes & widening planned for I-495 and I-270 in Montgomery & PG Counties!<br>Consider adding alternate routes to cross the river. |
| I-495 Express Toll Lane Ramps: at Dulles Connector Road and Dulles Toll Road | Oppose adding express toll lane ramps on I-495 |
| | How can you claim this enhances access, transit, or reduces greenhouse gases? We need more multimodal development, and this project is a gigantic waste of limited funds to prioritize those who can afford toll lanes on an already very large interstate. |
| | This is a terrible idea, the highway is already insanely wide. Adding more lanes will only induce more demand and more congestion. The highways are already so large and road repairs are so costly. Do not widen the highway! |
| | A threat to Thomas Creek and cabin John Creek and Rock creek. |
| | This will not ease the congestion, it is just an income garnering activity. |
| | opposed |
| | Adding toll lanes makes traffic worse and discriminates against class. |
| | We don't need more pollution and erosion of our neighborhood quality of life. There is no evidence this helps congestion (it has not in Virginia) |
| | The road is already overcrowded and this would exacerbate that issue. |
| | No |
| | Club of MarylaThis project comes with real harms to people and the environment, and MDOT and FHWA ignored important aspects of that harm while reviewing the project. |
| | Much harm and little benefit. And the small benefit will be temporary. The harm will not. |
| | I don’t support this project. |
| | HOT lanes are inequitable.<br>Also, toll roads suck.<br>And road expansions induce more demand.<br>Create more transit instead. |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will wake fewer people drive. |
| | HOT lanes are not helping our region reduce VMT |
| | We need to prioritize transit funds to mass transit and not Lexus Lanes that harm communities and the environment |
| | Toll lanes just make more room for cars and make it more complicated for everyone else to get around. I want safe bike lanes and better buses and metro access. |
| | Highway widening is the very last thing we should be doing. Personal vehicle use is the largest polluter in terms of air quality. We should be focusing on expanded transit like more metro rail, weekend and expanded marc brunswick service, and bus rapid transit. |

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| | I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.<br><br>Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality. |
| | Stop advancing plans for single occupancy vehicles. We don't need the induced traffic or environmental effects. |
| | The amount of environmental disruption would be horrendous. And there has been very little discussion about mass transit. This is transportation for the wealthy. |
| | No. All our taxes built Dulles and added public transit to it. Do not add selective tolls to get there |
| | Will add more cars, more pollution, more traffic congestion. Does not improve mass transit options. |
| | no |
| I-495 Express Toll Lanes Northern Extension (NEXT): South of Old Dominion Drive to American Legion Bridge | Adding lanes does not reduce traffic |
| | Need BRT or rail between Bethesda and Tysons. |
| | Just toll the lanes that are already there. |
| | 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. MDOT 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, demand management, pricing and incentives. 2 managed lanes in each direction |
| | Please remove Toll Lanes from Viz 2050. We need equitable solutions (BRT, TOD) that encourage less driving and therefore fewer emissions. |
| | I do not support any of these Toll Lane projects. Expanding highways has several problems: induced demand increases sprawl (fuels emissions and encourages driving), it's inequitable (owning a car costs at least $10k a year, whereas transit is a much cheaper solution), only people who pay high tolls get a speedy ride --- everyone else is still stuck in traffic. |
| | Oppose adding express toll lanes on I-495 |
| | How can you claim this enhances access, transit, or reduces greenhouse gases? We need more multimodal development, and this project is a gigantic waste of limited funds to prioritize those who can afford toll lanes on an already very large interstate. |
| | Toll lanes slow down traffic. I personally believe that it is just a grab for more revenue. I think dedicated bus lanes would make better sense, especially if the concern is for air quality and lower emissions. An electric bus fleet would be a better option. |
| | Absolutely needed for the region to commute with reasonable travel times. |
| | No new toll lanes. Just fix the G/W interchange and expand the AL Bridge. |
| | If new toll lanes are being implemented, they should replace existing travel lanes, expansion should be focused on transit options. |
| | While this is better than nothing, the only change that will actually solve traffic at this bridge is mass transit. Multiple BRT lines, and extend the purple line to Tyson's. |
| | This is a terrible idea, the highway is already insanely wide. Adding more lanes will only induce more demand and more congestion. The highways are already so large and road repairs are so costly. Do not widen the highway! |
| | Too costly, environmental harm, won't solve the problem, and not fair to all people. |

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| Too much impact in communities. There are at least ten schools within 1/2?mile of the course of the proposed road and some of the schools are less than 1/4 mile. The decreased air quality and increased noise will be damaging. |
| I don't believe this is an appropriate or fair use of taxpayer dollars and it won't help regional transportation issues. |
| Do not do this project/very poorly thought out, detrimental to the residents &!environment. |
| Terrible idea for the community and the environment. Look for better options please ! Do not widen 495 or 270! |
| Please reject the toll lanes with their $50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm. |
| This will not ease the congestion, it is just an income garnering activity. |
| The project is too expensive, will interfere with the quality of life near the road and almost certainly not solve the congestion problem. As "The Power Broker" taught, building more roadway does not solve congestion. The new lanes quickly fill. Getting in from Virginia there are horrible backups where the toll roads empty into normal lanes. |
| No |
| No |
| reject the toll lanes with their $50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm |
| No |
| Toll Lanes make traffic worse. Why are we making the existing choke points worse? There is only one bridge. We need an outer beltway with a new bridge over the Potomac. |
| VDOT's outrageously expensive toll lanes only help state gather some revenue but don't help any traffic. Pure tax and spend scheme. |
| I do not support this project. |
| No |
| Adding toll lanes makes traffic worse and discriminates against class. |
| We need other alternatives to road expansions. Road expansions increase pollution and do not solve transportation issues. |
| All evidence points to road widening projects' failure to reduce congestion. Therefore, each of these projects will likely increase congestion, and will definitely increase greenhouse gas emissions. Please do not approve this or other road widening projects in this plan. |
| The road is already overcrowded and this would exacerbate that issue. |
| Express lanes do not help with traffic and encourage speeding. |
| I am strongly opposed to espress toll lanes - they only benefit the wealthy |
| Please reject the toll lanes with their $50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm. |
| The ALB has become the main street for the DMV. Can there be a reliable circulator bus/ rail that connects Tysons/McLean with Bethesda Chevy Chase? I have to take public transportation to the center of DC in order to get to Bethesda. Also, I hope the grades for the bike lanes across the ALB are modest, and that the bike lanes are integrated into a NoVA/Montgomery- county bike network. |

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| | No |
| | This project comes with real harms to people and the environment, and MDOT and FHWA ignored important aspects of that harm while reviewing the project |
| | Much harm and little benefit. And the small benefit will be temporary. The harm will not. |
| | I don't support this project. |
| | no |
| | Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | This road must not get widened. I live two blocks off of Pennsylvania Ave SE in DC. This county traffic then proceeds into DC, making our roads dangerous and impacting air quality. People need to use transit. |
| | HOT lanes are inequitable.<br>Also, toll roads suck.<br>And road expansions induce more demand.<br>Create more transit instead. |
| | No more highway widening. See Katy highway in Houston for lessons on what NOT to do |
| | Widening leads to induced demand. More cars=more emissions, more microplastics from their tires, more pollution, more money funneled away from projects that could improve the environment and lives of the neighborhoods around these highways. |
| | Strongly support - this stretch of the Beltway is extremely congested. Express lanes will support carpooling, express bus service, and provide an option for those who need to get places more quickly and are willing to pay (use some of the toll revenue to support new express bus service) |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | Tolls support the wealthy increasing inequality, worsen congestion for the majority, provide taxpayer jeopardy, and bring enormous environmental harm. Please do not move forward with this antiquated way of dealing with population growth and support other studies.<br><br>How about investigating an outer beltway to keep cars that are moving through the area away from the close in suburbs? |
| | We shouldn't be expanding highways at this critical climate juncture. We need to be focused on modal shift - HOT lanes are not the solution. |
| | We need to prioritize transit funds to mass transit and not Lexus Lanes |
| | Because induced deman means these toll lanes will become congested eventually, it is better to spend monsy on projects ginving people alternatives to single occupancy cars, such as transit, safer bike infrastructure etc... |
| | I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |

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| | Highway widening is the very last thing we should be doing. Personal vehicle use is the largest polluter in terms of air quality. We should be focusing on expanded transit like more metro rail, weekend and expanded marc brunswick service, and bus rapid transit. |
| | Toll lanes benefit the few who can afford it. |
| | Transpooration funds should be put towards public transit, walking and biking infrastructure. |
| | I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.<br><br>Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality. |
| | Stop advancing plans for single occupancy vehicles. We don't need the induced traffic or environmental effects. |
| | Unless paired with plans to add/expand BRT, this is not likely to improve transit in the region or reduce congestion. |
| | Replace general traffic lanes with HOT! Just adding lanes empirically harms safety, access, traffic flow, and undermines local+state environmental goals.<br><br>Wider roads are wider barriers for communities and businesses that cross them.<br><br>Lane additions move and intensify traffic bottlenecks instead of solving them.<br><br>Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation. |
| | Express toll lanes do not solve our transit or air quality problems. |
| | Add lanes to the bridge but NO TOLL LANES! NO LEXUS LANES INCREASING INCOME INEQUALITY TO PROVIDE THE WEALTHY A WAY TO AVOID THE TRAFFIC WE ALL MUST DEAL WITH. OPEN LANES FOR ALL TO USE WITH CLIMATE EFFECTS MITIGATION REQUIRED.<br><br>Implement the following for any lane additions!<br>https://www.youtube.com/watch?v=Qbv_dtwTGDo |
| | I am opposed to I-495 Express Toll Lanes Northern Expansion, because the American Legion Bridge may need to be repaired. Just not an unecessary expansion that would be paid for by Maryland tax payers. |
| | No. Stop choking our national capitol with roads owned and monitored by non-US interests |
| | Will add more cars, more pollution, more traffic congestion. Does not improve mass transit options. |
| | I oppose the toll lane approach to traffic congestion, for reasons I feel like I've been citing for a very, very long time. |
| | Besides the futility of adding more Lanes to highways due to induced demand, the issue is one of equity. Most people will not be able to afford the tolls which will solely benefit the rich. The rest of us will be stuck in even worse traffic |
| | AGAINST!! ...remove toll lanes & widening planned for I-495 and I-270 in Montgomery & PG Counties! |
| I-495 Southside Express Toll Lanes (SEL): | Widening highways does not reduce traffic |
| | The Beltway is already far too wide. To the extent that we can slow people down, emissions will go down and mortality/morbidity will go down. |

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| Springfield Interchange to MD 210 | Just toll the lanes that are already there. |
| | Oppose I-495 express toll lanes |
| | How can you claim this enhances access, transit, or reduces greenhouse gases? We need more multimodal development, and this project is a gigantic waste of limited funds to prioritize those who can afford toll lanes on an already very large interstate. |
| | VDOT failed to seriously examine other alternatives, starting with a project purpose to extend the Express Lanes. VDOT's plan creates a bottleneck in Maryland and builds HOT lanes in the space on the bridge reserved for future rail, likely blocking future conversion. |
| | "just one more lane, bro..." seriously, adding traffic lanes just creates more traffic |
| | The fact that this is being proposed seriously challenges the legitimacy of the standards for emissions we rely on. The MOVES4 model fails to account for the significant induced demand created by "express" lanes. This will only be compounded by the growth in NoVa, which must be reliant on intermodal transit, and by the TWO additional general purpose lanes. The risk this poses to progress made by NoVa is unmistakable. |
| | Make them bus lanes instead |
| | Absolutely! This would help start to make a dent in the WW bridge traffic with this enhancement. |
| | Oppose. |
| | I don't want Virginia tolls in Maryland and I don't want Maryland roads to look like Virginia roads! |
| | Toll lanes require congestion in the general use lanes in order to make income. Wilson Bridge should have Metro. The goal should be reducing # of cars, and possibly reversible rush hour NON-Toll. |
| | more noise, environmental degradation, won't solve traffic problem |
| | I don't believe this is an appropriate or fair use of taxpayer dollars and it won't help with regional transportation issues. |
| | No, for the same reasons I expressed re the toll lanes on I 270 to I 370 and the toll lanes near the I 270 West Spur split to 495 to the American Legion Bridge. |
| | Please reject the toll lanes with their $50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm |
| | Need more bicycle pedestrian overpass/underpass. A large portion of this traffic is people attempting to commute from the Mount Vernon area to Alexandria or from Kingstown to eisenhower/lanconia. Rose Hill has no easy way to cross.<br>Removing vehicular traffic from people in the Springfield area commuting to Alexandria would severely alleviate traffic issues. |
| | This will not ease the congestion, it is just an income garnering activity. |
| | This toll lane proposal makes no sense. Toll lanes don't work to relieve congestion, they just force more people into fewer lanes and create Lexus Lanes for the rich. We need smarter solutions, like two way lanes that switch during rush hour. And taxpayers don't want to foot the bill for this either. Please do not do this. Take the time to research and solicit better ideas |
| | The project is too expensive, will interfere with the quality of life near the road and almost certainly not solve the congestion problem. As "The Power Broker" taught, building more roadway does not solve congestion. The new lanes quickly fill. Getting in from Virginia there are horrible backups where the toll roads empty into normal lanes. |
| | reject the toll lanes with their $50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm |

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| | Toll Lanes are not the answer. |
| | I am against adding Toll Lanes because of their negative environmental and equity impacts. Please do not add more highway lanes!!! |
| | Strongly oppose. |
| | Cancel funding for the toll lanes and allocate those precious resources for transit and other critical transportation needs. |
| | invest in more sustainable infrastructure. we dont need more cars |
| | Need alternate forms of transportation. This will divert funds necessary to meet that need. |
| | No |
| | I'm against this project |
| | No more extra toll lanes. Disastrous for the average consumer. |
| | I support transit use along this corridor and hope that transit can establish its own ROW here (heavy rail preferably). |
| | VDOT failed to seriously examine other alternatives, starting with a project purpose to extend the Express Lanes. VDOT's plan creates a bottleneck in Maryland and builds HOT lanes in the space on the bridge reserved for future rail, likely blocking future conversion. Adding express lanes does not provide additional "travel choices", as VDOT claims. Rather, it is the same travel choice provided since the inception of the bridge: Being forced to drive or be driven in a car/motor vehicle. |
| | No |
| | Toll lanes are an outdated solution. |
| | Club of Maryland This project comes with real harms to people and the environment, and MDOT and FHWA ignored important aspects of that harm while reviewing the project |
| | Much harm and little benefit. And the small benefit will be temporary. The harm will not. |
| | I don't support this project. |
| | does not support long distance travel, only local development, which is maxed out |
| | NO to three toll lane projects on I-495 and I-270. The Willson Bridge lanes were included for mass transit, not Toll lanes. |
| | Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | HOT lanes are inequitable.<br>Also, toll roads suck.<br>And road expansions induce more demand.<br>Create more transit instead. |
| | Remove this project and replace with study of alternatives like HOTTER lanes (High-Occupancy Transit & Tolls with incentives on Existing Rights-of-Way) and transit-oriented land use that better address the corridor needs and regional goals. VDOT failed to examine other alternatives, beginning with a project purpose to extend the Express Lanes. VDOT's plan creates a bottleneck in MD and builds HOT lanes in the space on the bridge reserved for future rail, without explaining future conversion. |
| | Express lanes provide a great option for carpools and express buses, and those who need to get to places on-time |

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| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | I do not support this. We need to stop widening roads and highways to reduce DC/MD/VA congestion, as all evidence points to the fact that widening roads just increases more traffic over time, and sadly postpones what's needed: reducing VMT (vehicles miles traveled) on MD roads, while increasing transit. |
| | Tolls support the wealthy increasing inequality, worsen congestion for the majority, provide taxpayer jeopardy, and bring enormous environmental harm. Please do not move forward with this antiquated way of dealing with population growth and support other studies. |
| | VDOT failed to seriously examine any alternatives to extending its private toll lanes. VDOT's plan would move VA's bottleneck to Maryland, impose toll lanes on a population that doesn't want them (see the Prince George's County Council's letter to Sec. Wiedefeld, opposing the Southside Project) and build HOT lanes in the space on the bridge reserved for future rail, functionally blocking any future conversion. |
| | In addition to being opposed to toll lanes in general, I have to wonder where the funding will come from. I strongly believe that this will benefit the private "partner" and leave taxpayers on the hook for the cost. |
| | Community has deep reservations around VDOT's plan to build privately controlled HOT lanes in the right-of-way reserved for future Metrorail. Assurances that this wouldn't preclude WMATA's plans are too vague. |
| | We do not need widened highways. Research clearly demonstrates that widening highways leads to more car usage, which negatively impacts the environment. Car emissions are one of the main sources of green house gases in the country. We need more expansive public transit. This expansion could prevent future rail from being built on the Woodrow Wilson bridge, which is a mistake. |
| | Need to prioritize funds toward mass transit - not for Lexus Lanes |
| | Highway widening is the very last thing we should be doing. Personal vehicle use is the largest polluter in terms of air quality. We should be focusing on expanded transit like more metro rail, weekend and expanded marc brunswick service, and bus rapid transit. |
| | Toll lanes generally do not improve traffic flow and are unduly costly at the point of service, punishing all parties involved. They also continue to contribute to greater emissions per vehicle through their disruption of traffic flow and needlessly expand impermeable heat-island surface area at the expense of other land uses |
| | This project will add congestion near my home and increase traffic as more lanes have always resulted in more traffic. As a beltway commuter, I can assure your agency that the existing lanes do not help. It will also make it more difficult to add transit to the Wilson Bridge. Please put this outdated idea back on the shelf. How will we meet our climate goals with traffic inducing projects? |
| | This project violates TPB Board Resolution R19-2021 which required consideration of multiple scenarios, especially for GHG reduction. VDOT's purpose & need statement "extend & provide continuity of express lanes system" is biased and eliminated consideration of GHG-reducing alternatives such as more transit,, greater use of TDM and TOD. Adding lanes doesn't reduce congestion because of induced demand. Implementation across Woodrow Wilson Bridge would effectively prohibit expansion of METRO. |
| | Toll lanes do not improve travel times. Just look at the mess in VA. Only a few people use them even though traffic in the free lanes is at a standstill. MD does not have to imitate VA's mistake. If you add lanes, it only creates bottlenecks downstream. Toll lanes will not benefit the residents in PG county. It will not bring economic prosperity to PG county. |
| | We need an expansion of the blue metro line, not more lanes for cars. This is an awful idea! |

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| | VDOT's builds HOT lanes in the space on the bridge reserved for future rail, likely blocking future conversion. This is poor planning. VDOT failed to seriously examine other alternatives. |
| | I participated in the Alexandria's WWB redesign project 20 years ago. At those meetings we all supported the idea of putting METRO across the bridge. We were told the new WWBr was designed for a future Metro Rail. Now VDOTs proposes Express lanes instead of METRO this seems to be a complete sabotage of the design goals we established. C'mon VDOT, honor your commitments to our communitys' desire for multimodalsm and mass transit. Quit trying to encourage more cars into the region. NO NO NO |
| | More car lanes? Is that all we can build? Make a separated trail behind the sound wall. Build a train route from Alexandria to Tysons. We have enough damn polluting roads. |
| | I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.<br><br>Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality. |
| | Stop advancing plans for single occupancy vehicles. We don't need the induced traffic or environmental effects. |
| | It's a misallocation of resources to create luxury lanes for wealthy people when the rest of us sit stuck in traffic. Nobody I know would pay the proposed toll fees. |
| | VDOT needs to do detailed analysis of transit and demand management alternatives. The purpose can't just be "to extend the express lane". The TPB board should remove this project because VDOT hasn't done its homework and coordinated with regional jurisdictions and WMATA. |
| | I support this only if room remains for mass transit expansion like Metrorail |
| | please leave the transit space on the woodrow wilson bridge |
| | Again, stop making our capitol a hostage to the financial interest of private, international companies and their stockholders |
| | Will add more cars, more pollution, more traffic congestion. Does not improve mass transit options. |
| | The toll lanes won't provide any traffic releaf for anyone but the very few who would afford their exorbitant tolls, which is another inequity that would ennlarge the gap between havess and have-nots. The construction will also be a big inconvenience fo rthe area and add a lot more carbon and debris to the environment. Also, th heavy trraffic is only for a few hours out of the 24 of the day, and is caused by drivers' poor driving skills and the inadequate inbound and exit ramps and signaling. |
| | This is an environmental justice issue to put toll lanes into Maryland's Prince George's County via a simple EA rather than an EIS that was required for the 495/270 proposed toll lanes project. Prince Georgians, predominantly African American, will not get their due time and opportunity to have comments and input on impacts to their county. The Montgomery County residents had a chance to have their concerns raised via the EIS process. MARYLAND should deal with projects in MD and on its bridges. |
| | I strongly oppose toll lanes as an approach to relieving rush hour congestion. There are better ways. |
| | It has been proven over and over again that adding more Lanes creates induced demand. A far better investment would be extending Metro into Oxon Hill. |
| | AGAINST!! ...remove toll lanes & widening planned for I-495 and I-270 in Montgomery & PG Counties! |
| I-495/I-270Y (West Spur) Express Toll Lanes | Adding additional lanes does not reduce traffic |
| | Need BRT or rail between Bethesda and Tysons. |

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| Widening: I-270 to George Washington Memorial Parkway | I support this project but only as part of a larger effort to provide frequent - I.e., every 15 minutes - express bus service / BRT between Bethesda and Grosvenor and Tysons Corner. Tolls also need to be set at relatively high levels. Funding from toll revenue should go towards subsidizing the express bus service / BRT. |
| | Just toll the lanes that are already there. |
| | 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. MDOT 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, demand management, pricing and incentives. |
| | I oppose the 270/495 toll lane project. Either people will pay HIGH tolls, or be stuck in traffic in the remaining lanes. Also fected (per MNCPPC) will be parks, streams and tree cover. FURTHER, widening highways fuels more sprawl, driving and emissions. This will not mitigate air quality or slow down climate change. |
| | I do not support any of these Toll Lane projects. Expanding highways has several problems: induced demand increases sprawl (fuels emissions and encourages driving), it's inequitable (owning a car costs at least $10k a year, whereas transit is a much cheaper solution), only people who pay high tolls get a speedy ride --- everyone else is still stuck in traffic. |
| | STRONGLY OPPOSE tolls, expansion of I-270/I-495. VERY destructive with little/NO benefit. |
| | How can you claim this enhances access, transit, or reduces greenhouse gases? We need more multimodal development, and this project is a gigantic waste of limited funds to prioritize those who can afford toll lanes on an already very large interstate. |
| | Do not support road widening! More lanes = More traffic = More carbon emissions = Bad news |
| | No highway widening! Please invest in alternatives to mass motor vehicle transportation. This plan is destructive and ineffective – harming neighborhoods, parks, streams and tree cover. It would stick people in traffic with very high tolls. MDOT should examine more effective alternatives including transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit, demand management, pricing and incentives. |
| | Will destroy much needed forest |
| | Absolute necessity for the DC metro region. |
| | NO TOLLS, just expand 270. MD pays enough taxes. Stop wasting money in non-economically productive parts of the state. |
| | More lanes are not the solution to traffic, multi-modal options such as transit are. |
| | Maybe the state of VA could consider an extension of the purple line across the river into VA |
| | I oppose this project. It is economically dangerous and it adversely impacts the environment. |
| | This is a terrible idea, the highway is already insanely wide. Adding more lanes will only induce more demand and more congestion. The highways are already so large and road repairs are so costly. Do not widen 270! |
| | I don't want Virginia tolls in Maryland and I don't want Maryland roads to look like Virginia roads!<br>If the American Legion Bridge needs to be refurbished, that should be done without widening or adding the Virginia tolls. Any widening that is done should only be to add a transit line across the bridge. It always seems to me that the backup problem isn't the bridge itself, but backups in Virginia that extend to the bridge and over the bridge. |
| | Widen the road and the bridge but do not charge tolls. |
| | Too costly, environmental harm won't solve the problem, and unfair to some people. |

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| Lexus/HOT laness ar ethe equivalent of allowing a corporation to build wings on existing public schools, and then charge tuition that only the wealthiest families can afford. Lexus/HOT lanes would only further divide citizens. We need another solution. |
| There is a 1 mile section between 270 and Legion bridge where 495 reduces to only 4 lanes. Fix that. Toll Toll lanes require congestion in the general use lanes in order to make income. The goal should be reducing # of cars. |
| Too close to schools and a threat to air quality near Walter Johnson high school |
| Lane widening induces demand and will not solve the traffic problems. It also will damage the environment and increase pollution. |
| more traffic, environmental degredation, more noise pollution |
| Toll lanes are inequitable and environmentally unsound. |
| Provides special benefits to the wealthy. The solution is to get through tractor trailers to other routes |
| This project was approved by the Maryland Department of Transportation using a seriously flawed study. It would not be very effective in improving traffic flow and would have have negative environmental consequences. |
| No, for the same reasons I gave in my opposition to the toll lane proposal from I 270 to I 370. |
| Project sould be scrapped and study totally redone. |
| This will not ease the congestion, it is just an income garnering activity. |
| I don't support this toll lane. Tolls in general do not work, they just force more people onto the remaining lanes. If the American Legion needs more lanes, we can do that without tolls. If you are going to use taxpayer dollars for projects like this, they must be usable to ALL taxpayers, not just the rich. Toll lanes have not worked in Virginia, and that state's transportation is a mess. Every time I drive over the river, my head spins at all the different lanes. Please find smart solutions |
| The project is too expensive, will interfere with the quality of life near the road and almost certainly not solve the congestion problem. As "The Power Broker" taught, building more roadway does not solve congestion. The new lanes quickly fill. Getting in from Virginia there are horrible backups where the toll roads empty into normal lanes. |
| Expanding the highway is an ecological disaster. After the hottest year in history last year - ANY increase in blacktop is highly dangerous. We cannot ignore what this does to our climate! Toll lanes are essentially unfair and actually INCREASE congestion for 'non-paying', ie normal, drivers. These express lanes are a disaster in the making. |
| No |
| No |
| reject the toll lanes with their $50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm |
| Toll lanes DO NOT relieve congestion. Additional lanes are required. Give taxpayers the much needed infrastructure we have paid for. |
| No |
| Has toll roads really helped in any way?? I see it as a money pit for greedy people. Public transportation is what we need!!! |
| Reversible lanes and telecommuting instead |
| I do not support this project. |

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| | Expanding this highway is a short term solution at best. The construction will be extremely disruptive to the environment and traffic. Less drastic and more forward thinking, climate-friendly solutions should be pursued. |
| | I am against adding Toll Lanes because of their negative environmental and equity impacts. Please do not add more highway lanes!!! |
| | Strongly oppose. |
| | Cancel funding for the toll lanes and allocate those precious resources for transit and other critical transportation needs across the State. |
| | No. Too many cars not good for us |
| | Adding toll lanes makes traffic worse and discriminates against class. |
| | We don't need more pollution and erosion of our neighborhood quality of life. There is no evidence this helps congestion (it has not in Virginia). I live in this neighborhood (4 corners) |
| | This project will create more air and noise pollution and traffic congestion. I do NOT support this. |
| | Prefer funding be directed toward alternate forms of transportation rather than widening. |
| | We don't need more cars. invest in infrastructure to lessen need of autos |
| | Lower income people will have a disadvantage. |
| | If you build it, they will come. Stop building it now. Build comfortable and sustainable mass transit options |
| | Not needed |
| | Widening roads only creates more traffic and more congestion. Tolls provide easier access for the wealthy. Wider roads increase pollution and further separates communities |
| | All evidence points to road widening projects' failure to reduce congestion. Therefore, each of these projects will likely increase congestion, and will definitely increase greenhouse gas emissions. Please do not approve this or other road widening projects in this plan. |
| | I'm against this project |
| | The road is already overcrowded and this would exacerbate that issue. |
| | Widening of lanes have failed previously and will not reduce traffic. It only contributes to induced demand and will add significantly more traffic and cars. This will cause Virginia to miss on vision zero. |
| | I am strongly opposed to toll express lanes - they are only for the wealthy |
| | This is destructive and ineffective, it would harm neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. MDOT failed to examine more effective alternatives that begin with public transit. It's time to prioritize metro and BRT. There should be a metro lane going down I-495 to relieve the bottleneck that is the I-495 bridge. |
| | Please reject the toll lanes with their $50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm. |
| | Express toll lanes are unfair, I oppose this plan! |
| | No |
| | Toll lanes are an outdated solution. |

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| | Much harm and little benefit. And the small benefit will be temporary. The harm will not. |
| | Toll lanes have done NOTHING to alleviate traffic... it seems to have made it worse! |
| | NO to three toll lane projects on I-495 and I-270.<br>The American Legion Bridge does not need to be rebuilt, only to be refurbished and redecked! |
| | no |
| | Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | Please spend the money required for this GHG increasing highway expansion on public transit. |
| | HOT lanes are inequitable.<br>Also, toll roads suck.<br>And road expansions induce more demand.<br>Create more transit instead. |
| | This project should not be included in the plan. It would harm neighborhoods, parks, streams, tree cover. It would work against meeting regional climate goals. A HOTTER lanes alternatives should be considered that would toll some or all existing lanes and use revenue to incentivize ridesharing and transit and improve last mile walk/cycle/paratransit service alternatives to driving. Transit oriented development should be part of alternatives considered to this project. |
| | No more widening of highways. Has widening ever worked? why do we keep insisting on this non-solution? |
| | Adding lanes will just invite more traffic. I am opposed to express toll lanes - they are expensive and, as implemented in Virginia, just make the original highway more confusing and difficult to drive on. |
| | Remove this project and replace with study of alternatives like HOTTER lanes (High-Occupancy Transit & Tolls with incentives on Existing Rights-of-Way) and transit-oriented land use that better address needs and regional goals while addressing bridge state of good repair. The project would be 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. |
| | Widening already wide highways exacerbates congestion, air pollution, and is the kind of backwards thinking that forces people to drive instead of improving alternatives. |
| | Too wide as it is. More lanes will just cause more fender benders |
| | Strongly support - this stretch of the Beltway is extremely congested. Express lanes will encourage carpooling, support express buses, and provide a reliable travel option. This will enhance equity when tolls are used in part to support funding for transit and give people more options to access jobs. |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | I do not support this. We need to stop widening roads and highways to reduce DC/MD congestion, as all evidence points to the fact that widening roads just increases more traffic over time, and sadly postpones what's needed: reducing VMT (vehicles miles traveled) on MD roads, while increasing transit. |

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| | Tolls support the wealthy increasing inequality, worsen congestion for the majority, provide taxpayer jeopardy, and bring enormous environmental harm. Please do not move forward with this antiquated way of dealing with population growth and support other studies. |
| | The project would be extremely destructive and ineffective – harming parks, streams and tree cover. It would leave most people in worse and more dangerous traffic. Only the wealthiest few could afford the tolls. MDOT failed to examine more effective alternatives, including ICM, demand management, and real public transit options (not the stuff of MDOT's deceptive marketing, which promises transit but doesn't budget for it). |
| | Adding lanes does not solve the problem. Instead, we need more rapid transit solutions. |
| | 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. MDOT 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, demand management, pricing and incentives. |
| | We do not need widened highways. Research clearly demonstrates that widening highways leads to more car usage, which negatively impacts the environment. Car emissions are one of the main sources of green house gases in the country. We need more expansive public transit. |
| | We need to prioritize transit funds to mass transit and not Lexus Lanes |
| | I have yet to see how minimizing the number of lanes that cars can travel on (that is effectively what the express lanes do, they minimize traffic on those lanes to make them express) is solving any traffic problem. You need to think of better ways to design on and off ramps. |
| | I don't approve of HOV toll lanes. I do approve of dedicated bus transit lanes without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |
| | Highway widening is the very last thing we should be doing. Personal vehicle use is the largest polluter in terms of air quality. We should be focusing on expanded transit like more metro rail, weekend and expanded marc brunswick service, and bus rapid transit. |
| | This project violates TPB Board Resolution R19-2021 which required consideration of multiple scenarios, especially for greenhouse gas reduction. Other scenarios not considered include adding more transit (eg.MARC expansion and implementing BRT) and TOD, greater use of TDM, and waiting for the Purple Line to become functional - which reduce GHG. MDOT's plan also will destroy significant tree canopy, be inequitable because of the high tolls, and not reduce congestion because of induced demand. |
| | This is a poorly conceived and designed project that will not improve transportation in this corridor. Studies show that expansion and specifically toll lanes do not improve travel times as bottlenecks will occur downstream. Furthermore, the final EIS is flawed. We know that the storm water mitigation strategies are not adequate in this era of torrential rainfall. Put money to good use and improve transportation solutions and encourage its use. |
| | 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. MDOT 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, demand management, pricing and incentives. |
| | My backyard is directly adjacent to 270 (Old Farm neighborhood - near Montrose Road exit) and any widening of the road would devastate my neighborhood (e.g., significant increase in noise, cutting down trees, etc) and we would need to move despite having two young children. I strongly oppose this project in any form and will fight toll lanes on 270 as it directly impacts my family. To the extent this portion of is approved, I also am against it because toll lanes are not going to solve anything. |

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| | This would only increase the number of cars on the road, and therefore congestion, noise, and pollution. There's plenty of data showing that adding more lanes of traffic induces demand and therefore increases traffic. |
| | Transpoortation money should be put towards public transit, bicycle, and walking infrastructure. |
| | I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.<br><br>Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality. |
| | No more lanes on the beltway. Instead, we need to redistribute the right of way and add MARC and/or light rail service for these areas. Fewer lanes, more trains. |
| | Project will not improve transit in region or meaningfully resolve congestion concerns. Project does not mention development of any transit options and is solely a road expansion, but somehow maintains it improve transit in area. Project should be dropped or heavily modified to explicitly include development or BRT or other transit along corridor as part of project instead of arguing project itself improves transit somehow. |
| | It's a misallocation of resources to create luxury lanes for wealthy people when the rest of us sit stuck in traffic. Nobody I know would pay the proposed toll fees. |
| | MDOT needs to consider alternatives like HOTTER lanes that don't require widening the highway and that don't keep people stuck in congestion in the general purpose lanes. |
| | Replace general traffic lanes with HOT! Just adding lanes empirically harms safety, access, traffic flow, and undermines local+state environmental goals.<br><br>Wider roads are wider barriers for communities and businesses that cross them.<br><br>Lane additions move and intensify traffic bottlenecks instead of solving them.<br><br>Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation. |
| | Replace general traffic lanes with HOT! Just adding lanes empirically harms safety, access, traffic flow, and undermines local+state environmental goals.<br><br>Wider roads are wider barriers for communities and businesses that cross them.<br><br>Lane additions move and intensify traffic bottlenecks instead of solving them.<br><br>Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation. |
| | Express toll lanes do not solve our transit or air quality problems. Tangibly, I have experienced terrible traffic on the south side of the American Legion Bridge (where the toll lanes compete with normal traffic) while the north side of the bridge flows smoothly. Please do not implement toll lanes in MD. |
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| | Express toll lanes do not solve our transit or air quality problems. Tangibly, I have experienced terrible traffic on the south side of the American Legion Bridge (where the toll lanes compete with normal traffic) while the north side of the bridge flows smoothly. Please do not implement toll lanes in MD. |
| | Instead of endlessly widening roads are great cost to both the environment and the budget, with only temporary benefit, we need to look at enhancing public transportation and other options |
| | NO LEXUS LANES INCREASING INCOME INEQUALITY TO PROVIDE THE WEALTHY A WAY TO AVOID THE TRAFFIC WE ALL MUST DEAL WITH. OPEN LANES FOR ALL TO USE WITH CLIMATE EFFECTS MITIGATION REQUIRED.<br><br>Implement the following for any lane additions!<br>https://www.youtube.com/watch?v=Qbv_dtwTGDo |
| | Terrible idea. This will destroy significant green space |
| | I oppose the Widening of I-495/I-270 (West Spur) Express Toll Lanes, because it would destroy the rest of the Historic African American Moses Tabernacal Cemetery, committing another injustice to this cultural site. There are hundreds of burial graves located netween the I-495 highway paved road and the cemetery fence. That is how highways were constructed in the mid 1950s. The cemetery is located off Seven Locks Road near the beginning of I-495 West Spur. |
| | Will add more cars, more pollution, more traffic congestion. Does not improve mass transit options. |
| | The toll lanes won't provide any traffic releaf for anyone but the very few who would afford their exorbitant tolls, which is another inequity that would ennlarge the gap between havess and have-nots. The construction will also be a big inconvenience fo rthe area and add a lot more carbon and debris to the environment. Also, th heavy trraffic is only for a few hours out of the 24 of the day, and is caused by drivers' poor driving skills and the inadequate inbound and exit ramps and signaling. |
| | I do not support this. |
| | There are far more effective approaches to congestion problems. We should stop wasting money on the notion of widening roads and instituting toll lanes that most citizens cannot afford. |
| | Please widen Beltway to 95N. At the very least can MD SHA please do some landscaping and serious tree work? The MoCo Beltway is a mess of overgrown exits (dangerous) and dying trees choked by invasive vines. Does SHA actually employ a landscape architect or arborist? Can't tell by looking at MD Beltway. |
| | Didn't we already widened 270 in the past? And it didn't take long for it to fill up again, did it? As soon as lanes were added, Metro ridership in that area dropped by 5%. Take the money and invest it in improving public transit options |
| | no to widening and toll lanes |
| | AGAINST!! ...remove toll lanes & widening planned for I-495 and I-270 in Montgomery & PG Counties! |
| | Put true BRT in place along this part of the Beltway/270. Use NJ Transit's model - those buses are very frequent, dependable and RUN ON TIME LIKE CLOCKWORK. |
| | This expansion will not resolve the traffic congestion; it would only promote more car traffic through inducement. |
| I-66 Multimodal Improvements (Inside the Beltway) | I like the bike trail as an access along Arlington into Georgetown. Depending on the specific improvements, I would be in favor of greater access and networking into neighborhoods for this trail. |
| | Sure, but you won't improve yourself out of a median. |
| | Extremely high priority for our region. |

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| | Don't put trails inside of the sound barriers please! |
| | Flexibility is needed to achieve vision zero. Especially in regards to transportation choice! |
| | what does this entail? If it's truly multimodal, then "yes" |
| | Caution: Multimodal improvements is often bullshit language for nothing much useful. Please be more specific. |
| | Multimodal improvements are great, actually noticed by users on foot, bike, and bus. |
| | BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution. |
| | I don't trust that word "improvements." What exactly are you talking about? |
| | I can't say yes or no because it wasn't listed what exactly is proposed by multimodal. If you are proposing redistributing existing lanes for bus only transportation or shrinking the highway to build more biking facilities, then this should be done. Anything that cause single occupancy vehicle trips and miles traveled to increase cannot happen. |
| I-95 Express Lanes Truck Access: I-95 Springfield Interchange to I-95/Route 17 Interchange | Oppose widening lanes through Springfield. Too much destruction of property and land. |
| | HOV lanes have very limited impact. HOV studies show that the lanes have limited to no effectiveness in modifying transportation levels, addressing multimodal practices, or reducing congestion. HOV lanes have largely failed, and should not be in this plan. |
| | Please. Can we please stop building more gridlocked-car areas? Adding lanes never works |
| | Thats literally just a general purpose lane. It doesnt matter what type of lane you add, it causes more pollution and death, period. |
| | Recommend requiring minimum speed or CDL far through traffic trucks using the express lane. We do not want unqualified heavy traffic jockeying/clogging which should be Express transit through. |
| | Yes put more trucks in other lanes away from small vehicles. The more separate they are the better. |
| | No |
| | HOT lanes are inequitable.<br>Also, toll roads suck.<br>And road expansions induce more demand.<br>Create more transit instead. |
| | Major highway project that will not effectively reduce congestion, will be completely unnoticed by anyone driving 3 years after its completion. It's a no-win. |
| | I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.<br><br>Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality. |
| | Taking trucks off the regular I-95 lanes make sense, provided that the merges and other features are safe. |
| | Will add more cars, more pollution, more traffic congestion. Does not improve mass transit options. |
| I-95 New Bi-Directional Operation Express Toll | Adding additional lanes does not reduce traffic |
| | Just toll the lanes that are already there. |

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| Lanes with Widening: Turkeycock Run to Optiz Boulevard | oppose widening and express toll lanes |
| | How can you claim this enhances access, transit, or reduces greenhouse gases? We need more multimodal development, and this project is a gigantic waste of limited funds to prioritize those who can afford toll lanes on an already very large interstate. |
| | Bad for traffic, bad for climate: We support examining flexible operational strategies and pricing that helps move people through the corridor. But further widening this stretch of I-95 with still relatively new HOT lanes to add more lanes will result in more sprawl, traffic and construction delays. We also object to the inclusion of this still conceptual project when more advanced and important projects like Northern Virginia's critical Route 7 BRT are excluded. |
| | Srsly? More traffic lanes? That never works |
| | Any place you're thinking of putting an hov lane, make it a bus lane instead |
| | Yes!! Help break up the gridlock in this common slow down section of 95. |
| | Toll lanes should replace existing travel lanes, and expansions should only be used for transit like BRT |
| | This will not ease the congestion, it is just an income garnering activity. |
| | i think i speak for EVERYONE who thought these would be two-ways ALL THE TIME. |
| | All evidence points to road widening projects' failure to reduce congestion. Therefore, each of these projects will likely increase congestion, and will definitely increase greenhouse gas emissions. Please do not approve this or other road widening projects in this plan. |
| | More tolls are an insult. |
| | Further widening this stretch of I-95 with still relatively new HOT lanes to add more lanes will result in more sprawl, traffic and construction delays. We also object to the inclusion of this still conceptual project when more advanced and important projects like Northern Virginia's critical Route 7 BRT are excluded. |
| | No |
| | Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | HOT lanes are inequitable.<br>Also, toll roads suck.<br>And road expansions induce more demand.<br>Create more transit instead, specifically, more and faster trains from DC southbound. To Richmond. To Newport News. To Raleigh. To Florida. Why does it take hours longer to take Amtrak from DC to Raleigh than by car? No wonder no one wants to ride a train. |
| | CSG supports examining flexible operational strategies and pricing that help move people through the corridor. But further widening this stretch of I-95 with still relatively new HOT lanes to add more lanes will result in more sprawl, adverse impacts to adjacent communities, induced traffic, and construction delays. We also object to the inclusion of this still conceptual project when more advanced and important projects like Northern Virginia's critical Route 7 BRT are excluded. |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |

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| | Won't meaningfully improve the travel experience for drivers, does not reduce VMT or congestion. Funds better spent elsewhere. |
| | Highway widening is the very last thing we should be doing. Personal vehicle use is the largest polluter in terms of air quality. We should be focusing on expanded transit like more metro rail, weekend and expanded marc brunswick service, and bus rapid transit. |
| | More lanes equals more traffic, |
| | Examining flexible operational strategies and pricing that helps move people through the corridor is a worthwhile goal. But further widening this stretch of I-95 to add additional lanes when the HOT lanes are still relatively new will result in more sprawl, traffic and construction delays. This project should not be included over more advanced and important projects like Northern Virginia's critical Route 7 BRT. |
| | I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.<br><br>Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality. |
| | Stop advancing plans for single occupancy vehicles. We don't need the induced traffic or environmental effects. |
| | No. Stop treating ordinary, toll-skeptical people as second-class citizens. Three lanes for tolls, and two without? No |
| | Will add more cars, more pollution, more traffic congestion. Does not improve mass transit options. |
| | Bad idea |
| Landmark Transit Center New BRT at Duke Street and Van Dorn Street | Yes! More transit please |
| | Yes to more public transit! |
| | Good, better transit! |
| | Transit improvements like this are how you get people out of single-occupancy vehicles and reduce VMT. |
| | BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution. |
| Lockridge Road West Extension: Prentice Drive to Waxpool Road | Less roads, more transit please |
| | Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | please include a sidewalk for people walking to loudoun gateway metro on lockridge road |
| Louisiana Avenue NW Capacity Reduction for New Bicycle Accommodations: Columbus Circle NE to Constitution Avenue NW | This is crucial, it's very silly that the Metropolitan Branch Trail currently does not extend all the way to the Capitol, it should! |
| | support bicycle accommodations. |
| | More bike lanes |
| | I'll take what I can get but surely you can reduce it more |
| | Such a needed project. This is a major gap in the network. |
| | Yeay, more bike lanes! |
| | Again, way too wide. Make it 2 lanes, not 4. |
| | And eliminate the crazy, dangerous parking situation along Louisiana Ave. near Columbus Circle |

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| | Safe cycling infrastructure should be available to everyone so that it is reasonable to bike instead of driving, reducing emissions. |
| M Street NE Capacity Reduction for New Bicycle Accommodations: 1st Street NE to 1st Street NW | support bicycle accommodations. |
| | More bike lanes. |
| | Reducing car capacity to accommodate bike lanes would cause more congestion. Not everyone knows how to ride a bike or scooter. Bike and scooter riders don't think that the rules of road apply to their vehicles. I have narrowly avoided being hit while walking on the sidewalk. They won't stay in the bike lanes. |
| | Yeay, more bike lanes! |
| | This bicycle project is essential to support the region's safety, equity, and climate goals. |
| | Yes, and there should be two-way bike facilities. |
| | Obvious. Should have happened years ago. |
| | Strongly support, but should also find a way to connect across NY/NJ to 4th Streeet for continuous path and connection to NJ bike lane |
| | Safe cycling infrastructure should be available to everyone so that it is reasonable to bike instead of driving, reducing emissions. |
| Manassas National Battlefield Park Bypass Extension Roadway Closure (US 29) from Pageland Lane to Paddington Lane and Sudley Road (VA 234) from Battleview Parkway to Featherbed Lane Road Closures | This is supported by the NPS. |
| | Remove the Manassas Battlefield Bypass (2 projects on list). Parts of this are the same as the proposed Outer Beltway/BiCounty Parkway and would harm the battlefield and Rural Crescent. CSG has offered local street and roundabout alternatives. |
| | Less roads, more transit please |
| | A bypass extension just adds more pollution. More public transportation options would be great. Northern Virginia is much too big and great to not have a strong public transportation system with DC. |
| | Remove the Manassas Battlefield Bypass (2 projects on list). Parts of this are the same as the proposed Outer Beltway/BiCounty Parkway and would harm the battlefield and Rural Crescent. We have offered local street and roundabout alternatives. |
| | Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | Remove the Manassas Battlefield Bypass (2 projects on list). Parts of this are the same as the proposed Outer Beltway/BiCounty Parkway and would harm the battlefield and Rural Crescent. We have offered local street and roundabout alternatives. |
| | I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.<br><br>Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality. |
| | No to any VMT- and sprawl-inducing battlefield bypass. The area to the west will become a desolate industrial data center hell hole anyway. |
| Manassas National Battlefield Park Bypass Extension: US 29 at | This is supported by the NPS. |
| | Less roads, more transit please |
| | Will ruin the hisyoric atmosphere of battlefield |

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| Pageland Lane to Bull Run Drive | Remove the Manassas Battlefield Bypass (2 projects on list). Parts of this are the same as the proposed Outer Beltway/BiCounty Parkway and would harm the battlefield and Rural Crescent. We have offered local street and roundabout alternatives. |
| | Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | Remove the Manassas Battlefield Bypass (2 projects on list). Parts of this are the same as the proposed Outer Beltway/BiCounty Parkway and would harm the battlefield and Rural Crescent. We have offered local street and roundabout alternatives. |
| | No to any VMT- and sprawl-inducing battlefield bypass. |
| MARC Service Improvements for Brunswick Line | I personally would love this to improve because it would allow my family to take the train to my parents' house without having to drive up 270! |
| | YES I WANT TO VISIT HARPERS FERRY SO BAD |
| | Yes! We need to make it easier to commute by train. |
| | Regional rail deserves improvement in travel frequency |
| | Given improved WFH and improved Internet connectivity, minor improvements in heavy rail are purposeless. You need complete service to replace traffic 24/7, or don't waste the money. |
| | I would love to be able to take a day trip from DC to Harpers Ferry by train! |
| | I support this. I would also like to see increased frequency and weekend trips. I would love to go from Frederick to DC via MARC on the weekend. |
| | Also consider extension to Hagerstown |
| | The ability to travel to harpers ferry during the day time or even weekends would be a great value add and I would use this service |
| | This is of major importance to improving congestion on I270 and way overdue! |
| | Commuter rail improvements will tremendously improve workforce and tourism/entertainment opportunities between the suburbs and the metro core, using existing right of way. This will help to alleviate the housing crisis without further burdening the road transportation system with expensive highway widening projects that will reduce housing stock and be a drain on public finances in both the short and long terms. |
| | Yes! Reducing wait times and head ways will always be helpful for our region! |
| | MARC service should be bi-directional through the day and designed to support transit-oriented development, with improvements to bike parking at stations and development of protected bike lanes feeding to the stations along major access/egress routes, plus investments in more walkable neighborhoods within 1 mile of stations. |
| | 2045 is too far in the future |
| | This project is essential to reducing greenhouse gas emissions, and connecting communities across boundaries, increasing equity, reducing car dependency. |
| | More transit is how we solve our regional climate and transportation issues. |
| | Adding service in both directions throughout the day and adding weeekend service would be great. |
| | Project should be much higher priority and targeted for completion by end of decade. Lack of weekend/midday service constrains usability of this transit line and depresses potential ridership, especially given that this line connects to several tourist locations. |

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| | Purple Line project will likely increase demand along corridor compared to today due to increased connection to other transit modes. FBI HQ may affect demand as well. |
| | ADD a transfer platform at Point of Rocks for transfer from the main line to the Frederick spur for all passengers.<br><br>ADD two way service both during rush hour and non-peak and evening hours<br><br>ADD weekend multiple trains on the entire line and the Frederick Spur to downtown Frederick.<br><br>FORCE CSX TO CREATE AN ADDITIONAL RAIL LINE IN THEIR RIGHT OF WAY TO ELIMINATE BOTTLENECKS AND TRAINS HELD FOR FREIGHT TRAFFIC. |
| MARC Service Improvements for Camden Line | Greater bidirectional frequency on the Camden line and new infill stations at several locations would be advantageous. |
| | Support MARC improvements -- very necessary and effective |
| | PLEASE |
| | I would like to see better more efficient service by MARC. I don't want the service cut or arrival and departure wait times increased. |
| | Yes please! I often check this line and find that it doesn't make sense to take it because of the limited schedule. Please make it easier to use! |
| | MARC is invaluable for getting to/from Baltimore and is the only reason why many of my peers living in Baltimore visit DC as regularly as they do. Better MARC service would only bring more people (and therefore money) into DC |
| | If the Camden line becomes more frequent and runs both ways, day and evening trips from DC to Baltimore will become possible, opening up many new economic opportunities. |
| | This would greatly improve access to DC for residents of Howard County. I live only a few minutes away from a Camden line station, but since it only runs during peak hours I have to drive much farther to a PENN line station to take a train into DC |
| | It's a shame that there's a rail line from downtown DC up to the ballpark that doesn't actually run when there's a ballgame on. |
| | The project summary table should include the impacts on equity and emissions (40a), but does not. Extended service on the Camden line will allow for workers at Johns Hopkins University Applied Physics Laboratory, the largest employer in Howard County, to use transit more often. Additionally, government sponsors that travel to and from the lab during the day could do so without driving if private shuttles or RTA routes are added. |
| | 2045 is too far in the future |
| | This project is essential to reducing greenhouse gas emissions, and connecting communities across boundaries, increasing equity, reducing car dependency. |
| | More transit is the answer. |
| | BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution. |
| | Suggest providing weekend service on this line along with the penn line service. Also add Marc service to Annapolis. |

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| | Project in wrong place on map, Camden Line is in Laurel, Penn Line is in Bowie, map shows opposite. Project should be a high priority targeted for build immediately with completion much sooner than 2045. FBI HQ planned for Greenbelt which is on MARC Camden Line, will be much higher demand/need for transit along Line compared to today's demand. WMATA Green Line terminates at Greenbelt and serves different areas than MARC Camden, both need frequent all day every day service to best serve area. |
| | Expanding the operations of Maryland commuter rail is key to meeting climate goals and reducing emissions. |
| MARC Service Improvements for Penn Line | The MARC could be an extremely useful connection between parts of the D.C. area if it extended its hours further and had more trains available more often. |
| | Greater frequency - bidirectional - is critical. |
| | RUN MORE BUSES AND TRAINS |
| | Yes! The Penn line is so important for our region. Making it easier to rely on is one of the best investments you can make! |
| | Need regional rail!!! |
| | MARC is invaluable for getting to/from Baltimore and is the only reason why many of my peers living in Baltimore visit DC as regularly as they do. Better MARC service would only bring more people (and therefore money) into DC |
| | If the Penn line frequency is improved, day and evening trips from DC to Baltimore will become possible, opening up many new economic opportunities. |
| | Headways every 30 minutes in during-non peak hours and on weekends would greatly encourage MD residents that live outside the DC metro area to take the MARC train into DC for leisure |
| | 2045 is too far in the future |
| | This project is essential to reducing greenhouse gas emissions, and connecting communities across boundaries, increasing equity, reducing car dependency. |
| | BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution. |
| | Project in wrong place on map, Laurel is served by Camden Line, Bowie is served by Penn Line. Map shows opposite of this. Project should be higher priority than reflected on plan, Purple Line will create additional demand along corridor compared due to new transit connections to other transit lines. Current service level makes service borderline unusable on weekends due to inadequate frequency. Should be targeted for completion by end of decade, along with improvements to other MARC lines. |
| | Expanding the operations of Maryland commuter rail is key to meeting climate goals and reducing emissions. |
| | Improvements must include multiple trains in both directions including outside rush hours |
| Maryland Avenue NE Capacity Reduction for New Bicycle/Pedestrian Accommodations: Bladensburg Road NE to Neal Street NE | support bicycle accommodations. |
| | This will be great! such a vital point. |
| | Hell yes. More like this |
| | Will the same laws as cars apply to bicycles? |
| | Absolutely needed because pedestrians require more space and safety on these roads. This can help for vision zero but also to reduce pedestrian casualties. |
| | This is currently a particularly dangerous road/intersection for cyclists and pedestrians. A designated bike lane would go a long way toward protecting people from traffic violence. |

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| | Yeay, more bike lanes! |
| | Call it an "increase to pedestrian and bicycle access" |
| | Maryland Ave already drops to 1 lane east of the starburst |
| | 1 lane is too few for the amount of traffic that goes through this intersection. |
| | Everyone in the city deserves walkable and bikeable neighborhoods, which reduce local air pollution. |
| MD 355 New BRT Expansion from East-West Highway (MD 410) to Clarksburg Road | Strongly support this project. As soon as possible. Should terminate at the Bethesda Metro station bus station. |
| | To reduce climiate emissions, we need to reduce driving --- BRT (in dedicated lanes) will travel quickly, attract former-drivers, reduce emissions and is equitable (riding the bus is much cheaper than owning a car). This is a heavily traveled corridor and BRT can transport riders to jobs, medical centers, and schools. Let's build it quickly! |
| | This BRT route will closely parallel the I270 Toll Road proposal (BTW -- I reject the Toll Roads). BRT (in dedicated lanes) can travel faster than traffic, thereby attracting some drivers to convert to BRT. This route will be very helpful to those in northern MoCty. It's much cheaper & an equitable solution (owning a car costs at least $10k annually). Bikes can frequently use the BRT lane. This corridor provides access to Metro, schools, medical centers and workplaces. |
| | Support new BRT expansion IF not much destruction of land or property |
| | Desperately needed. Bus transit is slow cause it gets caught up in car traffic. 355 also deserves a bike lane from RTC to pike & rose with BRT all the way to downtown bethesda. We cant all afford the time to take the scenic route through beach drive or dc boundary trail. Pedestrianized areas along 355 will only cause more car traffic if we don't actually create a reasonably quick, safe and viable way to get to them. Hence P&R abysmal traffic! Build BRT! |
| | Yes to more Bus Rapid Transit! |
| | No |
| | BRT should be designed to ITDP BRT Standard of Silver or Gold. It should be center running if possible and include high quality station design, with pre-board fare collection. Service should be designed to support transit-oriented development, with improvements to bike parking at stations and development of protected bike lanes feeding to the stations along major access/egress routes, plus investments in more walkable neighborhoods within 1 mile of stations. |
| | Ensure dedicated ROW for BRT buses so they are not stuck in traffic |
| | More transit options are needed for customers to access businesses on 355 |
| | Montgomery County's planned BRT network is important for achieving regional goals |
| | BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution. |
| | BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution. |
| | New BRT will get more people out of their cars, reduce GHG emissions and traffic congestion, and increase economic development. |
| | This would be awesome! I would love to see BRT on MD 355 and protected bike lanes. Take a car lane in each direction for this. Incentivize transportation along this corridor |
| | No |

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| | NO!!! No BRT expansions should remove “access roads” for any homeowners along MD-355, which is completely UNFAIR to homeowners along those access roads. Removing their access roads would remove their parking in front of their homes, and put their homes frontage to be right on a major road instead of being protected by the access road barrier, very dangerous for those families!! |
| Missouri Avenue NW (Eastbound) Capacity Reduction for New Bicycle Accommodations: 17th Street NW to 16th Street NW | support bicycle accommodations. |
| | Yes to new bicycle accommodations! This will bring flexibility and comfort for commuters. |
| | Yeay, more bike lanes! |
| | Do not call it a 'capacity reduction'. You are asking for opposition with a name like that |
| | Safe cycling infrastructure should be available to everyone so that it is reasonable to bike instead of driving, reducing emissions. |
| MLK Jr. Avenue SE Capacity Reduction for Additional Pedestrian Accommodations: South Capitol Street SE to Upsal Street SE | Yes for additional pedestrian infrastructure! We need more people out and about moving, especially for downtown life and culture to thrive within our vision zero plan. |
| | This would improve pedestrian safety and improve walkability in the neighborhood. |
| | Yeay, more bike lanes! |
| | The low number of checkmarks that TPB gives this project for meeting regional goals does not reflect how well this implements TPB priority strategies and meets various other important goals like Safety. TPB staff need to develop an alternative evaluation system. |
| | Ward 8 deserves sidewalks |
| | Everyone in the city deserves walkable and bikeable neighborhoods, which reduce local air pollution. |
| Nebraska Avenue NW Capacity Reduction for New Bicycle Accommodations: New Mexico Avenue to Loughboro Road | support bicycle accomodations |
| | Yes but more |
| | Need to make room for more multimodal streets and roads! |
| | Yes to more bile lanes! |
| | Yeay, more bike lanes! |
| | Do not call this a "capacity reduction". THe name implies taking things away as opposed to adding facilities, increasing capacity for all travelers |
| | As someone who bikes on this road at least twice a week, it is crazy that this hasn’t been done yet. Reallocate the space to implement protected bike lanes like those just placed on New Mexico Ave. |
| | Safe cycling infrastructure should be available to everyone so that it is reasonable to bike instead of driving, reducing emissions. The recent bike lane on part of this road is already popular! |
| New Hampshire Avenue New BRT Expansion from Coleville Park and Ride to Fort Totten Metro Station | BRT (in dedicated lanes) can travel faster than traffic, thereby attracting some drivers to convert to BRT. This route will service VIVA White Oak, the FDA, and much of Easter MoCty, as well as parts of Pr Geo Cty. It's much cheaper & an equitable solution (owning a car costs at least $10k annually). Bikes can frequently use the BRT lane. This corridor provides access to Metro, schools, medical centers and workplaces. |
| | Support BRT and Metro connections |
| | A great way to improve access to DC for residents that live near MD 650 |

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| | This would be transformative on a heavily use corridor. Driving transit-oriented growth in the area and complementing the Purple Line LRT investment. |
| | BRT should be designed to ITDP BRT Standard of Silver or Gold. It should be center running if possible and include high quality station design, with pre-board fare collection. Service should be designed to support transit-oriented development, with improvements to bike parking at stations and development of protected bike lanes feeding to the stations along major access/egress routes, plus investments in more walkable neighborhoods within 1 mile of stations. |
| | This area is underserved by rapid transit. |
| | Montgomery County's planned BRT network is important for achieving regional goals |
| | The route would function best with dedicated lanes and signal priority. |
| | BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution. |
| | More BRT will get more people out of their cars, decrease GHG emissions and traffic congestion, and increase economic develpment. |
| | Beneficial project and needed, but should look into if there is sufficient feeder transit from Coleville Park and Ride so those needing to get to Fort Totten from areas near there without a vehicle can still use this transit mode. If not already present, a connection to College Park MARC/WMATA station may also need to be included or considered. |
| | More effective bus lines feeding transit is an important component of mode shift from cars to transit, which reduces emissions. |
| | These would allow for frequent transit service and allow for pedestrian improvements also. |
| | NO!!! BRT expansions should NOT remove “access roads” for any homeowners along the planned routes, which is completely UNFAIR to homeowners along those access roads. Removing their access roads would remove their parking in front of their homes, and put their homes frontage to be right on a major road instead of being protected by the access road barrier, very dangerous for those families!! |
| New Long Bridge over the Potomac River | Should be TOO PRIORITY. Getting started on this project as soon as possible is critical. Capacity expansion of this bottleneck will open up so many possibilities for enhanced rail service. |
| | Be sure this has oversized pedestrian and bicycle lanes. |
| | What actually fixes traffic? Trains!<br>Please include a bike lane on the bridge |
| | Absolutely NOT. Foggy Bottom and the National Mall have been severed from Navy Yard and Anacostia for TOO LONG. We are supposed to be reconnecting communities. The Yellow Line runs directly adjacent to this, run more buses and trains. |
| | This may be the most important project in the whole plan. High priority!! |
| | This would be great for improving commuter rail frequency and turning VRE/MARC into a true regional rail system. |
| | Massive increase to rail capacity allows for more frequent train service, improving air quality by reduction of cars and tires |
| | Please create bike and pedestrian path as part of the bridge. |
| | I don’t believe that adding new vehicle roads or bridges into/out of the District aligns with the District’s climate goals nor our goals to reduce traffic violence. |
| | And please don't be skimpy on the number of tracks on the bridge. And have a cycle path. |

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| | This is crucially needed to bolster rail capacity over Potomac River. It is essential to support climate goals for region. |
| | Way too obvious of a yes. Why are you even asking? Rebuild the bridge already! |
| | Any new bridge/bridge improvement should include widening of pedestrian/cyclist path. There are increasing amounts of bike traffic but the path is barely wide enough for two people to pass shoulder to shoulder. |
| | This project is essential to reducing greenhouse gas emissions, and connecting communities across boundaries, increasing equity, reducing car dependency. |
| | Massively important project that will improve bike/ped and rail service for the region. The kind of mega project that actually makes a difference in people's lives. |
| | BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution. |
| | Is this for trains or for cars? |
| | The new rail bridge would allow significant increase in commuter rail, encouraging people not to drive into the city. |
| | The project sheet includes too little information about its intended and expected impacts. |
| | Need a wider trail |
| | YES YES YES YES - WE NEED THIS BRIDGE FOR PEOPLE, NOT CARS |
| New Manassas Bypass (VA 28): Sudley Road (VA 234) to Centreville Road (VA 28) | Adding lanes does not reduce traffic |
| | Remove the Manassas Battlefield Bypass (2 projects on list). Parts of this are the same as the proposed Outer Beltway/BiCounty Parkway and would harm the battlefield and Rural Crescent. Coalition for Smart Growth has offered local street and roundabout alternatives. |
| | Less roads, more transit please |
| | This road has far too many businesses and driveways to be safe with more lanes. It is already terrifying to drive in this area where the existing widening has occurred. 85 should NOT become a highway. I try to avoid this area since the existing 85 widening project began.<br><br>I believe adding a way to get to this area without a car (i.e., bike, walking, bus) would be more productive and cost effective. |
| | Absolutely not! It would be building a highway through an economically disadvantaged area. People will have to have their homes bought but there is very little affordable housing in Prince William County for them to move to. It would also run along a stream bed with a long history of flooding. This stream bed would be better as a linear park for this area. |
| | Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | Support other local alternatives that do not harm stream valleys and neighborhoods |
| | Highway widening does not meet VMT, congestion, climate goals. |
| | I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |
| | This is a key element to the South Frederick Corridor Plan now awaiting approval by the County Council. |
| | We have MORE THAN ENOUGH ROADS. Stop widening roads for cars! |

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| | I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.<br><br>Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality. |
| | This highway would be a VMT and sprawl generator, would create new bottlenecks and congestion, lacks a significant high-capacity or HOV/HOT component, would establish a major highway barrier between the neighborhoods on either side, lacks a commitment to include appropriate active mobility components, and would displace scores of affordable homes in a floodplain that should instead be developed as a much-needed regional park. It would be largely funded by PWC bonds, largely for non-PWC drivers. |
| New Potomac Shores Commuter Rail Station | This should include major Transit Oriented Development |
| | What actually fixes traffic? Trains! |
| | Extend metro down |
| | Alternative to driving improves air quality replacing car emissions and particulate matter from car tires. Train tracks also require less frequent maintenance than road maintenance |
| | And how about a watertaxi along the river? |
| | This project is essential to reducing greenhouse gas emissions, and connecting communities across boundaries, increasing equity, reducing car dependency. |
| | Transit extensions like this are how you get people out of single-occupancy vehicles and reduce VMT. |
| | BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution. |
| | Provided that it is integrated into existing and future development plans for the area, rather than an isolated station that would fail to see further supportive investment. |
| | The developer should pay for this |
| | Expanding the operations of Virginia commuter rail is key to meeting climate goals. |
| | Create a new transit-oriented community, assuming expanded VRE operations. |
| New Purple Line Transitway: Bethesda to New Carrollton | The Purple Line is a sorely needed addition to the Metro system. It will be an important supplement to BRT and the current Metro system. |
| | Strongly support. But lesson learned from this project: never again a public private partnership for transit - projects should be undertaken by public sector entity exclusively. |
| | BRT (in dedicated lanes) can travel faster than traffic, thereby attracting some drivers to convert to BRT. It's much cheaper & an equitable solution (owning a car costs at least $10k annually). Bikes can frequently use the BRT lane. This corridor provides access to Metro, schools, medical centers and workplaces. |
| | What actually fixes traffic? Trains! |
| | i hate it here... but yes we need this bc it is a sunk cost |
| | Yes yes yes yes yes yes yes yes. More rail will reduce car dependency on our roads which leads to cleaner air and safer streets which encourages pedestrian activity which should lead to more pedestrianized areas |
| | The Purple Line was supposed to be functional in 2020, it needs to be completed ASAP |

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| | I support this project, but it seems like a cautionary tale for the P3 model for building infrastructure. By the time it's done it would have been faster and cheaper for MDOT to just build it themselves. |
| | We need more mass transit! |
| | Extending the Purple Line to Tysons is the single most important transportation project that could be performed in the DC metro region in terms of reducing the air quality impacts of automobile use and associated infrastructure development. Buses will never be desirable as an alternative for commuters if they will be sharing rush hour traffic with cars. |
| | Yes |
| | Expand to Tysons, then along VA-7 to King St, and across the bridge back to MD. |
| | Transitway should include high quality station design, with pre-board fare collection. Service should be designed to support transit-oriented development, with high capacity guarded/automated bike parking at stations and development of protected bike lanes feeding to the stations along major access/egress routes, plus investments in more walkable neighborhoods within 1 mile of stations. |
| | This project is already under construction and needs to be completed. |
| | This project is essential to reducing greenhouse gas emissions, and connecting communities across boundaries, increasing equity, reducing car dependency. |
| | More transit is the answer. |
| | BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution. |
| | This project is long overdue. It will get more people out of their cars, reduce congestion, support more TOD, reduce GHG emissions, and increase economic development. |
| | Finish this project. Build the bike path. |
| | A highly valuable and needed project for the region, should absolutely be included. May also need to consider future extensions of the line to serve other areas too. As this project is likely to increase demand along all transit lines served by it due to improved connectivity, projects planned for those lines should be prioritized too. Also should consider if new projects needed to improve transit modes served by this line too. |
| | We need expanded transit options to allow for new work, life, and leisure trips to be made without a car, lowering emissions. |
| | NO!!! No!! that boondoggle purple line should never have started, and no more $ should be dumped into that money draining political project. There were better alternatives that were ignored. |
| New Seven Corners Ring Road (VA 7): Arlington Boulevard (US 50) to Leesburg Pike (VA 7) | Support with changes - this projects, as currently designed, is oversized (4- and 6-lanes) to create expensive high-speed, high-volume traffic corridors, rather than walkable, transit-oriented places. |
| | A new road for cars will make traffic worse, not better |
| | Interchange is currently impossible for pedestrians. Please include treatments to improve environment for those without car! |
| | A ring road in this area would be the opposite of sustainable development progress. |
| | Absolutely not, this will bring dreadful results and add more traffic to the already congested seven corners. We do not need to have more induced demand in Northern Virginia. |

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| | Prioritize other methods of transportation instead of dumping more cars on the road by building more car lanes. Explore BRT options, bike-friendly options, even trams or streetcars. Create more economic mobility giving people more choices than having to use a car to get anywhere! |
| | Adding a new ring road would make seven corners worse |
| | New roadways induce unwanted automotive demand for said infrastructure. Adding a bicycle trail would provide a viable path for bicycle transportation without encouraging car traffic. |
| | Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | This is not enough detail for the public to comment. What kind of improvements? |
| | Provionally would support this with the inclusion of the BRT for VA7 in this plan and if the new roadway is kept as narrow as possible with minimal travel lanes. |
| | Road expansion induces more driving which is bad for pollution. Create more transit. In fact, create any way to navigate 7 corners not in a car. |
| | We need to be focused on mode shift for the drivers clogging the roads around Seven Corners, not inducing more demand for the same finite road space. |
| | The new local street grid is important but the proposed design is oversized and would undermine the walkable, urban character envisioned in the redeveloped Seven Corners core. Project needs to be redesigned with fewer vehicle lanes and then resubmitted. |
| | More roads won't make traffic better |
| | Again, no evidence this is connected to the Visualize 2050 standards |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |
| | We need to make the roads narrower and easier to cross safely on foot and by bike. I live 2 miles from 7 corners. I want to ride my bicycle there safely to shop and go to restaurants there. Please make this area safe for us and the next generation. |
| | Support with changes to reduce project size to a scale appropriate to transit-oriented, walkable and bikeable communities |
| | Expanding the road for more cars? You'll just get more cars and more pollution. What are you doing to prioritize people walking and biking?? |
| | The Ring Road is much needed! |
| North Bethesda Transitway New BRT Expansion from Montgomery Mall Transit Center to North Bethesda Metro Station | This BRT route will help more communities connect to Metro. This will help air quality and is a transportation solution that supports equity. |
| | Support BRT |
| | No way. MDOT is focusing on the symptoms versus root causes. Infrastructure projects trying to stimulate tax $$ with over building. Maryland is not business friendly and we should begin there versus over building with an unhealthy reliance on revenue from developers. CORRUPTION at all levels. |

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| | Take out the bike lanes and traffic will improve. The bikes can ride safe through the trail that is 2 blocks from the bike lanes |
| | Yes to more Bus Rapid Transit services! This adds more options and flexibility for commuters! |
| | Thank you for prioritizing public transit over private-vehicle road expansions. This will get more people moving around the area. |
| | Yes |
| | I don't support this. |
| | BRT should be designed to ITDP BRT Standard of Silver or Gold. It should be center running if possible and include high quality station design, with pre-board fare collection. Service should be designed to support transit-oriented development, with improvements to bike parking at stations and development of protected bike lanes feeding to the stations along major access/egress routes, plus investments in more walkable neighborhoods within 1 mile of stations. |
| | Dedicated lanes for BRT!! |
| | Montgomery County's planned BRT network is important for achieving regional goals |
| | More transit is the answer, particularly when it accentuates existing transit. |
| | BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution. |
| | BRT is the way to go to reduce travel times on buses |
| | No |
| | NO!!! BRT expansions should NOT remove "access roads" for any homeowners along the planned routes, which is completely UNFAIR to homeowners along those access roads. Removing their access roads would remove their parking in front of their homes, and put their homes frontage to be right on a major road instead of being protected by the access road barrier, very dangerous for those families!! |
| Observation Drive Extension: Waters Discovery Lane to Stringtown Road | OK |
| | Less roads, more transit |
| | Observation Dr Ext does not exist. It should not be built. Improving existing roadways should be priority. |
| | More lanes ≠ less traffic |
| | Multimodal access should be a priority when designing this extension |
| | No more lanes. Add mass transit. Allow only EVs |
| | Lane extensions do not work and will not meaningfully contribute to Vision zero efforts. |
| | Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | Please see all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |
| | A better solution would be to improve public transit |
| | Project likely to increase VMT in area, transit option mentioned (BRT) seems to be an afterthought at best. Road extension likely not needed due to proximity to other higher-capacity roadways such as I-270. |

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| Old Georgetown Road (MD 187) Extension: Georgetown Road (MD 187) to Nicholson Lane/Tilden Lane | Old Georgetown Road is already a very wide road and one of the least safe for pedestrians and bicyclists in the area. No part of this road should be widened. |
| | OK |
| | Only if a shit ton are bike lanes |
| | No way. This road is already terrible. Create more BRT |
| | Encouraging more driving does the opposite of lowering emissions. |
| | 270 is an engineering disaster. Fix the onramps; merge lengths; and flow first. |
| | I support this as long as you do not take any homes or family land. |
| | Pave paradise!! |
| | This might help, but will likely only make longer delays for everyone in the neighborhood |
| | This area is making so much progress in transit-oriented development, which would be fundamentally challenged by 6+ lane roads that are unpleasant and dangerous to interact with for everyone who is not sitting in a car. |
| | Absolutely not. Extra lanes only means more induced demand and terrible emissions. We need less lanes and more Bus rapid transit or trains. |
| | 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. MDOT 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, demand management, pricing and incentives. |
| | No |
| | Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | 6 lanes is far too many for any road in this city |
| | This project is the precise opposite of what should be happening with Old Georgetown Rd. It should be put on a drastic road diet, the protected bike lines should be extended and connected to more of the regional trail network, and bus service should be upgraded to BRT. |
| | MD187 is already too wide and fast for the residential areas which it serves. Do not expand |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |
| | Highway widening is the very last thing we should be doing. Personal vehicle use is the largest polluter in terms of air quality. We should be focusing on expanded transit like more metro rail, weekend and expanded marc brunswick service, and bus rapid transit. |
| | This is not a highway. Increasing the number of lanes would only increase traffic, noise, and pollution. The number of lanes needs to be reduced. The road design should prioritize slower speed, which would improve safety. This project goes against Vision Zero. |

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| | Project is primarily a road expansion/re-alignment. Although bike lanes included for some aspects, no new public transit such as BRT or regional bus lines are mentioned. Project appears incorrectly classified since roadway expansion by itself doesn't create public transit options. Project should be dropped or heavily modified to include plans for developing bus transit along corridor. |
| | You're just adding lanes. That empirically harms safety, access, traffic flow, and undermines local+state environmental goals.<br><br>More lanes encourages unsafe driving.<br><br>Wider roads are wider barriers for communities and businesses that cross them.<br><br>Lane additions move and intensify traffic bottlenecks instead of solving them.<br><br>Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation. |
| | Replace general traffic lanes with HOT! Just adding lanes empirically harms safety, access, traffic flow, and undermines local+state environmental goals.<br><br>Wider roads are wider barriers for communities and businesses that cross them.<br><br>Lane additions move and intensify traffic bottlenecks instead of solving them.<br><br>Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation. |
| | Bus and rail expansion, not more cars and pollution! |
| Pennsylvania Avenue NW Capacity Reduction for New Bicycle Accommodations: 17th Street NW to 29th Street NW | Pennsylvania Ave. is such an important area for tourism and local residents and is still incredibly difficult to cross. It must be made safer. |
| | support bicycle accommodations. |
| | 2026 is too far away. We need these bike lanes sooner. |
| | Make it a pedestrian street with bike lanes that extend through Georgetown. The M Street to L Street connection along PA Ave NW is vital for complete East-West trips and for VA residents using micro mobility vehicles. With the exception of residents and freight, motorists have near universal access to every street in Central DC, with miles of highways to supplement. Give DC residents a pedestrian highway in their own neighborhood. |
| | More bike lanes |
| | Yes to more bike lanes. This will bring much needed bike infrastructure in order to achieve vision zero as fast as we can! |
| | would be better with bus lanes/bus priority |
| | Yeay, more bike lanes! |
| | This bicycle project is essential to support the region's safety, equity, and climate goals. |
| | Do not call it a 'capacity reduction'. You are asking for opposition with a name like that. This is a highly pedestrianized area, so additional pedestrian/bike infrastructure would serve more people |

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| | Yes, but I would also support a simple 4 lane throughout. |
| | Creating more space for bicyclists (and subsequently reducing vehicle speeds) is key to getting people to consider bicycling. |
| | Safe cycling infrastructure should be available to everyone so that it is reasonable to bike instead of driving, reducing emissions. |
| Potomac Avenue Capacity Reduction for New Bus Lane: Potomac Avenue to Arlington/Alexandria Line | This is not a 'capacity reduction'! The buses will be able to move FAR more people than the car lanes. |
| | support bus lanes |
| | Yessss remove car lanes and give more dedicated bus lanes!! Better for climate, better for traffic! |
| | Cut down to 2 please |
| | I support this, I just hope the bus lane is long enough for good connectivity. I'm not sure how useful a bus lane only spanning the length of Potomac ave would be, but I'm sure studies could answer that question. Either way, a bus lane would be a better use of road space than parking. |
| | We need to reduce lane capacity to allow greater transit connectivity |
| | Yes, more efficiency for buses means better business for consumers. |
| | Thank you for prioritizing public transit and providing people alternatives to driving. This keeps our streets less congested, our air less polluted and moves people around the area the most efficient. |
| | Yes |
| | Necessary for the bus service to compete with cars |
| | Rebalancing ROW and prioritizing transit is key to modal shift. |
| | This is already two lanes? |
| | YES - this road is so frickin wide for like the 7 cars that use it. Dedicate it to the bus! |
| | More effective bus lines feeding transit is an important component of mode shift from cars to transit. |
| Prentice Drive Extension: Loudoun Station Drive to Lockridge Road (VA 789) | Less roads, more transit please |
| | Too much traffic already, need more public transportation. |
| | Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| Randolph Road New BRT: from US 29 to Rockville Pike (MD 355) | Excellent East-West mobility route. BRT (in dedicated lanes) can travel faster than traffic, thereby attracting some drivers to convert to BRT. It's much cheaper & an equitable solution (owning a car costs at least $10k annually). Bikes can frequently use the BRT lane. This corridor provides access to Metro, schools, medical centers and workplaces. |
| | This will increase speed and timeliness |
| | Needed. working class communities in MD are hostile to pedestrians, cyclists and transit areas compared to professional working communities Nothing but strip malls and large roads. We deserve better. |
| | That road is definitely overbuilt, but does it connect commercial and residential areas? It seems mostly residential. Would a bike lane be better to expand the network? |
| | Anything for Buses |
| | Only if it doesn't require road expansion |

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| | BRT should be designed to ITDP BRT Standard of Silver or Gold. It should be center running if possible and include high quality station design, with pre-board fare collection. Service should be designed to support transit-oriented development, with improvements to bike parking at stations and development of protected bike lanes feeding to the stations along major access/egress routes, plus investments in more walkable neighborhoods within 1 mile of stations. |
| | More east-west transit routes are needed in Montgomery County. |
| | Montgomery County's planned BRT network is important for achieving regional goals |
| | BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution. |
| | Increasing BRT would allow more people to leave their cars at home, lessen GHG emissions and traffic congestion, and contribute to economic development. |
| | This would be great. There are very few east-west routes. This would improve travel in this corridor |
| | NO!!! BRT expansions should NOT remove "access roads" for any homeowners along the planned routes, which is completely UNFAIR to homeowners along those access roads. Removing their access roads would remove their parking in front of their homes, and put their homes frontage to be right on a major road instead of being protected by the access road barrier, very dangerous for those families!! |
| Rock Hill Road Overpass Extension: Sunrise Valley Drive to Innovation Avenue (VA 209) | Less roads, more transit please |
| | Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | Proposed design is oversized, encouraging high vehicle volumes and speeds, and would undermine the walkable, transit-oriented development character envisioned in the area. Project needs to be redesigned with fewer vehicle lanes and then resubmitted. |
| Rollins Ford Road Extension: Wellington Road to Linton Hall Road | OK |
| | Less roads, more transit please |
| | We know that highway widening doesn't reduce congestion going back to the 1930s - almost 100 years. This project should be killed and the resources redistributed to support transit and bike/ped projects in the area instead. |
| | Extra lanes are terrible for the environment, definitely not vision 0 friendly. |
| | Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities. |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.<br><br>Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality. |
| | This project would improve the local street grid. However, it will likely have an overly fast design speed and pedestrian and bicycle facilities that are mediocre at best. |
| | Less roads, more transit please |

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| Russell Branch Parkway Extension: Belmont Ridge Road (VA 659) to Tournament Drive | Extra lanes will fail. |
| | This new road was planned to enable new housing development. Now the new road will instead serve a new data center complex, which does not need a 4-lane divided road (for private profit at public expense). |
| | Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | This is an unnecessary sprawl-inducing project that should be immediately canceled. |
| | This project gets a perfect 8 out of 8 score in meeting regional goals despite many inconsistencies. It does not implement any TPB strategies, is not expected to significantly reduce fatalities or injuries among any mode of transportation, and doesn't claim to promote, enhance, or support any travel mode options. |
| Shellhorn Road (VA 643) Extension: Loudoun County Parkway (VA 606) to Moran Road (VA 634) | Less roads, more transit please |
| | NO MORE EXTENSIONS IN NORTHERN VIRGINIA. |
| | Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| Shirely Gate Road (VA 655) Extension: Fairfax County Parkway (VA 286) to Braddock Road (VA 620) | If you are worried about air quality why are you making room for more cars that drive through neighborhoods instead of giving the people who live in neighborhoods greater ability to walk bike and use transit to access community services safely. |
| | OK. |
| | Why are so many road extensions in this plan. We need to say enough to induced demand, and actually seriously provide multimodal BRT, bicycle, and pedestrian support in regions around DC. Let's rethink these, and say enough to induced demand. It's time to change our directions and take the data we have on streetscape design seriously. |
| | Make sure George Mason U isn't adversely affected |
| | Stop building and expanding roads |
| | Adding more bike lanes here will only congest our area more. Give people more alternatives than just driving to get around Fairfax and Fairfax County! It's time to give people the option of BRT, trams, streetcars, better, safer bike infrastructure. Save the trees and the wildlife we have too. If we keep expanding our roads and building more eventually we will be a concrete county. |
| | Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | The project is not consistent with TPB's policy framework. This road extension through forested parkland to create a supergrid of wide, high-speed arterials is misguided. The project would lead to more induced demand and car-dependence, encourage more high-speed and dangerous traffic, and undermine the county's vision for walkable, bikeable and transit-friendly communities and preservation of its tree canopy. |
| | This road is already well under capacity and extending it is pointless |
| | Stop widening roads for cars! |
| Soapstone Drive Overpass Extension: Sunrise Valley Drive to Sunset Hills Road | Why are so many road extensions in this plan. We need to say enough to induced demand, and actually seriously provide multimodal BRT, bicycle, and pedestrian support in regions around DC. Let's rethink these, and say enough to induced demand. It's time to change our directions and take the data we have on streetscape design seriously. |
| | Less roads, more transit please |

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| | Cars are already provided with excellent connectivity over Dulles Toll Road in this area, pedestrians and cyclists are not. A lighter bridge oriented towards human-powered transportation options would be less expensive to build and maintain while making the immediate surrounding area more attractive for transit-oriented development. |
| | Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | Proposed design is oversized, encouraging high vehicle volumes and speeds, and would undermine the walkable, transit-oriented development character envisioned in the area. Project should be redesigned with fewer vehicle lanes and then resubmitted. |
| | Strongly support - roadway will help create a better and more resilient road network across the Toll Road and support transit-oriented development |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will wake fewer people drive. |
| South Street Extension: University Drive to Chain Bridge Road | Complete the grid. I don't like roads for no reason, but this is needed for the grid. |
| | This will disrupt walkability and foot traffic in Fairfax, which is supposed to feel like a small downtown. |
| | Please modify this project to include more bike and transit lanes. Fairfax city seems perfect for incorporating more bike and pedestrian facilities while reducing car lanes. It is a highly walkable historic area with high population density. The cars detract from it and make it miserable to drive and walk there. Adding more ones won't improve this concern. Plus GMU is there and not many students have cars. |
| | Fairfax is a shell of itself more lanes will not help the atmosphere. |
| | GMU should not be a commuter school and should have MORE public transportation! |
| | Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | Stop widening roads for cars! |
| Southern Avenue SE Northbound Capacity Reduction for New Bus/Bike Lane: South Capitol Street SE to Barnaby Road SE | support bicycle/bus accommodations. |
| | Yes! More transit please |
| | Again, you mean reducing car lanes, right? |
| | Yes to more methods of public transportation |
| | If possible include bikes in this vision too |
| | Yeay, more bike lanes! |
| | The low number of checkmarks that TPB gives this project for meeting regional goals does not reflect how well this implements TPB priority strategies and meets various goals. TPB staff need to develop an alternative evaluation system. DDOT should also review and revise its project form responses. |
| | Use Pennsylvania Ave SE as the model for hour to protect bike riders in a bike/bus combo lane |
| Summit School Road Extension: Telegraph | No more four lane street/roads! They are far too dangerous! |
| | Less roads, more transit please |

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| Road to existing terminus of Summit School Road | We know that highway widening doesn't reduce congestion going back to the 1930s - almost 100 years. This project should be killed and the resources redistributed to support transit and bike/ped projects in the area instead. |
| | Schools need more public methods of transportation for children, not closed off roads and sprawl. |
| | Ignore |
| | Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | Widening roads for cars attracts more drivers and equals more pollution. Stop widening roads! |
| | This project would expand the local street grid and should improve multimodal access. |
| Tall Cedars Parkway Extension: US 50 to Air and Space Museum Parkway/VA 28 | Less roads, more transit please |
| | Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will wake fewer people drive. |
| Town Center Parkway Extension: Sunrise Valley Drive to Sunset Hills Road | As long as it does NOT destroy homes and lands. |
| | Why are so many road extensions in this plan. We need to say enough to induced demand, and actually seriously provide multimodal BRT, bicycle, and pedestrian support in regions around DC. Let's rethink these, and say enough to induced demand. It's time to change our directions and take the data we have on streetscape design seriously. |
| | Less roads, more transit please |
| | This project should emphasize low-speed, multimodal access across the Dulles Toll Road to further enhance sustainable connectivity across such a Grand Canyon of asphalt and noise. Cars are already provided with excellent service by 602 and the county parkway. Pedestrians and especially cyclists are in desperate need of better connectivity to reduce car traffic in a sustainable fashion, and this overpass could further enhance bus service throughout Reston instead of prioritizing private cars. |
| | Extensions of roads will not work and will only create induced demand. The traffic is already terrible, stop expanding the lanes and invest in more EFFECTIVE public transportation! |
| | This undermines the new metro station and plans for Reston to urbanize. More car lanes mean more cars, more traffic, more congestion and less walkability in the heart of Reston. Prioritize adding safe bike lanes with protected barriers so people are able to get around Reston without needing a car. A tram or streetcar that revolves around Reston and connects to all the metro stops will also help people avoid making short trips within reston with a car, thus decreasing the number of cars. |
| | Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | Proposed design is oversized, encouraging high vehicle volumes and speeds, and would undermine the walkable, transit-oriented development character envisioned in the area. Project needs to be redesigned with fewer vehicle lanes and then resubmitted. |
| | There is a need for more road connections across the Dulles Toll Road for a more robust network and to support transit oriented development without overwhelming existing roads |

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| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| University Boulevard Extension: Wellington Road to Sudley Manor Drive | This roadway would improve the local street grid. However, it will likely have an overly fast design speed and pedestrian and bicycle accommodations that are mediocre at best. |
| US 1 Metroway Enhancements: Glebe Road to Evans Lane | Adding lanes does not reduce traffic |
| | Highly support dedicated transit lanes!! |
| | Yes! More transit, please |
| | Enhancements are always great and bring better for the consumer! |
| | Thank you. Please continue to improve public transit and giving people more options than driving to get around. This increases economic mobility for our area, reduces car congestion, keeps our air cleaner and city safer. |
| | Yeay, more transit. |
| | Necessary for the bus service to compete with cars |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | Transit improvements like this are how you get people out of single-occupancy vehicles and reduce VMT. |
| | BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution. |
| | I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |
| US 1 New BRT from Ft. Belvoir to Huntington Metro Station | The BRT needs to mix with higher density along its route. It also needs a reconfiguring of the neighborhood bus routes to connect with it, rather than running all of them down the length of route 1 to the Metro. |
| | Support BRT |
| | I'd prefer extension of the Metro to Ft Belvoir. While more expensive, this plan should be prioritizing the extension rather than all the highways. However, I would still support a general BRT on this route. |
| | yes! more transit please |
| | We love a BRT |
| | Extremely high priority for our region |
| | Accessible BRT improves air quality by reducing cars on the road |
| | Will ease congestion and help those in armed services get to where they need to go. |

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| | Thank you. Please continue to improve public transit and giving people more options than driving to get around. This increases economic mobility for our area, reduces car congestion, keeps our air cleaner and city safer. |
| | Yes |
| | Extend metro instead. From Hunington to ft Belvoir, to Lorton, to Woodbridge. |
| | CSG supports the project but opposes the widening of Route 1 as unnecessary and undermining County plans for a walkable, transit-oriented and more urban Rt 1 corridor. |
| | This project is essential to reducing greenhouse gas emissions, and connecting communities across boundaries, increasing equity, reducing car dependency. |
| | Making bus service better/faster is how you convince people to use it. |
| | BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution. |
| | Yes to the BRT and cycletracks. NO to the jumbo-sized car lanes and dedicated turn lanes that put people in danger and encourage fast, unsafe driving! |
| | More effective bus lines feeding transit is an important component of mode shift from cars to transit. |
| Van Buren Road (VA 627) Extension: Dumfries Road (VA 234) to Cardinal Drive (VA 610) | Too expensive |
| | less roads, more transit please |
| | Improve VRE instead |
| | We know that highway widening doesn't reduce congestion going back to the 1930s - almost 100 years. This project should be killed and the resources redistributed to support transit and bike/ped projects in the area instead. |
| | Increases in roadways makes driving more desirable than transit, increasing emissions and making air quality worse |
| | Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities. |
| | Road expansion induces more driving which is bad for pollution. Create more transit. |
| | Will there be bike/ped facilities? If not, it's not future-oriented and should be nixed. |
| | This project would improve the local street grid and potentially provide a safe corridor for pedestrian and bicycle travel parallel to I-95. However, PWC is likely to build another overly fast traffic sewer and VMT generator. |
| | We are against spending $200,000.000 on the VBR extension. First, as taxpayers (local, state, federal) this seems like an extravagant expenditure of our money for a 2.5-mile road with little value. Second, the VBR extension will create a monumental traffic backup at VBR and Route 234 - an intersection that already backs up in the morning and the evening. Third, the VBR extension would dead end in Batestown Road, a 2-lane road with a 25 MPH speed limit. |
| | Project originated in 1972. Recent projects have improved Route 1 and I-95, eliminating need for another N-S road through residential areas built since 1972. Cost went from $60M to over $200M. |
| Viers Mills Road New BRT Expansion from Montgomery College, Rockville to Wheaton Metro Station | Bus Rapid Transit can be an important part of a robust transportation system. The buses must be as reliable and frequent as possible. In addition, Viers Mill itself *must* be made safer for pedestrians and bicyclists for a bus line to work as intended. People will not use the bus if they can not get to bus stops safely. |
| | BRT (in dedicated lanes) can travel faster than traffic, thereby attracting some drivers to convert to BRT. It's much cheaper & an equitable solution (owning a car costs at least $10k annually). Bikes can frequently use the BRT lane. This corridor provides access to Metro, schools, medical centers and workplaces. |

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| | Support BRT expansion |
| | YES! This area has many pedestrians constantly entering and leaving buses. This area should be pedestrianized along with BRT and throw in some bike lanes. There's kids biking around this area in danger from cars all the time. Also the bike lane just ENDS at a vehicle merge lane when trying to reach the southbound bus stop at twinbrook prkwy and veirs mill?? Needs to be fixed |
| | The lack of a reliable connection up Viers Mill road from the Wheaton metro station is actively preventing me from taking metro to an appointment twice a week on that road. |
| | BRT needs dedicated bus lanes so busses do not get stuck in traffic. Ideally replacing other lanes to keep the road from widening |
| | Anything to fund Metro |
| | Yes |
| | BRT should be designed to ITDP BRT Standard of Silver or Gold. It should be center running if possible and include high quality station design, with pre-board fare collection. Service should be designed to support transit-oriented development, with improvements to bike parking at stations and development of protected bike lanes feeding to the stations along major access/egress routes, plus investments in more walkable neighborhoods within 1 mile of stations. |
| | BRT must be *proper* BRT to attract passengers. Dedicated lanes, good stations, priority lights, multi door boarding, etc |
| | More east-west transit routes are needed. This project will improve mobility between Wheaton, Aspen Hill and Rockville. |
| | Montgomery County's planned BRT network is important for achieving regional goals |
| | More transit is the answer. |
| | BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution. |
| | More BRT will get more people out of their cars, reduce GHG emissions and traffic congestion, and increase economic development. |
| | This would be awesome. It is a very busy route along a busy secondary road. This would significantly reduce the amount of time it takes to travel this corridor and it would be an incentive to take public transportation. |
| | Bus rapid transit is an economical way to reduce emissions, and if it's done correctly (priority traffic light signals for BRT), can allow people to move around more efficiently than single-use cars. |
| | Project adds a helpful transit connection to nearby metro to a region to a region in need of it and is likely to reduce VMT in region. Also provides access to population of students and others who may lack a vehicle. |
| | No |
| | NO!!! The plans shown will remove "access roads" along Viers Mill road north of Twinbrook Pkwy, which is completely UNFAIR to homeowners along those access roads. Those are small homes, implying lower income; Removing their access roads would remove their parking in front of their homes, and put their homes frontage to be right on a major road instead of being protected by the access road barrier, very dangerous for those families!! |
| VRE L'Enfant Station and Fourth Track Improvements | What actually fixes traffic? Trains! |
| | This is great. L'Eenfant Station right now does look a bit out of place, but I have to admit that this is silly when you look at then frequency of the VRE. The Station works fine and is surrounded by massive amenities and facilities. No one is here for the VRE station, and I would venture a guess that most people show up rather promptly prior to departure. Move this money to service and infrastructure improvements. |

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| | Yes we need improvements and another station in order to provide better for public transport options here. |
| | Yeay, more transit! |
| | Install high capacity guarded/automated bike parking at station with many more shared bikes. Create protected bikeways leading to/from station and adjacent neighborhoods. |
| | Also improve the pathway to the Metro rail station. |
| | BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution. |
| | Expanding the operations of Virginia commuter rail is key to meeting climate goals and reducing emissions. |
| West End Transit Way New BRT from Van Dorn Street Metro Station to Pentagon Metro Station | Yes! More transit please |
| | Cool brt |
| | Yes, expand BRT as much as possible. It's one of the best tools we have for reducing congestion, especially deep inside the beltway, where areas should be much more urbanized in general. |
| | The more transit services there are the better. |
| | Yes |
| | Streetcar or metro would be better. BRT is the minimum. |
| | This project is essential to reducing greenhouse gas emissions, and connecting communities across boundaries, increasing equity, reducing car dependency. |
| | Transit improvements like this are how you get people out of single-occupancy vehicles and reduce VMT. |
| | BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution. |
| | More effective bus lines feeding transit is an important component of mode shift from cars to transit. |
| Westwind Drive Extension: Loudoun County Parkway to Old Ox Road (VA 606) | Less roads, more transit please |
| | Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| Wheeler Road SE Capacity Reduction for Additional Pedestrian Accommodations: Alabama Avenue to Southern Avenue | Strongly support pedestrian accommodations. |
| | Yes to more methods of pedestrian transport. Without this, pedestrians will continue to struggle, so we need to expand further. |
| | Yeay, more bike lanes! |
| | Yes, I support it but it should include protected bike lanes. There are children and folks who commute by bicycle on Wheeler and DDOT has not installed safe infrastructure for them in Ward 8. |
| | The low number of checkmarks that TPB gives this project for meeting regional goals does not reflect how well this implements TPB priority strategies and meets various goals. TPB staff need to develop an alternative evaluation system. DDOT should also review and revise its project form. |
| | Ward 8 deserves sidewalks. |
| | Everyone in the city deserves walkable and bikeable neighborhoods, which reduce local air pollution. |

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| Williamson Boulevard Extension: Sudley Manor Drive to Portsmouth Road | Less roads, more transit please |
| | Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.<br><br>Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality. |
| | This road would improve the local street grid. However, a commitment to include high-quality pedestrian and bicycle facilities (not just dangerous sidepaths) is critical. |

VISUALIZE 2050

National Capital Region Transportation Plan

March 2024 Public Comment Opportunity

# Comments from Individuals via MetroQuest on General Purpose Roadway Projects

Relocation/Reconstruction
Intersection/Interchanged/Ramp Improvement
Roadway Widening/Grade Separation
New/Widened Bridge

| PROJECT | COMMENT |
|---|---|
| Annapolis Road (MD 450) Widening: Stonybrook Drive to West of Crain Highway (MD 3) | Adding lanes does not reduce traffic |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |
| Braddock Road (VA 620) Widening: Fairfax County Parkway (VA 286) to Ox Road (VA 123) | There's already enough lanes. Invest in transit options for commuters to George Mason University and otherwise. |
| | Fairfax county already road dieted their section that this connects to. What a pathetic waste |
| Branch Avenue (MD 5) Widening: US 301 (North Junction) to north of I-95/I-495 | I like the bike trail as an access along Arlington into Georgetown. Depending on the specific improvements, I would be in favor of greater access and networking into neighborhoods for this trail. |
| | Sure, but you won't improve yourself out of a median. |
| | Extremely high priority for our region. |
| | Don't put trails inside of the sound barriers please! |
| | Flexibility is needed to achieve vision zero. Especially in regards to transportation choice! |
| | what does this entail? If it's truly multimodal, then "yes" |
| | Caution: Multimodal improvements is often bullshit language for nothing much useful. Please be more specific. |
| | Multimodal improvements are great, actually noticed by users on foot, bike, and bus. |
| | BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution. |
| | I don't trust that word "improvements." What exactly are you talking about? |
| | I can’t say yes or no because it wasn’t listed what exactly is proposed by multimodal. If you are proposing redistributing existing lanes for bus only transportation or shrinking the highway to build more biking facilities, then this should be done. Anything that cause single occupancy vehicle trips and miles traveled to increase cannot happen. |
| Buckeystown Pike (MD 85) Widening: English Muffin Way to north of Grove Road | Adding lanes does not reduce traffic |
| | Remove the Manassas Battlefield Bypass (2 projects on list). Parts of this are the same as the proposed Outer Beltway/BiCounty Parkway and would harm the battlefield and Rural Crescent. Coalition for Smart Growth has offered local street and roundabout alternatives. |
| | Less roads, more transit please |

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| | This road has far too many businesses and driveways to be safe with more lanes. It is already terrifying to drive in this area where the existing widening has occurred. 85 should NOT become a highway. I try to avoid this area since the existing 85 widening project began.<br><br>I believe adding a way to get to this area without a car (i.e., bike, walking, bus) would be more productive and cost effective. |
| | Absolutely not! It would be building a highway through an economically disadvantaged area. People will have to have their homes bought but there is very little affordable housing in Prince William County for them to move to. It would also run along a stream bed with a long history of flooding. This stream bed would be better as a linear park for this area. |
| | Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | Support other local alternatives that do not harm stream valleys and neighborhoods |
| | Highway widening does not meet VMT, congestion, climate goals. |
| | I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |
| | This is a key element to the South Frederick Corridor Plan now awaiting approval by the County Council. |
| | We have MORE THAN ENOUGH ROADS. Stop widening roads for cars! |
| | I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.<br><br>Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality. |
| | This highway would be a VMT and sprawl generator, would create new bottlenecks and congestion, lacks a significant high-capacity or HOV/HOT component, would establish a major highway barrier between the neighborhoods on either side, lacks a commitment to include appropriate active mobility components, and would displace scores of affordable homes in a floodplain that should instead be developed as a much-needed regional park. It would be largely funded by PWC bonds, largely for non-PWC drivers. |
| Chain Bridge Road (VA 123) Widening: Old Courthouse Road (VA 677) to Great Falls Street (VA 634) | Adding lanes does not reduce traffic |
| | Tysons Corner does not need wider highways, it is already a brutal and miserable concrete jungle. Find ways to improve transit instead! |
| | Road is already wide enough. |
| | The only part of this project I support is the addition of bike lanes, as this area is very dangerous to navigate right now (especially at the intersection of 123 and Lewisville Rd.). Otherwise, the assertion that widening this section of 123 will improve the environment and livability of this area is flat-out false. I suggest removing the right turn lanes northbound and add a wide, vegetated median to improve the pedestrian experience and to return a sense of human scale. |

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| | Planning should be geared to reducing the need for more travel lanes, which only induce more driving and congestion. |
| | HORRIBLE idea. Metro is right there. Make it a more pleasant place to be without a car! |
| | Please, widening roads in the middle of the city is the exact opposite of what Tyson's needs to be a more livable walkable place. People shouldnt but be encouraged to drive here. |
| | This road is so wide already. The future of this road is decidedly not inducing even more traffic demand on it. Add a bus lane or something, there's plenty of space to do so. Add some trees, widen the sidewalks. There is no reason to give even more space to cars. This will not help keep pollution down at all. |
| | Doesn't seem very wise or safe to widen this road if Tyson wants to be America's Next Great City...would interfere with the walk ability of this area and continue to split the community into 2. If anything, this road needs a reduction. |
| | Induced automotive demand from road widening will worsen particulate pollution. |
| | Further widening Chain Bridge Rd is wasteful and undermines the walkable, transit-oriented vision for Tysons. TPB's evaluation score giving this project 8 out of 8 checkmarks for supporting regional goals is a clear example of how the Visualize 2050 process to date does not comply with Board resolution R19-2021. |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | Further widening this already expansive highway within the Tysons and McLean area would undermine investments in the Silver Line and a transit-oriented, walkable Tysons. This project somehow gets a perfect 8 for 8 score in meeting regional goals from TPB, despite not actually listing any TPB priority strategies that it supports or helping the region meet its GHG reduction goals. |
| | I oppose:<br>Dulles Airport Access Road Widening: This outdated $400M proposal is unnecessary and would undermine the region's major investment in the Silver Line.<br>I-95 Express Toll Lanes Widening: Oppose further widening; support flexible strategies.<br>I-495 Southside Express Toll Lanes: VDOT failed to examine alternatives; plan creates bottlenecks and blocks future rail conversion.<br>US 50 Improvements: Remove widening plans; support STARS safety recommendations and BRT study. |
| | NO - STOP WIDENING ROADS FOR CARS. You are making air quality and traffic worse! |
| | Ridiculous! Why would you even consider road widening in an area where we should continue Silver Line investments and focus on multi-modal priorities, active transportation, and walkability. Unbelievable. |
| | The continued widening of this road is insane. It has already created one of the worst pedestrian environments in the region, and further expansion will only serve to make development in this area worse. |
| | please do not widen. it will be very unpleasant to walk and bike there. more cars is not a good thing |

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| Clopper Road (MD 117) from west of Game Preserve Road to I-270 Interchange Improvements | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | more roads violate our transit, safety, and air quality improvement goals |
| | Include entrance to I-270 traffic lights for merge control |
| Collington Road (MD 197) Widening: Kenhill Drive to Annapolis Road (MD 450) | Adding lanes does not reduce traffic |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |
| Columbia Pike (US 29) at Tech Road/Industrial Road and Stewart Lane/Greencastle Road/Blackburn Road Interchange Improvements | This project would improve the local street grid and potentially provide a safe corridor for pedestrian and bicycle travel parallel to I-95. However, PWC is likely to build another overly fast traffic sewer and VMT generator. |
| | We are against spending $200,000.000 on the VBR extension. First, as taxpayers (local, state, federal) this seems like an extravagant expenditure of our money for a 2.5-mile road with little value. Second, the VBR extension will create a monumental traffic backup at VBR and Route 234 - an intersection that already backs up in the morning and the evening. Third, the VBR extension would dead end in Batestown Road, a 2-lane road with a 25 MPH speed limit. |
| | Project originated in 1972. Recent projects have improved Route 1 and I-95, eliminating need for another N-S road through residential areas built since 1972. Cost went from $60M to over $200M. |
| Devlin Road (VA 621) Widening: Linton Hall Road to Wellington Road | Maybe, if this road is designed appropriately and provides effective and safe active mobility components. |
| Dulles Airport Access Road Widening: Dulles Airport to I-495 | OPPOSE widening Dulles access road and I-495 |
| | Took the train home from dulles. Calming experience. Much better than driving through NOVA into MD. No widening is needed. More mass transit options are needed. Purple line needs to cross the river where its most needed |
| | Please improve sidewalks and bike Lanes first |
| | There is not enough congestion on this road to warrant the expansion. |
| | This outdated $400M proposal is unnecessary and would undermine the region's major investment in the Silver Line. |

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| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | Strongly oppose. This would work against encouraging Metro use on the Silver Line to the airport. Daily commuters in the main lanes are paying very high tolls to subsidize those driving free to the airport. Also let buses use the Airport Access Road again!! (MWAA has stopped buses from using the express airport road). Only add lanes to the Airport Access Road if converted to Express Lanes to support faster, more reliable bus transit and more options. |
| | Proposal is unnecessary and would undermine the region's major investment in the Silver Line. |
| | We already spent a lot of money on the silver line. |
| Dulles Toll Road (VA 267) Ramp Construction: New Boone Boulevard Extension at Ashgrove and Greensboro Drive at Tyco Road | Adding lanes does not reduce traffic. Multi-lane ramps are always a nightmare of aggression and messy merging. |
| | Oppose new ramps to Dulles toll road |
| | Building more lanes creates traffic, it does not solve it |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | Proposal is unnecessary and would undermine the region's major investment in the Silver Line. |
| Dulles Toll Road (VA 267) Ramp Widening: SB I-495 off Ramp 19A to Scotts Run Crossing | Adding lanes does not reduce traffic |
| | Does a 3-travel lane offramp ever make sense. It encourages speeding and the "but heads" who are always trying to get another car length or two ahead by squeezing into the merge area. |
| | We built the metro for a reason. Don't make it easier for people to drive when other options exist |
| | Widening never fixes traffic |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | NO - STOP WIDENING ROADS FOR CARS. You are making air quality and traffic worse! |
| East Elden Street (VA 606) Widening: Monroe Street to Fairfax County Parkway (VA 286) | Monroe St is inside an increasingly urban area where widening travel lanes will both induce unwanted automotive demand and also endanger pedestrian lives with higher speed traffic. |
| | would destroy downtown herndon. do not do this |

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| Fairfax County Parkway (VA 286) Widening: Ox Road (VA 123) to Lee Highway (US 29) | This is a wooded and residential area, the lanes should not be widened. |
| Fairfax County Parkway (VA 286) Widening: Sydenstricker Road (VA 640) to Ox Road (VA 123) | Already enough lanes. |
| | Please retain bike Lanes |
| | NO - STOP WIDENING ROADS FOR CARS. You are making air quality and traffic worse! |
| Frederick Freeway (US 15) Grade Separation at Biggs Ford Road and Widening: North of Biggs Ford Road to I-270 | Adding lanes does not reduce traffic |
| | Appears in wrong location? |
| | Absolutely not. These drivers then use the east side of DC to get downtown. We need to encourage transit. |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | This seems to be mapped in the wrong place on the interactive map. I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |
| | This I-66 Express Lanes should be optimized for effective express bus service. |
| Georgia Avenue (MD 97) Widening: MD 390 to MD 192/Forest Glen Road | Adding lanes does not reduce traffic. Seriously - 8? Chill, dude |
| | Georgia Ave. is already a very fast, unsafe road for pedestrians and bicyclists. It does not need to be widened. |
| | This is already a scary road for pedestrians and cyclists. Widening it is insane and goes against making the area more hospitable for people not in cars. No no no! |
| | Toll the Beltway, all lanes, and you'll see less traffic at this interchange too. |
| | Project is mischaracterized, as it is converting an undivided, reversible-lane operation in the center lane to a divided facility. It is a lane reduction in some areas and not a lane addition at all |
| | Classic induced demand, you are making the problem worse. Public transit should be invested in instead of the fallacy of lane widening. |
| | Noooooo! Georgia ave needs BRT ALL THE WAYYYYY. One more lane will NOT solve anything |
| | Please improve bike Lanes first |
| | This would make this already dangerous and congested corridor more dangerous and more congested. Please use the existing ROW to expand bike and pedestrian access. This is a dense, semi-urban area. No more room for cars is needed. |
| | This is completely inconsistent with the changes being made on Georgia Avenue north of this location to slow the traffic and narrow the lanes. Additionally, buildings are built close to the existing roadway and there is not room to add lanes. Bike lanes should be added within the existing roadway. |

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| | This section of road is already dangerous, hostile to pedestrians, bicyclists, transit users AND local businesses, and negatively impacts everyone who lives near this road. It needs to be put on a diet, not widened, or have a BRT lane installed. Tons of buses travel this road on their way from Olney/Aspen Hill down into Silver Spring, and they're all stuck in traffic. It makes getting into Silver Spring a major barrier. |
| | LOL no. It's too wide already. |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | Widening Georgia Ave in no way solves any of its many issues. More cars will not solve congestion, safety issues. |
| | I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |
| | This isn't a highway. Calm the traffic, slow the traffic. People live along this road. Prioritize slower traffic, pedestrians, and bikes, in road design. |
| | georgia ave is already far far too wide, making it one of the deadliest roads in Montgomery county, I support narrowing the road to 6 (if not 4) lanes, to promote safety and air quality. doing other wise is admitting that Montgomery county air safety goals are lies |
| Goshen Road South Widening: South of Girard Street to 1,000 ft north of Warfield Road | Adding lanes does not reduce traffic |
| | Highly support dedicated transit lanes!! |
| | Yes! More transit, please |
| | Enhancements are always great and bring better for the consumer! |
| | Thank you. Please continue to improve public transit and giving people more options than driving to get around. This increases economic mobility for our area, reduces car congestion, keeps our air cleaner and city safer. |
| | Yeay, more transit. |
| | Necessary for the bus service to compete with cars |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | Transit improvements like this are how you get people out of single-occupancy vehicles and reduce VMT. |
| | BRT, rail, & mass transit projects make economic & environmental sense to support transit-oriented growth! Transit must be prioritized over highway & arterial expansions which incentivize sprawl, driving, & pollution. |
| | I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |

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| Hooes Road (VA 636) Widening: Fairfax County Parkway (VA 286) to Silverbrook Road (VA 600) | Please improve bike infrastructure first |
| | NO - STOP WIDENING ROADS FOR CARS. You are making air quality and traffic worse! |
| I-70 Widening: Mt. Phillips Road to west of I-270 | Adding lanes does not reduce traffic |
| | Improve MARC instead |
| | This is a local country road. Widening to highway levels would be inappropriate for the area. |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | Highway widening does not meet VMT, congestion, climate goals. |
| | I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |
| | Critical freight corridor. |
| I-95/I-495 at Greenbelt Metro Station Interchange Improvements | Makes Tyson's more desirable for TOD. |
| | We have the silverline coming through here. This would be a perfect place to add pedestrian, bicycle, or other transit. Instead, we're yet again proposing more roads in an area that's already served by enough lanes. Enough to induced demand, let's actually think differently in this. |
| | This interchange was a nightmare driving to/from UMD College Park |
| | tyson is already a hellish landscape for pedestrians. Arent we adding housing and trying to make this more walkable for people? widening already huge roadways will detract from that greater goal. |
| | There has been some basic level of movement trying to bring walkability into this area. Widening here moves things the wrong way. |
| | Induced deman is not what we need in tysons |
| | Extended lanes will not achieve vision zero. |
| | Adding more car lanes does NOT solve traffic, but rather creates more induced demand. This will only clog up more air in the Tysons area and make the area less walkable and bike-friendly. Prioritize BRT, trams, streetcars and alternatives to driving for people to get around! |
| | Further widening this already expansive highway within the Tysons and McLean area would undermine investments in the Silver Line and a transit-oriented, walkable Tysons. How can this possibly meet air quality goals when we are trying to encourage the success of Silver Line Metro? |
| | Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |

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| | Every dollar put into getting cars to move faster through our neighborhoods is a dollar used to add more pollution (air AND tire; tires are a large portion of microplastics) to the environment, as well as carbon emissions. |
| | We shouldn't encourage driving next to a Metro station |
| | Ensure that road is limited to two vehicle lanes, with ped and bike accommodations. |
| | Tysons needs a better road network and alternatives to Route 7 |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | Increasing lanes is not the future we need for tysons |
| | I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |
| | we do not need a hight way interchange at a metro station. to even consider such a travesty makes a mockery of state and county air quality, road safety and climate goals |
| | Replace general lanes with HOT and/or bike lanes! Just adding lanes empirically harms safety, access, traffic flow, and undermines local+state environmental goals.<br><br>Wider roads are wider barriers for communities and businesses that cross them.<br><br>Lane additions move and intensify traffic bottlenecks instead of solving them.<br><br>Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation. |
| Indian Head Highway (MD 210) at I-95/I-495 and MD 228 Interchange Improvements | I don't see what this has to do with Visualize 2050 standards |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |
| | Extend the orange line here instead |

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| James Madison Highway (US 15) Overpass Widening: 1000 ft North of Railroad Tracks to Lee Highway (US 29) | This could improve safety and multimodal access. |
| Landover Road (MD 202) at Brightseat Road Intersection Improvements | Support with changes - this projects, as currently designed, is oversized (4- and 6-lanes) to create expensive high-speed, high-volume traffic corridors, rather than walkable, transit-oriented places. |
| | A new road for cars will make traffic worse, not better |
| | Interchange is currently impossible for pedestrians. Please include treatments to improve environment for those without car! |
| | A ring road in this area would be the opposite of sustainable development progress. |
| | Absolutely not, this will bring dreadful results and add more traffic to the already congested seven corners. We do not need to have more induced demand in Northern Virginia. |
| | Prioritize other methods of transportation instead of dumping more cars on the road by building more car lanes. Explore BRT options, bike-friendly options, even trams or streetcars. Create more economic mobility giving people more choices than having to use a car to get anywhere! |
| | Adding a new ring road would make seven corners worse |
| | New roadways induce unwanted automotive demand for said infrastructure. Adding a bicycle trail would provide a viable path for bicycle transportation without encouraging car traffic. |
| | Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | This is not enough detail for the public to comment. What kind of improvements? |
| | Provionally would support this with the inclusion of the BRT for VA7 in this plan and if the new roadway is kept as narrow as possible with minimal travel lanes. |
| | Road expansion induces more driving which is bad for pollution. Create more transit. In fact, create any way to navigate 7 corners not in a car. |
| | We need to be focused on mode shift for the drivers clogging the roads around Seven Corners, not inducing more demand for the same finite road space. |
| | The new local street grid is important but the proposed design is oversized and would undermine the walkable, urban character envisioned in the redeveloped Seven Corners core. Project needs to be redesigned with fewer vehicle lanes and then resubmitted. |
| | More roads won't make traffic better |
| | Again, no evidence this is connected to the Visualize 2050 standards |

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| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |
| | We need to make the roads narrower and easier to cross safely on foot and by bike. I live 2 miles from 7 corners. I want to ride my bicycle there safely to shop and go to restaurants there. Please make this area safe for us and the next generation. |
| | Support with changes to reduce project size to a scale appropriate to transit-oriented, walkable and bikeable communities |
| | Expanding the road for more cars? You'll just get more cars and more pollution. What are you doing to prioritize people walking and biking?? |
| | Give pedestrians priority and safety by giving pedestrian signal lights a head start. If this is to be a signalized traffic circle, do not allow right-on-red for road vehicles. Install cameras for traffic light and speed enforcement. Reduce conflict points as much as possible. Consolidate+reduce adjacent driveways to reduce conflict points and improve safety too |
| | The Ring Road is much needed! |
| Lee Highway (US 29) Widening: John Marshall Highway (US 55) to Pageland Lane | That's not needed for data centers |
| | No need. This area is destined to become an industrial data center wasteland. |
| Lee Highway (US 29) Widening: Union Mill Road (VA 659) to Buckleys Gate Drive | Redesign planned but overly wide new roads intended to provide local safe street grids. These projects, as currently designed, are oversized (4- and 6-lanes) to create expensive high-speed, high-volume traffic corridors, rather than walkable, transit-oriented places. Invest in public transportation powered by renewable energy instead of car transit that contributes to the climate crisis |
| Leesburg Pike (VA 7) Widening: Chain Bridge Road (VA 123) to I-495 | Adding lanes does not reduce traffic |
| | Tysons Corner does not need wider highways, it is already a brutal and miserable concrete jungle. Find ways to improve transit instead! |
| | No no no. Widening this already wide highway goes against the idea of making this area more pedestrian friendly. With all the new apartment buildings, we should instead be looking at how to NARROW this road, not widen it. |
| | Dude no just no. Tysons is terrible already. This will just make it worse. Purple line to tysons. Work with us here, VA |
| | Build the VA 7 BRT! |
| | This makes choosing metro over driving a very difficult choice and will encourage more emissions |

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| | These "roads" are extremely hostile to pedestrians as it is. They are so, unbelievably large, currently. I just can't imagine how we could be considering widening them while simultaneously talking about how we are trying to "transform" tysons into a "walkable" urbanized city. |
| | Hell no for the love of god please don't make Tysons any more of a car sewer than it already is! |
| | We want Tysons to be more pedestrian and people friendly with the metro and future vision, and yet, we are considering turning route 7 into an even more unpleasant place to be outside of a car? Add transit, widen sidewalks, add trees, just don't widen the road even more. |
| | Induced demand will worsen air quality when the number of lanes is increased. |
| | Remove and replace with a Route 7 BRT project that does not add even more lanes to this overly wide highway. |
| | How in God's green earth does this support making Tyson's a more walkable community? VDOT is totally behind the times and now seems like the regions biggest obstacle to reducing VMT. |
| | Further widening this already expansive highway within the Tysons and McLean area would undermine investments in the Silver Line and a transit-oriented, walkable Tysons. This project somehow gets a perfect 8 for 8 score in meeting regional goals from TPB, despite not actually listing any TPB priority strategies that it supports or helping the region meet its GHG reduction goals. |
| | this corridor needs to rely on silver line, bus, bike, and pedestrian infrastructure. more car lanes will only create more traffic jams |
| | NO - STOP WIDENING ROADS FOR CARS. You are making air quality and traffic worse! |
| | Add Rt 7 BRT to the plan. This section of Leesburg Pike is already super-wide. |
| | The continued widening of Route 7 in Tysons corner is insane. There is no more space left in this area, and there must be alternative travel options developed to further support expansion. |
| Leesburg Pike (VA 7) Widening: Route 9 to West Market Street | Widening route 9 will achieve nothing. Get people out of cars instead. Keep Loudoun beautiful. |
| Leesburg Pike (VA 7) Widening: Seven Corners to Bailey's Crossroads | Adding lanes does not reduce traffic |
| | No no no. Widening this already wide highway goes against the idea of making this area more pedestrian friendly. Widening it discourage the area from becoming more walkable and urban. |
| | We don't need any new lanes in Seven Corners. We need the implementation of the entirety of the Seven Corners Phasing Study to revamp the entire intersection. |
| | Classic induced demand, you are making the problem worse. Public transit should be invested in instead of the fallacy of lane widening. |
| | No more road widenings!! |
| | Build more transit here, not more vehicle lanes. Adding more lanes will not solve traffic long term. |
| | Remove and replace with a Route 7 BRT project that minimizes widening |

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| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | Not what this area needs. |
| | It worth your life to walk across the road now. 6 lanes would be horrifying. We need safe, protected bike lanes and safe, frequent crosswalks. We need to be able to bike to businesses (restaurants, grocery stores) within 3 miles, instead of having to get in a car to go 1 to 4 miles. For longer rides frequent mass transit should be a reasonable quick option. We don't need more lanes. Cars shouldn't be the only option and they shouldn't be the preferred, most subsidized option. |
| | this corridor needs bus, bike, and pedestrian improvements to make a better transportation system. widening for vehicle lanes will only create more traffic and be dangerous for pedestrians and bikes |
| | NO - STOP WIDENING ROADS FOR CARS. You are making air quality and traffic worse! |
| | please don’t do this it will be so unfriendly to people walking and biking |
| Leesburg Pike Bypass (VA 7 Bypass) Widening: Dulles Greenway (VA 267) to East Market Street (VA 7/US 15 East) | Please do not tarnish the beautiful nature of western Loudoun county with an even wider gash running through its heart |
| Little Seneca Parkway Widening: Frederick Road (MD 355) to Observation Drive | Adding lanes does not reduce traffic |
| | This "road" does not exist. Maintain and improve existing roads. |
| | Widening lanes will not fix traffic |
| | Support as long as no homes or family land is taken. |
| | Mores lanes invites more traffic and worse air quality. |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |
| New Dorsey Mill Road Bridge over I-270 from Century Boulevard to Milestone Center Drive | Adding additional lanes does not reduce traffic |
| | Just toll the lanes that are already there. |
| | Oppose all expansions of I-495 and I-270 |
| | How can you claim this enhances access, transit, or reduces greenhouse gases? We need more multimodal development, and this project is a gigantic waste of limited funds to prioritize those who can afford toll lanes on an already very large interstate. |

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| How about a bridge for some rail |
| More car lanes won't help traffic |
| This is a terrible idea, the highway is already insanely wide. Adding more lanes will only induce more demand and more congestion. The highways are already so large and road repairs are so costly. Do not widen the highway! |
| Road is already relatively new and adding more lanes is proven to increase travel times, area already has a lot of drivers darting access road and more lanes will only exacerbate the issue. Also the area where the actual traffic jam starts (I-495 inner loop at chain bridge rd) is already under development, every stretch before that doesn't tend to have traffic jammed up. |
| Please reject the toll lanes with their $50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm |
| This will not ease the congestion, it is just an income garnering activity. |
| This project should prioritize enhancing safe access for pedestrians and cyclists. |
| Multiple lanes on the interstate is horrible. |
| No |
| Adding even one lane will induce demand for road infrastructure, causing even more particulate matter pollution. |
| Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| HOT lanes are inequitable.<br>Also, toll roads suck.<br>And road expansions induce more demand.<br>Create more transit instead. |
| Widening already wide roads exacerbates congestion, air pollution, etc. |
| Just one more lane, bro, I promise this time it'll work |
| This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will wake fewer people drive. |
| I approve of replacing an aging bridge, but don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |
| Highway widening is the very last thing we should be doing. Personal vehicle use is the largest polluter in terms of air quality. We should be focusing on expanded transit like more metro rail, weekend and expanded marc brunswick service, and bus rapid transit. |
| One more lane bro, that will definitely fix it. Why do we have such stupid engineers? |
| Widening roads for cars does not reduce pollution-it makes it worse!!! |

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| | I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.<br><br>Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality. |
| | Stop advancing plans for single occupancy vehicles. We don't need the induced traffic or environmental effects. |
| | You're just adding lanes. That empirically harms safety, access, traffic flow, and undermines local+state environmental goals.<br><br>More lanes encourages unsafe driving.<br><br>Wider roads are wider barriers for communities and businesses that cross them.<br><br>Lane additions move and intensify traffic bottlenecks instead of solving them.<br><br>Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation. |
| | No new exit on I270, simply bridge from one side to the other over the highway |
| Nokesville Road (VA 28) Widening: Fauquier County Line to Fitzwater Drive (VA 652) | Terrible idea. |
| | This project would promote more VMT, sprawl, and long-distance commuting from Fauquier and Culpeper Counties. The widening of Rte 28 to the east was mistaken and overdone. |
| Norbeck Road (MD 28) Widening: Georgia Avenue (MD 97) to Layhill Road (MD 182) | Adding lanes does not reduce traffic |
| | Norbeck Road is already a very fast, unsafe road. It does not need to be further widened. |
| | Norbeck and Georgia are sufficiently wide and widening would lead to loss of green space and homes |
| | No |
| | Endorse as long as it does not take any homes or family land. |
| | Adding lanes will just invite more traffic and more traffic means worse air quality. |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |
| | This isn't a highway. Calm the traffic, slow the traffic. People live along or nearby this road. Prioritize slower traffic, pedestrians, and bikes, in road design. |

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| | widening and expanding roads would only make the road more dangerous and promote traffic deaths and poor air quality |
| North Fort Myer Drive Reconstruction: North Nash Street to north Fairfax Drive | More lanes means more traffic and more pollution. Invest in public transit instead. |
| | This road is so dangerous to bike on!! Needs to be reconstructed so cars slow down!! |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| Old Ox Road (VA 606) Widening: Shaw Road to Rock Hill Road | The traffic backups that occur in this area are due to poor traffic light timing. De-emphasize crossing traffic at Shaw Rd and give the traffic on Old Ox longer light times |
| | The widening of this road will not work with the Herndon roadway network. There are other, more beneficial connections other than this one. |
| Ox Road (VA 123) Widening: US 1 to the Occoquan River | Ditto previous comment on buses instead of more lanes. |
| | Woodbridge deserves a WMATA metro stop at this point jeez. Traffic is abhorrent down there |
| | NO - STOP WIDENING ROADS FOR CARS. You are making air quality and traffic worse! |
| Ox Road (VA 123) Widening: Weatherly Way to Fairfax County Parkway (VA 286) | There are already enough lanes. This is also right before a turn to a County park. |
| Pageland Road (VA 704) Widening: Sudley Road (VA 234) to Lee Highway (US 29) | We don't need to help the data centers. |
| | No need for significant widening. This corridor will become an industrial wasteland. |
| Pennsylvania Avenue (MD 4) Widening: I-95/I-495 to Woodyard Road (MD 223) | Adding lanes does not reduce traffic |
| | Need BRT or rail between Bethesda and Tysons. |
| | Just toll the lanes that are already there. |
| | 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. MDOT 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, demand management, pricing and incentives. 2 managed lanes in each direction |
| | Please remove Toll Lanes from Viz 2050. We need equitable solutions (BRT, TOD) that encourage less driving and therefore fewer emissions. |

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| | I do not support any of these Toll Lane projects. Expanding highways has several problems: induced demand increases sprawl (fuels emissions and encourages driving), it's inequitable (owning a car costs at least $10k a year, whereas transit is a much cheaper solution), only people who pay high tolls get a speedy ride --- everyone else is still stuck in traffic. |
| | Oppose adding express toll lanes on I-495 |
| | How can you claim this enhances access, transit, or reduces greenhouse gases? We need more multimodal development, and this project is a gigantic waste of limited funds to prioritize those who can afford toll lanes on an already very large interstate. |
| | Toll lanes slow down traffic. I personally believe that it is just a grab for more revenue. I think dedicated bus lanes would make better sense, especially if the concern is for air quality and lower emissions. An electric bus fleet would be a better option. |
| | Absolutely needed for the region to commute with reasonable travel times. |
| | No new toll lanes. Just fix the G/W interchange and expand the AL Bridge. |
| | If new toll lanes are being implemented, they should replace existing travel lanes, expansion should be focused on transit options. |
| | While this is better than nothing, the only change that will actually solve traffic at this bridge is mass transit. Multiple BRT lines, and extend the purple line to Tyson's. |
| | This is a terrible idea, the highway is already insanely wide. Adding more lanes will only induce more demand and more congestion. The highways are already so large and road repairs are so costly. Do not widen the highway! |
| | Too costly, environmental harm, won't solve the problem, and not fair to all people. |
| | Too much impact in communities. There are at least ten schools within 1/2?mile of the course of the proposed road and some of the schools are less than 1/4 mile. The decreased air quality and increased noise will be damaging. |
| | I don't believe this is an appropriate or fair use of taxpayer dollars and it won't help regional transportation issues. |
| | Do not do this project/very poorly thought out, detrimental to the residents &!environment. |
| | Terrible idea for the community and the environment. Look for better options please ! Do not widen 495 or 270! |
| | Please reject the toll lanes with their $50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm. |
| | This will not ease the congestion, it is just an income garnering activity. |
| | The project is too expensive, will interfere with the quality of life near the road and almost certainly not solve the congestion problem. As "The Power Broker" taught, building more roadway does not solve congestion. The new lanes quickly fill. Getting in from Virginia there are horrible backups where the toll roads empty into normal lanes. |
| | No |
| | reject the toll lanes with their $50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm |
| | No |

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| | Toll Lanes make traffic worse. Why are we making the existing choke points worse? There is only one bridge. We need an outer beltway with a new bridge over the Potomac. |
| | VDOT's outrageously expensive toll lanes only help state gather some revenue but don't help any traffic. Pure tax and spend scheme. |
| | I do not support this project. |
| | No |
| | Adding toll lanes makes traffic worse and discriminates against class. |
| | We need other alternatives to road expansions. Road expansions increase pollution and do not solve transportation issues. |
| | All evidence points to road widening projects' failure to reduce congestion. Therefore, each of these projects will likely increase congestion, and will definitely increase greenhouse gas emissions. Please do not approve this or other road widening projects in this plan. |
| | The road is already overcrowded and this would exacerbate that issue. |
| | Express lanes do not help with traffic and encourage speeding. |
| | I am strongly opposed to espress toll lanes - they only benefit the wealthy |
| | Please reject the toll lanes with their $50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm. |
| | The ALB has become the main street for the DMV. Can there be a reliable circulator bus/ rail that connects Tysons/McLean with Bethesda Chevy Chase? I have to take public transportation to the center of DC in order to get to Bethesda. Also, I hope the grades for the bike lanes across the ALB are modest, and that the bike lanes are integrated into a NoVA/Montgomery- county bike network. |
| | This project comes with real harms to people and the environment, and MDOT and FHWA ignored important aspects of that harm while reviewing the project |
| | Much harm and little benefit. And the small benefit will be temporary. The harm will not. |
| | I don’t support this project. |
| | no |
| | Roadway expansion leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | This road must not get widened. I live two blocks off of Pennsylvania Ave SE in DC. This county traffic then proceeds into DC, making our roads dangerous and impacting air quality. People need to use transit. |
| | HOT lanes are inequitable.<br>Also, toll roads suck.<br>And road expansions induce more demand.<br>Create more transit instead. |

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| | No more highway widening. See Katy highway in Houston for lessons on what NOT to do |
| | Widening leads to induced demand. More cars=more emissions, more microplastics from their tires, more pollution, more money funneled away from projects that could improve the environment and lives of the neighborhoods around these highways. |
| | Strongly support - this stretch of the Beltway is extremely congested. Express lanes will support carpooling, express bus service, and provide an option for those who need to get places more quickly and are willing to pay (use some of the toll revenue to support new express bus service) |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | Tolls support the wealthy increasing inequality, worsen congestion for the majority, provide taxpayer jeopardy, and bring enormous environmental harm. Please do not move forward with this antiquated way of dealing with population growth and support other studies.<br><br>How about investigating an outer beltway to keep cars that are moving through the area away from the close in suburbs? |
| | We shouldn't be expanding highways at this critical climate juncture. We need to be focused on modal shift - HOT lanes are not the solution. |
| | We need to prioritize transit funds to mass transit and not Lexus Lanes |
| | Because induced deman means these toll lanes will become congested eventually, it is better to spend monsy on projects ginving people alternatives to single occupancy cars, such as transit, safer bike infrastructure etc... |
| | I don't approve of HOV toll lanes. I do approve of dedicated bus transit lanes without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |
| | I don't approve of HOV toll lanes. I do approve of dedicated bus transit lanes without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |
| | I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |
| | I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |
| | Highway widening is the very last thing we should be doing. Personal vehicle use is the largest polluter in terms of air quality. We should be focusing on expanded transit like more metro rail, weekend and expanded marc brunswick service, and bus rapid transit. |
| | Toll lanes benefit the few who can afford it. |
| | Transpooration funds should be put towards public transit, walking and biking infrastructure. |

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| | I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.<br><br>Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality. |
| | Stop advancing plans for single occupancy vehicles. We don't need the induced traffic or environmental effects. |
| | Unless paired with plans to add/expand BRT, this is not likely to improve transit in the region or reduce congestion. |
| | Replace general traffic lanes with HOT! Just adding lanes empirically harms safety, access, traffic flow, and undermines local+state environmental goals.<br><br>Wider roads are wider barriers for communities and businesses that cross them.<br><br>Lane additions move and intensify traffic bottlenecks instead of solving them.<br><br>Wider roads are additional pavement which needs additional maintenance and repaving. The additional pavement area increases pollution from runoff and tire particulation. |
| | Express toll lanes do not solve our transit or air quality problems. |
| | Add lanes to the bridge but NO TOLL LANES! NO LEXUS LANES INCREASING INCOME INEQUALITY TO PROVIDE THE WEALTHY A WAY TO AVOID THE TRAFFIC WE ALL MUST DEAL WITH. OPEN LANES FOR ALL TO USE WITH CLIMATE EFFECTS MITIGATION REQUIRED.<br><br>Implement the following for any lane additions!<br>https://www.youtube.com/watch?v=Qbv_dtwTGDo |
| | I am opposed to I-495 Express Toll Lanes Northern Expansion, because the American Legion Bridge may need to be repaired. Just not an unecessary expansion that would be paid for by Maryland tax payers. |
| | No. Stop choking our national capitol with roads owned and monitored by non-US interests |
| | Will add more cars, more pollution, more traffic congestion. Does not improve mass transit options. |
| | I oppose the toll lane approach to traffic congestion, for reasons I feel like I've been citing for a very, very long time. |
| | Besides the futility of adding more Lanes to highways due to induced demand, the issue is one of equity. Most people will not be able to afford the tolls which will solely benefit the rich. The rest of us will be stuck in even worse traffic |
| | AGAINST!! ...remove toll lanes & widening planned for I-495 and I-270 in Montgomery & PG Counties! |
| | We need to get people out of cars. Not make it easier. |

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| Prince William County Parkway (VA 294) Widening: Liberia Avenue (VA 776) to Hoadly Road (VA 642) | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | This would just promote more VMT, sprawl, and auto dependence. Any widening should be to provide managed lanes or a busway. |
| Randolph Road/Montrose Parkway Grade Separation from Rockville Pike (MD 355) to east of Parklawn Drive | Less roads, more transit please |
| | Bike lane bike lane bike lane bike lane. Yes improve that massive bump but still, we NEED bike lanes there |
| | No way. MDOT is focusing on the symptoms versus the root causes. Infrastructure projects trying to stimulate tax $$ with over building. Maryland is not business friendly and we should begin to solve this root problem. We are facing an unhealthy reliance on residential developers which creates congestion. Widening 495/270 and adding tolls will not resolve the traffic problems. Virginia has destroyed the equity and environment with their transport projects. |
| | Extensions for roadways are NOT vision 0. This county and Northern Virginia in general should be focused on creating more ways to get public transportation in the picture. We are so congested enough as it is, adding more induced demand only makes it worse and adds to more pollution! |
| | Roadway expansion in the periphery leads to more driving, more pollution, and a host of negative externalities that are in direct opposition to the stated goals of the plan. |
| | This is an unnecessary sprawl-inducing project that should be immediately canceled. |
| | This railway crossing is extremely dangerous! |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| Reston Parkway (VA 602) Widening: Dulles Toll Road to South Lakes Drive | Oppose widening Dulles Toll road |
| | Widening Reston Parkway would undermine Fairfax County and the region's investments in the Silver Line and efforts to foster a transit-oriented, walkable Reston area. |
| | The last thing on earth Reston, or the rest of the region needs are more road widenings. |
| Rippon Boulevard Widening: West of Wigeon Way to Rippon VRE Station | To provide increased access to VRE and a transit-oriented community with strong multimodal and aesthetic components. |
| Rolling Road (VA 638) Widening: DeLong Drive to Virginia Drive | See previous comments re four lane stroads! |
| | Please add bike Lanes |
| | NO - STOP WIDENING ROADS FOR CARS. You are making air quality and traffic worse! |
| | This is in a residential neighborhood, it would be unsafe and encourage speeding to widen the road here. |

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| Rolling Road (VA 638) Widening: Viola Street to Old Keene Mill Road (VA 644) | I drive Rolling Road with some frequency. I've NEVER been held up in traffic. On the other hand, making it four lanes will divide the neighborhood, multiply pedestrian danger by about ten, and increase emissions due to increased speeds. |
| | Please add bike Lanes |
| | NO - STOP WIDENING ROADS FOR CARS. You are making air quality and traffic worse! |
| Solomons Island Road (MD 2/4) Widening: north of Stoakley Road/Hospital Road to south of MD 765A just south of Parkers Creek | Adding lanes does not reduce traffic |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |
| Sycolin Road (VA 643) Widening: Loudoun Center Place to Crosstrails Boulevard | Sycolin is a beautiful country road. Do not ruin this by turning it into a boring suburban avenue. |
| Telegraph Road (VA 611) Widening: Franconia Road (VA 644) to Leaf Road North | Adding lanes does not reduce traffic |
| | The only thing that makes Telegraph at all safe is the two travel lanes. Make it four and you'll be prying people out of twisted wreckage every day. The cars will be going far too fast for conditions, but actual throughput of people will be reduced, given accidents blocking the way. |
| | NO! Stop widening roads for cars! It makes traffic and pollution worse! |
| University Boulevard Widening: Wellington Road to Devlin Road | I'm skeptical that this would be beneficial. |
| US 1 Widening: Annapolis Way to Telegraph Road | Dedicate two of the current lanes to buses and the capacity will be FAR higher than a six lane car route. |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | NO - STOP WIDENING ROADS FOR CARS. You are making air quality and traffic worse! |
| US 1 Widening: Dumfries Road (VA 234) to Cardinal Drive | Improve VRE instead |
| | No, unless one lane in each direction would be reserved for bus transit, building access, and right turns. |
| US 1 Widening: Sherwood Hall Lane (VA 626) to Mt. Vernon Memorial Highway | Adding lanes does not reduce traffic |
| | WIDENING Sherwood Hall?!? It's already so wide that it's a raceway! It needs to be narrowed. At the moment, it cuts the neighborhood in two. |

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| | Do NOT widen this road! Add BRT and extend the yellow line instead. |
| | :You don't even mention that this project is related to the BRT project in Route 1. Whoever wrote this needs to be fired. |
| | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | NO - STOP WIDENING ROADS FOR CARS! You are making traffic and air quality worse!! |
| | Rt 1 BRT doesn't need widening and it will make it harder for people to get to the bus stops. |
| US 1 Widening: Stafford County Line to Dumfries Road (VA 234) | It is the only alternative to 95 |
| | No, unless one lane in each direction would be reserved for bus transit, building access, and right turns. |
| US 15 Widening: Montresor Road (VA 661) to Battlefield Parkway | This proposed project will only increase traffic, emissions and further erode the natural karst beneath the ground surface. |
| | This is an obscene expenditure of money for a project that does not even include a roundabout, instead of a stoplight. With regard to air quality, it is incomprehensible that this project is being built with emissions increasing stoplight technology instead of a roundabout! The surrounding area is a rural area that will be negatively impacted by its approval. |
| US 301 Reconstruction: Mt. Oak Road to I-595/US 50 | This project does not advance environmental and climate goals in the region- roadway lane widening or extensions induce more demand or private vehicle travel, and take the region a step backward. This project does little to alleviate congestion, increase equity, ensure regional financial sustainability, heal the environment, or reduce air pollution, providing no viable alternatives to driving cars. This project comes from an outdated idea that adding lane miles will make fewer people drive. |
| | I don't approve of expanding roads. I do approve of dedicated bus transit lanes and safer biking and walking paths, without widening existing roads. See all my (Roselie A. Bright, Sc.D.) comments on 6/14/2023. |
| US 50 Widening: Eastern City Limit of Fairfax to Arlington County Line | Adding lanes does not reduce traffic |
| | Classic induced demand, you are making the problem worse. Public transit should be invested in instead of the fallacy of lane widening. |
| | Add more transit, not more car lanes. Please, spend this money on anything else. |
| | Arlington Boulevard should never exceed four lanes in width. Instead, a light rail segment from Merrifield to Arlington proper should be considered. |
| | I want to provide input on the overall strategy of the General Purpose Roadway Projects. This road widening, as with the vast majority of the other projects, directly contradicts the TPB's own goals for reducing GHG emissions, improving air quality, and reducing car dependence. Almost every single one of these projects is a senseless waste of money that will only induce more demand and make it harder in the future to get where we need to go. Please copy this comment for all the others. |

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| | Remove this destructive and wasteful project. Prioritize implementing the VDOT STARS study safety recs and study BRT on the corridor instead. TPB's evaluation score giving this project 8 out of 8 checkmarks for regional goals shows that Visualize 2050 process to date does not comply with Board resolution R19-2021. |
| | You risk your life to walk across it now. It will only be worse with more lanes. We need safe, numerous crosswalks and safe, protected bike lanes so we can reach stores, visit neighbors and safely get to transit (buses, metro) stops. |
| | better bus, bike, pedestrian, and multimode transit options need to be implemented. more car lanes will only create more traffic problems |
| | NO - STOP WIDENING ROADS FOR CARS. You are making air quality and traffic worse! |
| | this would destroy the neighborhoods nearby. absolutely do not do this! narrow the road to 1 lane instead if you really want to do something |
| Van Dorn Street (VA 613) at Franconia Road (VA 644) Interchange Improvements | Not enough detail to comment. What improvements? If it includes slip lanes, change my vote to an emphatic NO! |
| | Please consider adding protection for cyclists / pedestrians |
| | Any widening project is terrible. Including this. |
| Washington Street (VA 55) Widening: Lee Highway (US 29) to Fayette Street | It would destroy the town of Haymarket |
| | Support a modest widening for safe left turn storage and multimodal access. |
| Wellington Road (VA 674) Widening: Rixlew Lane (VA 668) to University Boulevard | Why not Godwin to University? |
| | Widening beyond 4 (or 3) lanes would be counterproductive. This corridor lacks active transportation accommodations. |

VISUALIZE 2050

National Capital Region Transportation Plan

March 2024 Public Comment Opportunity

# General Comments from Individuals via MetroQuest

| GENERAL COMMENTS |
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| Very excited for more cyclist and pedestrian spaces for safe transit. |
| In addition to air quality, the plan (if possible) should take local public health impacts of climate change and the greenhouse gases from the projects into account. In addition, the travel forecasting model should take into account that expansions in roads typically *increase* overall numbers of vehicles rather than decrease traffic. |
| Widening highways and roads only leads to induced demand more traffic, more carbon emissions, and more pedestrian incidents. Public investments should go to multimodal transit options. |
| There needs to be more pedestrian infrastructure and less right-turn-on-red signage in areas with high numbers of recorded vehicle and pedestrian incidents, particularly near schools and residential areas. |
| Please cut it out with the road widening projects - they'll create more congestion and contribute to VMT and emissions. |
| this map is crazy! So many road widening projects! Where are the transit investments? |
| 1) Toll every lane of every highway. Don't expand, just toll what's already there.<br>2) Make localities put speed and red light cameras everywhere. Put a combo red light & speed camera at every intersection. Put speed cameras elsewhere. Legalize point-to-point average speed cameras. |
| I support the proposals on the Virginia Transit and Rail project list. I also support Greensboro Drive Extension, Potomac Avenue Capacity Reduction for Bus Lane, North Fort Meyer Drive Reconstruction, Graham Park Road Capacity Reduction – all are examples of Metro station area and complete street network projects to support transit-oriented, walkable, bikeable communities. |
| Transit is the only item worth pursuing. |
| Fairfax County seems to have too many new and extended roadways. This seems unbalanced and doesn't really seem capable of achieving Visualize 2050 goals. |
| The projects for Alexandria look good and are important to our city. |
| The proposed widening of I-495 South of Alexandria is a bad idea. We need to develop a new paradigm for transportation that doesn't involve more and more road widening and concrete covering over natural areas. We need to continue to reduce one person in a carbon-emitting car |
| Projects not to be completed until years into the future should not be calculated into the 2030 figures showing reduction of greenhouse gas emissions.<br>TPB should develop a real futuristic transportation plan that will meet the areas' need for reduction of GHG. This is too important to move ahead without further study and consideration. |
| Include real scenario analysis of an alternative climate-friendly project list with alternative supportive land use – as the TPB board discussed in 2021 and voted to do in this plan.<br>The modeling results need to show how the air quality and climate pollution impacts are due to new transportation projects versus changes in the air model used for Visualize 2050 compared to the previous plan Visualize 2045. |

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| US 50 Improvements – Remove further widening of US 50. Instead, support the STARS study recommendations for safety and operational improvements and study BRT on this corridor<br>Dulles Airport Access Road Widening – This outdated $400M proposal is unnecessary and would undermine the region's major investment in the Silver Line.<br>Chain Bridge Rd (VA 123) Widening – Further widening this already expansive highway would undermine investments in the Silver Line and a transit-oriented, walkable Tysons. |
| I am strongly against rode-widening. More lanes just results in more traffic, and more carbon emissions! Bad all around. Please reconsider and incorporate road widening consequences into carbon emissions modeling to meet the 2030 GHG goals. |
| As a person with asthma I'd prefer to do better than the EPA standards on ground ozone |
| I do not understand the decions. Does "including" mean they will or will not be built? Or if including means they will not be built if roads to more efficiently move traffic would not be built if they do not meet air quality standards? |
| Wider roads are deadlier roads. Stop making the national capital region more dangerous |
| Why weren't additional projects north of 370 on 270 considered? |
| Air quality vs express lanes. Express lanes allows drivers with money to speed to their destinations, while the non express lanes have bumper to bumper traffic and horrible air quality from start -stop congestion. When feedback is given the answer is more express lanes, which should be used for buses, motorcycles, van carpools of 4> or more. Not rich one driver cars. Where do express lanes help air quality? |
| I'm very disappointed that so much work is being done to extend roadways. All this will do is create more traffic in those areas. Based on location I'm guessing a lot of this is for the ever-increasing urban sprawl that these kinds of road projects support. Having lived in this region for decades I'm baffled by the extent of urban sprawl that is happening without any measurable extension of public transport. People, especially children and the elderly, will be trapped in suburban prisons. |
| Again I'm very disappointed by what appears to be slapping bandaids to the traffic problem by roadway widening, which decades of research shows does nothing but increase traffic. Which will of course worsen air quality. Please focus on adding public transport and bike lanes. Many of my trips as a Fairfax resident are within walking/biking distance but I cannot do so because it requires riding with traffic on Gallows going 40mph, or crossing 8-lane highways. We can do better. |
| The best way to improve air quality is to reduce driving overall by providing convenient public transportation and safe biking and walking routes, not expanding roads. |
| Widening roads largely encourages driving, so stop doing so much of that. Why are there no or few capacity reduction and non-vehicle transit projects? |
| Only new roads built should be completing the street grid. We need more transit, not more roads. We will just enable sprawl if we keep building roads. Maintain what roads we have, build lots of transit. |
| Good grief our priorities are wrong! |
| Need more mass transit options. Need MARC go to more destinations and run more often, instead of building new roads. |
| There should be more bike lanes to improve air quality and ambient sound levels as well reduce traffic comgestion |
| More car lanes will not fix congestion!!!! More protected bike lanes on the fastest routes to places to give bike transit a chance to be an equally efficient mode of transit rather than forcing bikes to take slow backwater routes to be safe. |
| Why is there so much roadway widening? Are we encouraging induced demand?? |

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| For what it is worth I truly believe unless highway widening projects include dedicated bus lanes they shouldn't be considered. Widen freeways doesn't reduce conjunction |
| Most of these projects are just widening roads for cars. There should be no new roads or widening for cars. This initiative should only have transit investments, pedestrian, bike bus train etc. stop investing billions in car infrastructure that no one uses. Actually put some money to transit and achieve goals. VDOT has it wrong, just wasting VA tax money |
| The analysis should put more emphasis on increasing use of transit and encouraging new developments to be less car-dependent. Investing in transit throughout the region is the only way to improve air quality, improve traffic safety, and reduce congestion. Many of the proposed projects will force residents of the suburbs to rely on driving, which leads to worse air quality, more crashes, more congestion, and less reliable transit. |
| Disappointed to see such little transit in DC. Fed workers aren't coming back and metro needs to realign from a commuter service to serving neighborhood to neighborhood. The Purple Line will help, but many parts of the city are disconnected or must go downtown and back to get to the next neighborhood over. These people will drive instead. Headways are also not great, and if I have to spend 10-15 minutes waiting for trains and connections, I will drive instead. |
| This map clearly shows a divide between the car-centric projects of Fairfax, Loudoun, and Prince William County versus other localities in the DMV. I think it's worth exploring how land use planning and transportation projects in outer Virginia suburbs can change to be more suburban-oriented. Overall - a key issue for the DMV area's future is how we can make the suburbs (especially outer suburbs) have access to better non-car dependent options. |
| Like the previous map, this map emphasizes how different the planned projects in outer Nova suburbs like Fairfax, Loudoun, Manassas, and Prince William are compared to the rest of the DMV area. To have a sustainable transportation system for the region, we cannot continue to build siloed communities where inner suburban and city residents have access to good alternatives to cars, while outer suburban residents are forced to depend on cars. |
| I oppose all toll lanes around 495 and on 270. |
| opposed toll express lanes:<br>1) Near Rockville, for the toll lanes from I-270 to I-370;<br>2) Near the I-270 Y split for the toll lanes from the I-270 West Spur across the American Legion Bridge to the George Washington Parkway; and<br>3) Near Alexandria for the Southside toll lanes going along I-495 over the Wilson Bridge into Maryland as far as Oxon Hill. |
| Addition of toll lanes to benefit a private corporation will incentivize slowing down traffic to push people to use toll lanes. Any plan that expands lanes in the middle rather than solving for capacity in the bottlenecks is doing just that - increasing pollution and traffic in the middle while keeping the bottlenecks to squeeze money from residents.<br><br>I don't support tolls for private companies incentivized to worsen traffic and I strongly oppose expanding lanes or tolls in Rockville. |
| HOV lanes are not policed anymore and they are rampantly used by single drivers. Try supporting the current rules and solving for bottlenecks north of Germantown and across the American Legion Bridge. Please stop the plan to expand 270 in Rockville where it will only worsen traffic sitting in the middle of two bottlenecks.<br>More importantly we need an alternate route to 270 and the Am Legion Bridge. Any accident impacts all lanes. Only a different route would be unimpaired by an accident. |

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| The Lexus/HOT lane project is grossly misguided. The toll lanes would obviously amount to semi-private lanes (on PUBLIC roads) for the well-off. Our roads should remain PUBLIC, with all lanes open to all motorists 24/7 (with exceptions for HOV lanes). There is no reason our highways cannot continue to be funded with the Motor Fuel Tax -- it just needs to be increased. Owners of EVs can pay a "per kWh" tax. |
| Highway widening only provides short-term relief, will push congestion northward, increases inequity through high tolls, will end up costing taxpayers and water ratepayers more. We need REAL solutions like mass transit, transit-oriented development, reversible lanes. |
| This has been very difficult to navigate and I needed help to understand how to proceed. And I have a Master's Degree and am retired, with a certain amount of time! I can't imagine that your average citizen, highway user, would have the time or the inclination to offer input into your planning., and therefore this seems to me to have kept someone occupied, paid to create only an illusion of community involvement... |
| Widening roadways is a waste of money because of induced demand. Densification and investments in alternatives to driving is the only way to reduce traffic. This is obvious. |
| I oppose the expansion of this roadway |
| reject the toll lanes with their $50 tolls, worsening congestion for the majority, increased inequity, taxpayer jeopardy, and enormous environmental harm.<br>Toll lanes are a huge mistake. I drive 270 every day, these are not necessary. they would be a hardship on all. |
| I strongly oppose additional toll lanes. Spend this money on increasing public transportation options (such as the subway) and lowering the cost. This area already has multiple bad air days every year. Our children and grandchildren deserve clean air (and water). |
| WE should not do toll lanes. It will not help with the traffic. We should add lanes but not toll lanes. I270 should be widen all the way to Frederick. |
| The I-270-I-495 toll lane project should be ended ASAP. 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.<br>Ironically, the former contractor, 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. |
| Road widening, especially for highways, should not be a priority given the climate crisis |
| no |
| Instead of wasting money on roads, it should be spent on public transportation infrastructure. Metros that run longer hours and buses that run more places and more dependably. |
| I live in Charles County MD<br>I see NO projects in the entire county<br>Is there a reason Charles County is left out?<br>It is clear there are several projects in Virginia that are the same proximaty from DC.<br>Hopefully you can fill in what the problem with Charles County Is?? |
| The problems that we have with traffic in this region will never be sustainably solved by increasing roadway capacity. Additional lanes come with diminishing returns for transportation but the cost to taxpayers and climate impact remain enormous. Prioritizing access for pedestrians, cyclists, buses, and transit-oriented development will improve access to affordable housing, increase workforce mobility, and make efficient use of our existing road infrastructure. |

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| My concern regarding the proposed project inputs is that they focus predominantly on vehicular travel, particularly in the western region, which seems to be at odds with the commitments to reduce air quality detriments, and does little to ensure equitable access to public transit in those areas, particularly for those unable to drive due to age, disability, socioeconomic status, etc. There are no projects or improvements for pedestrians or those using mobility devices. |
| With roadway widening/grade separation, how will these projects impact sidewalks or protected lanes for pedestrians, mobility device users, cyclists, etc.? If these projects do not include these considerations, they need to do so, as transportation needs to reflect ALL modes of transportation, not just those that use vehicles. Safe modes of travel for non-vehicular transportation is a matter of equity and serving ALL residents in the Metropolitan Washington Area. |
| • Please approve Virginia's proposed project inputs to the Visualize 2050 plan. Improvements to main arterials reduce cut-through traffic in surrounding neighborhoods creating safer local roads. While great strides have been made to reduce congestion along Northern Virginia's interstate corridors, more can be done to address congestion during peak hours. |
| Overall, the plan is quite lacking in bold public transportation projects and has way too many road widening projects, which have been shown to be an awful way to address traffic. Road extensions/adding lanes/widening them for cars do not work and will never work for people all it does is add more traffic and congestion over time thus requiring more and more tax payer money to widen them again and continues an all too destructive cycle. We need Vision Zero NOT vision more cars. |
| These models should account for induced demand. Consider tools such as the SHIFT calculator and National Center for Sustainable Transportation at U.C. Davis. |
| None of these projects are okay and none of them help achieve vision zero. All they will do is create induce demand and only add more harm to the environment. Horrible idea to expand lanes even when the research shows that lane expansion does nothing to support commuters and makes commuting much worse in traffic and adds more pollution. |
| Can we have speed limits lowered by 10 mph. It's frightening for seniors now. Many times traffic congestion will keep speeds lower, of course. |
| As a homeowner on eastern Ave NW, Eastern Ave desperately needs a road diet, and speed reducing features added. Motorists consistently speed and run stop signs and make being a pedestrian or biker dangerous. |
| Widening roads will only induce more demand on our roadways, decrease air quality, and take more money from transit and more sustainable forms of transportation |
| Please do not approve any widening of 495 or 270. The worst option for our dying planet is more vehicles on the roads. Transportation dollars should be spent on increasing public transit options and walkable/bikable communities. |
| As a DC resident who frequently travels on I-95 to Richmond and Charlotte, I support and urge you to approve Virginia's proposed project inputs to the Visualize 2050 plan. These projects are critical to relieving congestion on this heavily traveled corridor. They will improve the quality of life for commuters like me who frequently face unreasonable delays and traffic congestion. |
| I oppose lane expansion for roads and I prefer investments in rail, and public transit. |
| I oppose lane expansion for roads and I prefer investments in rail, and public transit. I take issue with Virginia and Maryland's strategy and think they should provide a rationale for their decisions. |

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| I strongly oppose the 23 highway widening projects, especially their characterization as "affordable and convenient", "environmental protection", "promoting safety", and "resilient communities" because the increased vehicle traffic leads to greater particulate matter and toxic gases, increased likelihood of traffic fatalities, reinforcement of car-centric transportation design, and other outcomes that conflict with the TPB's strategic priorities. |
| You're using cars speeding as a proxy for reduced ghg due to less idling even though cars going faster burns more gas. It's disingenuous. |
| There should be way more capacity reduction within I-495 and almost no new widening. |
| WHY ALL OF THE ROAD WIDENING?? |
| This form seems designed for minimal citizen engagement because it is so overwhelming and not searchable.<br>Besides safety and emissions, planning should include beautification and wildlife corridors. The goal of maximizing automobile carrying capacity is stuck in the past. Look to the future: understand that citizens want walkable, bikeable neighborhoods, and accessible mass transit. |
| I completely disagree with your discounting pedestrian and bicycle use as an air quality measure. Pedestrian and bicycle projects are an eligible funding category for CMAQ along with newly eligible shared micromobility, including bikesharing and shared scooter systems. You need to figure out how to factor in a comprehensive and successful active transportation program and its benefits for air quality. Leaving it out of "modeling" just shows you how flawed your entire process is. Pathetic ... |
| NO to widening roads - yes to using existing pavement in a more climate and air quality friendly way - safer places to walk and bike. Slow down excessive speeding vehicles on over engineered roadways. Yes to road diets. No to new, extended roadways. Yes to complete streets, no to single mode highways. Your choices are really limiting. Time for the people that wrote this comment form and structured this program to retire. |
| NO to all these projects except capacity reduction which does not seem to have a single project - this is not even a choice. NO NO NO NO NO NO NO NO |
| I do not want any additional lanes on the beltway or 270. I commute on the beltway daily, congestion hasn't lessened in VA where they added toll lanes, why would it lessen congestion in MD? |
| Do not expand the freeway. Toll roads will only exacerbate inequality and increase traffic. Invest in mass transit and bike lanes instead. |
| The inclusion of road widenings in this plan is an abomination, directly contrary to decades of experience of planning and the evidence of their impact. This plan needs to start over with planning based on a vision for the region and data-based decision making on what will actually move us toward that vision. |
| Glad to see some good project in DC and Maryland, but the inclusion of road widenings as the primary transportation plan in Virginia goes directly against the stated goals of the project. The result will be the same result of similar widening-based planning: increasing costs, increasing driving, increasing pollution, increasing road deaths. Need to completely rethink this. |
| I support the Visualize 2050 as I believe it will help Virginia continue to thrive economically as well as increase the growth of local businesses. With this proposed plan transit will become much more efficient for commuters and travelers alike. The reduction in traffic will not only decrease travel time as a whole, but will also help to keep Virginia an environmentally conscience state with reduction of greenhouse gas emissions from traffic. |
| ANY highway widening should be completely struck from this plan. Widening doesn't solve congestion and will only continue to make the climate worse. Shameful. |

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| Every highway/road widening project must be removed from this plan in order for it to be taken seriously and for it to meet its goals. With all the evidence out there about how widening makes congestion and emissions worse, you would think we'd stop greenwashing them by now. |
| A balanced transit / and roadway system is needed |
| We need 60 % transit and 40 % Road projects along with transit 20 hours daily and transit oriented development. |
| In general capacity improvements inside the beltway are counterproductive since they will just shift traffic jams around. |
| In particular faster express trains between Penn Station in Baltimore and Union Station in DC would be amazing. |
| STOP EXPANDING ROADS FOR GOD'S SAKE. PUT THAT MONEY IN TRANSIT INFRASTRUCTURE AND EQUIPMENT. WHAT IS THE MATTER WITH YOU. |
| Happy to see the capacity reduction projects but there are not enough transit projects in PG County especially, as well as in general - seems like a huge and glaring equity issue. WHY WHY WHY are we spending so much on roadway projects in the wealthiest areas, or in general?! the solution to our climate issues is sustainable transportation, not roadway expansion!!! |
| Why are all the projects so concentrated in Virginia - what about Maryland and particularly PG county. Also no, no, no to more roadway expansion projects!!! They are not equitable nor sustainable and do not benefit our region's most vulnerable residents! |
| TPB fails to properly address induced demand impacts of highway capacity expansion projects in the regional plan. There is overwhelming scientific evidence that adding road capacity will add to traffic. Thus projects that widen highways and arterials will work against meeting the TPB's 2030 and 2050 GHG goals. However, TPB erroneously claims many road expansions will meet those goals. TPB should include real scenario analysis of a climate friendly project list with supportive land use. |
| Cut wasteful road expansion/interchange projects which further sprawl & car dependence. These will make regional climate goals unattainable. Move funds to Bus Rapid Transit, transit priority, improved cycling and walking, traffic safety, and traffic operations and management. The plan should examine a scenario with HOTTER Lanes: existing lanes managed with time-and-place-based and occupancy-based road user charging, with a portion of toll revenues used to incentivize Ridesharing. |
| Too many road widening projects in NoVa. Focus on transit and biking instead. |
| We are glad to see a number of worthwhile transit, ped/bike, road diet, and local complete street grid projects. However, TPB member agencies need to more fully prioritize projects like Route 7 BRT in Virginia and more transit and HOV options to serve Prince George's and Charles counties and get them in the plan. Also, too many street extension projects in transit station areas and mixed-use activity centers are designed as 4-lane high-speed arterials that undermine safety, placemaking goals. |
| Please do not include projects that widen roadways, add further vehicle travel lanes, or HOV lanes in a 2050 plan aimed at reducing greenhouse gasses, increasing equity, meeting climate goals, or reducing congestion. These projects induce more vehicle demand, which does not advance regional goals. These projects will be costly, financially and environmentally; I do not support projects that do not prioritize viable alternatives to car travel. Please include further transit and bicycle projects. |
| Any and all projects that include an expansion of vehicle lane miles, including any components of road widening or intersection/ interchange expansion, should NOT result in a prediction of reduced greenhouse gas emissions or air pollution for the region. Widening roadways does NOT decrease or mitigate congestion, or reduce greenhouse gasses - the ONLY way to reduce greenhouse gas emissions and air pollution is to provide viable alternatives to driving or riding in cars. Penalize these projects. |

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| I do not support widening these roads/highways. We need to stop widening roads and highways to reduce DC/MD congestion, as all evidence points to the fact that widening roads just increases more traffic over time (with all the terrible impacts), and sadly postpones what's needed: reducing VMT (vehicles miles traveled) on MD roads, while increasing transit. |
| I see no major bicycle projects. Why are the Capital Trails Coalition projects not included? Major bike projects cost a fraction of even one major road project. |
| Rather than commenting on each project, in general Fairfax County and PW County are proposing too many road widening projects and almost no bicycle or pedestrian projects. Driving patterns have changed with a younger population and because of patterns developed during Covid. The county wasted mullions on unused parking garages at the Herndon and Innovation Metro stations. Widening roads is putting good money after bad and does not help cut greenhouse gas emissions. |
| Expanding highways generates more sprawl, driving and pollution – this has been shown in many studies. TPB's model needs to better address this.<br>Many highway and arterial expansion projects on the list claim to help TPB meet its 2030 greenhouse gas reduction target but provide no explanation. Some of these projects aren't even planned for construction until well after 2030. TPB should screen out projects like these that don't take climate change seriously rather than waste a year modeling them. |
| Include real scenario analysis of an alternative climate-friendly project list with supportive land use, as TPB board discussed in 2021 & voted to do in this plan.<br>Expanding highways makes more sprawl, driving & pollution. TPB model needs to better address this.<br>Many highway & arterial expansion projects listed claim to help TPB meet 2030 GHG targets with no explanation. Some are after 2030. Screen out such projects that don't take climate change seriously; don't waste a year modeling them. |
| I support these projects:<br>Virginia Transit and Rail,Greensboro Drive Extension, Potomac Avenue Capacity Reduction, North Fort Meyer Drive Reconstruction, Graham Park Road Capacity Reduction: Metro area and complete street projects for transit-oriented, walkable, bikeable communities.<br><br>Projects Needing Changes:<br>Please redesign overly wide new roads like Seven Corners Ring Road, Frontier Drive Extension, Rock Hill Rd Overpass, Town Center Underpass, Soapstone Drive Overpass Extension. |
| I oppose:<br>Dulles Airport Access Road Widening: This outdated $400M proposal is unnecessary and would undermine the region's major investment in the Silver Line.<br>I-95 Express Toll Lanes Widening: Oppose further widening; support flexible strategies.<br>I-495 Southside Express Toll Lanes: VDOT failed to examine alternatives; plan creates bottlenecks and blocks future rail conversion.<br>US 50 Improvements: Remove widening plans; support STARS safety recommendations and BRT study. |
| This comment system is chaotic for keeping track of comments I've already made in this process. You should allow enough room for substantive comments with citations. |

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| I support these projects for transit-oriented, walkable, bikeable communities:<br>Virginia Transit and Rail, Greensboro Drive Extension, Potomac Avenue Capacity Reduction, North Fort Meyer Drive Reconstruction, Graham Park Road Capacity Reduction.<br>Projects Needing Changes:<br>Please redesign overly wide new roads like Seven Corners Ring Road, Frontier Drive Extension, Rock Hill Rd Overpass, Town Center Underpass, Soapstone Drive Overpass Extension. |
| I oppose:<br>Dulles Airport Access Road Widening: This outdated $400M proposal is unnecessary and would undermine the region's major investment in the Silver Line.<br>I-95 Express Toll Lanes Widening: Oppose further widening; support flexible strategies.<br>I-495 Southside Express Toll Lanes: VDOT failed to examine alternatives; plan creates bottlenecks and blocks future rail conversion.<br>US 50 Improvements: Remove widening plans; support STARS safety recommendations and BRT study. |
| What are the meaningful alternatives, with comparative scenarios, to the roadway expansions/extensions? With so much rail capacity potential and so many thousands of miles of existing roadway, why is there still so much focus on toll lanes and new highway capacity over BRT and rail use? For the road extensions that connect to other major arteries, is there adequate exploration of the mileage possibly saved or environmental degradation incurred? |
| Too much road-building! It only encourages more driving. Investments should be 90% in public transportation, bicycling, etc. |
| Thank you for the opportunity to comment. I strongly believe that toll lanes are unnecessary and will adversely harm the environment and the community. MDOT has never provided data on the success of the ICC. Based on the traffic on I495, it doesn't appear that the ICC has performed as expected. This is because folks don't want to pay for a mere reduction of 2-3 minutes in travel time. Precious funding should be put into transportation projects such as BRT that move people. |
| The plan contains far too many wasteful road widening and interchange projects that threaten our climate goals and promote sprawl. The region needs more and better bus and train transit as its highest priority. |
| I"m shocked that road widening is even offered as a solution these days. YOU know traffic is a function of Zoning. All these projects reflect a deep failure of the local political leaders to fix their zoning and street designs to minimize short milage trips. Rather than fix the fundamental issue, this plan does the same thing - road widening - and promises different results. I'm shocked that VDOT proposes road widening projects. The engineers behind these proposals should lose their licenses |
| I support the transit improvements in Alexandria, and the rail improvements in Virginia, including Long Bridge. Any changes to I495 should preserve the option of rail transit on the Wilson Bridge |
| For a plan that purports to protect air quality and livability, there is a shameful amount of road extensions and widening proposed. This is 2024, not 1964. We need to think beyond "add more lanes" and actually retrofit our communities for walking, biking, and transit. As a NOVA resident, I am fed-up with dealing with the constant pandering to cars. Build more transit, sidewalks, and cycletracks, not more dangerous, polluting, ugly, multi-million dollar roads! |

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| I am filling this form out on behalf of the Sierra Club DC Chapter, for which I am the Sustainable Transportation Chair.<br><br>We support continued progress toward vehicle lane capacity reduction projects that lower car speeds, improve visibility of cyclists and pedestrians, and reduce the number of miles traveled by vehicles through expanded bus lanes and protected bike lanes. We also support expanded rail into DC.<br><br>Congestion pricing, parking minimums, and car-free zones should also be considered. |
| We are concerned about continued highway and road expansion projects in neighboring jurisdictions and would like to know why so many of those projects in the Visualize 2050 draft received a check mark for "environmental protection," when none of the pedestrian and cycling projects in DC received one. The determination of whether a project contributes to environmental protection should be informed by an evaluation of how it will impact the region's GHG goals. |
| The Southern Maryland Rapid Transit (SMRT) Project must be included in the Long Range Transportation Plan, given its regional significance in solving one of the worst commutes in the Country, creating significant reductions in greenhouse gas emissions to achieve air quality conformity mandates, and providing critical transportation needs of a majority minority community, east of the Capital Beltway. SMRT is funded in the Maryland CTP at $20M and just received another $5M in FY24 Federal Earmarks |
| I do not support any roadway expansions. Roadway expansions and extensions will only increase air pollution in the region. They also lock us into decades more of high carbon emissions, and expensive road maintenance.<br><br>Expanding multi model transportation options/services is the only way to reduce VMT and thus improve air quality. |
| Maryland projects seem to heavily prioritize road expansion or other road-based projects and de-emphasize or ignore other transit modes such as rail. There are far too many road expansion projects in this plan and nowhere near enough public transit projects. There should be more focus on non-road projects such as commuter/passenger rail, along with other public transit projects. Road expansions should be far fewer or nonexistent in this plan. |
| Please approve Virginia's proposed project inputs to the Visualize 2050 plan. Improvements to main arterials reduce cut-through traffic in surrounding neighborhoods creating safer local roads. While great strides have been made to reduce congestion along Northern Virginia's interstate corridors, more can be done to address congestion during peak hours. |
| This is an incredibly complicated process for sharing comments. |
| There needs to be a protected bike lane on Independence ave down the length of the mall. There isn't a significant enough expansion of bike infrastructure, or additional housing near that infrastructure. |
| This plan will not help us meet sustainability and climate change goals. There are too many road projects and too few transit projects. Please include a next generation regional bus rapid transit network to transform our bus system and the next multi-line expansion of the metro network to cover remaining areas not covered (E.g Dupont Circle, Adams Morgan, Georgetown, 14/16 St corridor in DC), Colombia Pike/King St in Arlington, Rte 29 in Montgomery County, and Rte 66/Fair Lakes in Fairfax. |
| I oppose most expansions of roads and highways as they induce more traffic and air pollution. I favor reductions in road capacity to accommodate expansion of transit, bicycle and pedestrian infrastructure, which will induce a shift from traffic to more transit, bicycle, and pedestrian use as well as better air quality. |

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| By focusing so much road expansion in far suburbs, this plan locks in future air pollution and sprawl, also increasing the cost/minimizing the benefit of transit expansions. This plan serves to divide the region into those areas making meaningful progress at reducing emissions and those driving generations of future emissions. |
| How many more studies is it going to take to bring home that building more roads just means more traffic?! How can anyone say with a straight face that they want to address air quality issues and then propose new roads?! |
| You can't build new roads/widen roads/extend roads and reduce air pollution/improve air quality. Those are two directly contradictory items. |
| Some projects are small and some are huge. This map doesn't show that at all. They are all given the same weight. The air should be the driving force for implementation of any project. The bike projects are largely in DC and make sense. Transit should be encouraged and built. Road expansion in both VA and MD shouldn't. |
| I'm stunned that Visualize 2050 includes plans to build toll lanes all around the Beltway in Maryland from the Woodrow Wilson Bridge to the American Legion Bridge, as well as on I-270. Plans to build toll lanes in Maryland are deeply unpopular and should be excluded from Visualize 2050. |
| Please eliminate the toll lanes from this plan. No one who lives here would use it, but we're the ones who will suffer for it. |
| I oppose all of the widening and toll lanes on I495 and in Alexandria. Experience in other locations, e.g. California proves that widening roads leads to increased congestion instead of less. We also need ALL of the greenery that currently borders the Beltway to reduce noise, reduce pollution and to combat climate change, the most serious threat to our very existence. I commuted from by public transportation from 1986 to 2014 including from Silver Spring to Alexandria, it works! |
| It has become increasingly clear that if we are to survive long-term on a crowded and warming planet, we must have ways to move lots of people that take up much less space and do not contribute to climate pollution. That is rail transit, bikes, walking, and where rail is not feasible, BRT. It is simply common sense that we must stop building infrastructure that locks us into an unsustainable future and doesn't solve our mobility problems. |
| Please, I implore you, do not expand the Beltway. Toll roads only deepen the divide between the haves and the have-nots, and simply adding more lanes to highways will not solve our traffic woes. Let's find more equitable and sustainable solutions for our transportation needs. |
| This project's advocates will get a financial windfall from local tax payers without satisfy solving the area's transportation problems.<br>The project will exacerbate our existing pollution problems and negatively impact property values. The funds would be better spent on developing 21st century solutions to transportation, i.e. increasing public transportation and being honest about its climate impact. And reflect the increasing number of people who work from and will continue to do so. |
| Prioritize public transportation (light rail, rail, trams, subways, monorail) over road projects for motor vehicles |
| Please do not add toll lanes to the beltway! This regressive tax discriminates against the least able to afford it, and is a huge hassle for everyone else. |
| My understanding is humans who live, work, breathe within one mile of the beltway are adversely affected by motor vehicle air pollution. That needs to be mitigated now, not increased. |
| I oppose expanding the beltway and 270. It is tragic. |
| Out transportation investments must shift away from cars & trucks towards buses, trains. Our grandchildren will need this change not just to move around in but to survive. |
| It is our belief that toll lanes will not fix the problems. |

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| I oppose the addition of toll lanes. For years we repeatedly demanded a transparent comparison of transportation alternatives to the Hogan toll lanes.<br>That demand is warranted by the results of the 2017 NCR Transportation Board comparison of toll lanes versus other alternatives. That comparison showed that toll lanes are NOT the best way to decongest I-495 and I-270.<br>Stop the toll lanes and produce an updated transparent comparison of alternatives consistent with what the Board did in 2017. |
| The addition of toll lanes is inconsistent with goals to reduce VMT and mitigate the effects of climate change. |
| no toll lanes! They would favor the rich and not help the average motorist. This seems very unfair and would be too expensive for the average commuter. And please do not widen 495 which would destroy much of the environment along this densely populated area including taking homes, and hurting parks, and even historic buildings not to mention more loss of trees that are needed for oxygen to combat our already terrible air pollution. Inst in public transit and not places for more cars. |
| Do not widen the beltway or add toll lanes. |
| Remove the plans for widening the Beltway and adding Toll Lanes from the current MDOT current plans. The climate and traffic ramifications will be detrimental to our health and that of the environment. |
| The toll lanes would be huge environmental and economic mistakes, particularly when we can't afford to maintain the existing system and survival of some transit services (including potentially WMATA) is at risk.. |
| The public already submitted many comments to Maryland DOT about the flaws of the Hogan Toll Lanes Project for I-495 & I-270 (flawed traffic modeling, significant environmental damage, etc,) Check those comments and instead propose alternatives to highway expansion. |
| I live in Fort Washington, Maryland. I cross the Woodrow Wilson Bridge regularly. I do not want to see toll lanes coming across the bridge because the traffic will end near Indian Head Highway, adding congestion for those not wanting to use toll lanes but keeping to the regular lanes to cross into Maryland. |

VISUALIZE 2050

National Capital Region Transportation Plan

March 2024 Public Comment Opportunity

# In-Person Comments at March TPB Board Meeting

In person comments on Visualize 2050 as part of the March 2024 Comment Period excerpted from the transcript submitted to the

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

National Capital Region

Transportation Planning Board

March 21, 2024

**IN PERSON MEETING**

Washington, D.C.

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MS. COUFAL: Thank you. Chair Henderson, members of the board, my name is Barbara Coufal, and I'm chair of Citizens Against Beltway Expansion. We urge you to remove the Southside express lanes and the expansions of I-495 and I-270 in Montgomery County from Visualize 250 (sic).

First, these highway expansions are not consistent with TPB policies regarding the reduction of greenhouse gas emissions and to require study of multiple build scenarios.

Second, it's astounding that VDOT would build toll lanes over the Woodrow Wilson Bridge, taking space that is reserved for future rail even as WMATA is studying an extension of the Blue Line into Prince George's County. VDOT claims that if WMATA has a viable plan for extending the Blue Line, that VDOT will allow the toll lanes to be converted for rail. But this promise is not credible. The cost of converting toll lanes would be enormous for Virginia. They would have to compensate the private operator for the loss of future tolls. Virginia has the power to veto an extension of the Blue Line, and we can expect them to use it, given the high cost. Including the Southside Express Lanes project in Visualize 2050 would be the death knell for ever extending Metro over the Woodrow Wilson

Bridge.

Lastly, we know that toll lanes would not reduce congestion, resolve congestion; only move the bottlenecks. That has been the experience in Virginia. It's also noted in comments on the I-495/I-270 project by the Maryland National Capital Park & Planning Commission. The principle is conceded by Transurban's former leader, who noted that congestion is caused where toll lanes end and the traffic must merge into general lanes.

These projects should be removed from Visualize 2050 and focus be put on alternatives that will move people and reduce congestion. Thank you.

MR. DITZLER: Good afternoon. My name is Brian Ditzler, and I'm speaking on behalf of Maryland Advocates for Sustainable Transportation.

Let me begin by saying how much I was impressed by TPB's seven-page policy framework that describes TPB's principles, such as ensuring equity, accessibility, and sustainability. Your laudable goals include providing affordable and convenient multimodal options and reducing greenhouse gas emissions 50 percent below 2005 levels by 2030.

I also learned about TPB board resolution R19-2021, which said that future updates to TPB's long-range transportation plan after Visualize 2045 must include consideration of multiple build scenarios for each project and analysis of each scenario's impact on the region's goals and targets, including reduction of greenhouse gas emissions.

The many new and expanded highways that have been proposed would greatly increase the number of vehicles on the highways and thereby greatly increase greenhouse gas emissions, not reduce them. Projects that would lessen such emissions, such as expansion of transit, bike and pedestrian networks, received only half as much spending in the draft Visualize 2050 plan.

Hopefully, you now realize that most of what was submitted for Visualize 2050 was not consistent with TPB's principles and goals and did not comply with TPB's updated policy for evaluating projects and their alternatives. We strongly urge this board to pause the development of Visualize 2050 and require member transportation departments to comply with TPB's updated process.

Maryland DOT's proposed expansion of I-495 and I-270 is a good example of projects that did not receive adequate evaluation and active consideration of transit and other alternatives. TPB should remove the I-495 and I-270 toll lane projects from the Visualize 2050 plan, or require MDOT to undertake the analysis required by TPB's updated process for evaluating projects and their alternatives. Thank you.

MR. STANFORD: Thank you, Chair Henderson. My name's Jason Stanford. I'm president of the Northern Virginia Transportation Alliance and I'm here today to speak on behalf of more than 20 business and community organizations from across Northern Virginia to share our strong support for Virginia's submitted transportation projects for Visualize 2050. These projects represent Virginia's commitment to expanding the capacity of our multimodal transportation network that supports the growing housing and economic development needs of our community.

Virginia's project list includes key regional upgrades, such as a new Long Bridge, major rail upgrades to I-95 corridor, VRE expansion, a significant expanded regional BRT network, I-95 bidirectional express lanes, and I-495 Southside express lanes.

Furthermore, Northern Virginia has submitted a number of other critical regional transportation improvements that will move more people throughout the RT corridors. We applaud Virginia's leaders for investing in transportation improvements across all modes, including roadways, transit, bike and pedestrian, and new technology to improve reliability, relieve travel congestion, and reduce travel time throughout Northern

Virginia.

In addition, we urge leaders in D.C. and Maryland to follow Virginia's example by investing in infrastructure that expands the capacity of our transportation network. For example, we implore you to improve Maryland's planned upgrades to the American Legion Bridge and I-270 that has been submitted for Visualize 2050. These improvements are essential to regional connectivity and the continued economic success of the D.C. area. If the D.C. region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving.

Now that the TPB's zero-based budgeting submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. Therefore, we urge you to approve all projects submitted by Virginia for evaluation in the 2050 air quality conformity analysis. Thank you for your time and consideration.

MS. STOLZ: Thank you, Chair Henderson and TPB members. I am Sally Stolz from Rockville, Maryland, and I'm one of the coordinators of a grassroots organization which was started in 2018 after many of us realized that what sounded like a laughable proposition was in fact serious. That was Governor Hogan's plan to run a toll road down the middle of I-270 and I-495. The project has had many setbacks for very good reasons, but it remains in Visualize 2050 as the I-495/270 express toll lanes.

So let's go back to 2018. Lower I-270, which bisects Rockville, was in the final stages of the I-270 innovative congestion management project and now had 14 lanes in many places. Cars were moving at the speed limit or more. Slowdowns due to volume were essentially gone. If a backup occurred it could be traced to an accident, bad weather, or road work. The project had solved congestion on Lower 270. Building a toll road down the middle of it would destroy all those gains and create a new nightmare.

We formed "Don't Widen 270.org" and began collecting as much information as we could. The city of Rockville registered its concerns with MDOT early on, as did the National Capital Park & Planning Commission. We developed relationships

with urban planners, traffic modelers, legislators, environmentalists, and other experts who studied the technical details of the project. A huge body of research was growing, and we helped disseminate it to our thousands of readers. Those readers wrote thousands of letters to MDOT during the public comment periods of the environmental impact statements, draft, supplemental, and final.

The research made it clear that the toll lane plan is extremely inequitable, would actually create congestion and reduce safety for drivers in the general lanes, is truly disastrous for the city of Rockville, would increase greenhouse gas emissions and promote auto dependency, and would put Maryland taxpayers at huge risk just as the Purple Line P3 has.

You have received written testimony from many respected organizations and will be receiving more, validating that the I-495/270 express toll lanes project should not move forward.

MS. STOLZ: Please examine all of it very carefully. This project will do much more harm than good. Please remove it from Vision 250 (sic).

MS. SCHOAP: Good afternoon. My name is Margaret Schoap, and I'm with the Coalition for Transit Alternatives to Mid-County Highway Extended. I'm here today to extend our appreciation to the board for taking the following two actions: removing proposed Mid-County Highway from the Visualize 2045 update, and removing two final sections of proposed Mid-County Highway Extension from the draft -- which is in the draft Visualize 2050. Those two projects are Maryland 118, Germantown Road Extended from 355 to the roundabout at Watkins Mill. The other one is from 355 to the end of Middlebrook Road Extended, going east.

The removal of Mid-County Highway Extended is consistent with Montgomery County's climate action plan and is in alignment with Thrives Montgomery 2050, and it pledges to address the following three things.

Climate action. It will address climate action by addressing air quality, water quality, flooding, and biological diversity. It will address environmental justice by examining land use decisions to identify vulnerable communities that have become a receiving area for unwanted and potentially harmful land uses. And it has pledged to address human health by promoting policies that reflect the research demonstrating the

physical and mental health benefits of reducing air pollution and extreme heat.

Again, we give great thanks for the motions that you have made towards eliminating M83.

MR. SCHWARTZ: Thank you, Chair and members of the TPB. My name is Stewart Schwartz, and I'm the executive director of the Coalition for Smarter Growth. We're now a 27-year-old nonprofit founded by the region's leading conservation groups, and our vision is a network of mixed-use walkable inclusive communities linked by our transit networks, as the most sustainable and equitable way for our region to grow.

In 1995, after I'd left the navy and ran away from law school, I worked for the President's Council for Sustainable Development and I saw the IPCC reports about climate change. They didn't tell us about climate change in the navy back then. They do now. But it was shocking to me at that time. It's hard to believe that was over 30 years ago and I've been now involved with TPB since actually 1996 as a volunteer and 1997 when we were founded.

And we made the case -- smart planners in our community made the case for this network of walkable transit oriented communities as the most sustainable way to grow and as an alternative to further sprawl and more highway expansion. Ultimately, this is adopted in the Region Forward Plan by the Council of Governments as a vision for the future, matched with the activity centers plan and your goals to focus 75 percent of

jobs and housing at high-capacity transit and your goals to address equity, including the east-west economic divide and your excellent climate report with a goal of reducing greenhouse gas emissions by 50 percent by 2030. And to the credit of this body, you were the leading MPO in the nation to agree to also reduce transportation emissions by 50 percent by 2030. At the same time, you agreed to zero-based budgeting and to a scenario to meet these climate goals in your 50 percent goal. That's why we are so disappointed with what we see here today.

We do see some projects have been removed and cut but I'm sorry, but if Mr. Stanford still likes this plan, then we have not done enough. We have much more to do. My wife and I are not fortunate enough to have children. If I had children and grandchildren right now, I would be horrified and terrified about the world we are leaving to them right now. I say this as a navy veteran, not as a radical environmentalist. We can not keep dragging our feet. We can not do business as usual. You have the time to get this plan right since we started it early, and I hope you can get it right and reduce emissions by 50 percent by 2030. Thank you.

VISUALIZE 2050
National Capital Region Transportation Plan

# Frequently Asked Questions
# Received during the March 2024 Comment Period

## Questions from TPB Board Members

1. **We would like to know how well our jurisdiction is doing over time. Is it possible for this round of analysis to assess whether a locality's policies, programs, and projects are impacting VMT, GHGs, and other metrics?**

    - Examining the effectiveness of the actions taken to address transportation system needs in relation to the goals is a very important element of decision making. The goals adopted by the TPB are regional in scale, as is its long-range transportation plan, which represents the collective action of the region to achieve its collective goals. The COG/TPB technical tools and methodology used to estimate changes in travel and system performance are regional in nature and are, thus, not best suited to assess smaller geographies (such as individual jurisdictions within the TPB planning area). Additionally, and importantly, there is a significant amount of inter-jurisdictional travel in the region, for both work and non-work purposes, that makes establishing a relationship between one jurisdiction's policies, programs, and projects to changes in travel and its impacts both challenging and somewhat subjective. There are opportunities, tools and approaches to assess impacts of specific policies, projects and programs at a local level through before-and-after studies that local transportation agencies are best suited to undertake.

2. **To understand what we as a region have accomplished over time, is it possible to do a comparison over a 10-to-15-year period?**

    - Yes. There are several measures that could be used to assess changes/progress over the past several years including travel patterns, travel experience and travel demand. Such data is collected as part of either program evaluation, e.g., Commuter Connections, or a regional program, such as the Congestion Management Process (CMP). It is important to note that travel patterns and demand are affected not just by changes in the transportation system and services, but also often by changes in socio-economic aspects of the region. Data on such changes, including population, employment, land use, and the economy are tracked, yet at different levels and frequencies. The TPB's CMP explains how congestion in the region has changed with regard to freight, highway, transit, managed lanes, and airport access. The most recent CMP report is available here. Staff will examine what additional types of data can be compiled.

3. **Regarding the Project Summary Table, what was the process that staff conducted to determine whether a project aligns with the TPB goals? There appears to be some inconsistencies across the projects.**

    - The transportation agencies were asked to provide information on a menu of topics for each project including the project's support of various TPB goals. TPB staff held training for staff from implementing agencies (state and local government) on how to respond to the project input questions. TPB staff reviewed the information provided by the agencies for each project in conducting a qualitative assessment of the assertions made with respect to the TPB goals. TPB staff also associated the TPB goals with the federal planning factors that are to guide an MPO's transportation plan. It is likely that this information was missing for some of the

projects OR was incomplete. TPB staff will continue to work with implementing agencies to make any corrections or edits as needed.

4. **Do projects only need to comply with one of the ten federal planning factors?**

   - Yes, projects only need to comply with one factor.

5. **Could you please clarify the Maryland Op Lane projects proposed for inclusion?**

   - Detailed information about the proposal for express lanes in Maryland as part of Visualize 2050 is available in a separate FAQ handout.

6. **Regarding the 2021 Resolution and zero-based budgeting directive, how can we as an MPO and as local agencies meet the directive to provide multiple build scenarios for project proposals?**

   - TPB staff, over the years, have conducted large-scale scenario analyses. For instance, if the region does not build highway projects but instead builds transit projects, or if the region does not invest further into the transit system. Some of these scenarios were for a target year of 2040 and some were for 2045. These scenarios were summarized (see Summary of Findings and Detailed Findings) at the beginning of the Visualize 2050 development process to inform the jurisdictions and help guide their decisions on the types of projects to submit for Visualize 2050.

7. **The region has set GHG goals, what environmental goals and standards are applicable to this process? Are we just meeting the federal minimum standards or are we going beyond the minimum?**

   - The TPB's first priority is to make sure ozone-forming pollutants will be below a certain level that is acceptable to the EPA, which is the focus of the air quality conformity analysis to be undertaken over the next ten months. Secondly, while not yet prescribed by the feds, the TPB has set the goal for the region to reduce on-road GHG emissions 50% below 2005 levels by 2030 and 80% below 2005 levels by 2050. As such the TPB's process goes beyond meeting the federal standards. The Climate Change Mitigation Study identified several strategies that would reduce GHG and also contribute to reducing ozone forming pollutants. Some of these strategies are aimed at reducing travel or changing the mode of travel, and others are aimed at changing the fuel used to travel. The TPB is pursuing strategies across all these pathways. The TPB study found that transitioning vehicle fleets to cleaner fuels would be the most effective strategy in meeting these GHG reduction goals, though achieving this transition is going to take time and will require efforts beyond the TPB's purview.

8. **Is there a set goal for VMT reduction per capita?**

   - No, there is no numeric goal for per capita VMT reduction, rather a more general goal to see VMT reduction per capita throughout the region over time. This itself is challenging in a region that continues to grow, adding more households every year, and each household typically results in about 8-10 trips/day.

9. Why is a portion of the Falls Church/Fairfax County Route 7 BRT project not included in Visualize 2050?

- This Route 7 project is listed in the Transportation Improvement Program for planning and engineering and is documented as an ongoing study. It is not included in the project list for air quality analysis because there is no reasonable anticipated funding available for construction at this time. The project can be added once funding has been secured or found to be reasonably available at which time the plan can be amended for its inclusion.

## Questions from the Public

### About PROJECTS:

10. What express lanes are proposed in Maryland?

- Please see this FAQ on the proposed Maryland express lanes. Note, the section of I-270 north of I-370 to I-70 is currently included as a study, not coded.

11. Why are there few or no projects in my locality?

- Each locality/state/transit agency submitted only capacity-related projects that have significance when measuring future air quality. This does not reflect the full spectrum of transportation projects planned within a locality or in the region. If few or no projects are listed within a locality that means no capacity-related projects have been proposed at this time.

### About CLIMATE CHANGE:

12. What policies does the TPB have regarding greenhouse gas (GHG) emissions?

- Greenhouse gases are not a criteria pollutant, and therefore are not covered by the National Ambient Air Quality Standards (NAAQS), so they are not required as part of the air quality conformity analysis. Despite the absence of a federal mandate to estimate GHGs for the region's transportation plan, the TPB has estimated GHG emissions caused by on-road transportation since 2010 and has provided this information as part of the plan's performance analysis. See, for example, Chapter 8, p. 225, Figure 8.27 of Visualize 2045. See also the discussions of GHGs on pp. 129-134 (Chapter 6).[1]

  The TPB endorsed COG's economy-wide GHG reduction goals. In June 2022, the TPB adopted the same goals specifically for the on-road sector, making the TPB the first MPO to voluntarily adopt GHG reduction goals specific to the on-road transportation sector. The goals are 1) 50% below 2005 levels by 2030; and 2) 80% below 2005 levels by 2050. 2) These are very ambitious goals that will be very challenging to meet. TPB has conducted multiple scenario

[1] "2022 Update to Visualize 2045, a Long-Range Transportation Plan for the National Capital Region," June 15, 2022.

studies aimed at finding viable solutions for attaining these GHG reduction goals. GHG reduction goals and strategies that were adopted by the TPB are part of the TPB's Synthesized Policy Framework.

## About EQUITY:

### 13. How is equity considered in these projects?

- Agencies had the option to explain how the project supports or advances equity, but some agencies may have omitted this information. The TPB will conduct an Environmental Justice analysis on the regional impact of all the projects following the plan's approval. Separately, as part of the National Environmental Policy Act (NEPA), implementing agencies that have individual projects financed entirely or in part by federal agencies are required to analyze environmental effects of the project which includes considerations of Environmental Justice populations.

## About the MODEL:

### 14. What pollutants does the TPB model include in the Air Quality Conformity Analysis?

- The TPB's air quality conformity analysis is only for ground-level ozone, which is one of the six criteria pollutants with a national standard established by the EPA. Ground-level ozone is produced when volatile organic compounds (VOCs) and nitrogen oxides (NOx) mix with sunlight. The air quality conformity process refers to a very specific set of tasks that metropolitan planning organizations (MPOs) and states are required to conduct to be able to obtain federal funding for the projects in the region. "Conformity" is a requirement of the federal Clean Air Act (CAA) to ensure that 1) transportation plans and transportation improvement programs are consistent with air quality goals, and 2) progress toward achieving and maintaining federal air quality standards is being made. Using a set of required tools, including EPA's mobile emissions estimation model, MOVES, and the region's travel demand forecasting model, a conformity analysis is undertaken to forecast VOCs and NOx emissions from the vehicles on the region's planned transportation system. The analysis must demonstrate that those emissions are within limits outlined in state air quality implementation plans (SIPs) and approved by the EPA.

### 15. How are transit, bike, and pedestrian modes considered in the model?

- The COG/TPB Gen2/Ver. 2.4 Travel Model is an advanced, trip-based, "four-step" model, which accounts for traffic congestion and ensures that congested speeds are used consistently throughout the model as appropriate. The travel model, which is consistent with best practices for regional travel models, represents vehicular travel that produces emissions and includes, automobiles, trucks, and transit vehicles. Biking and walking trips are neither explicitly represented nor included in emissions estimation, yet they are included in

calculating the total number of trips generated in the region and as a mode to travel to access transit. More information can be found in TPB's travel model documentation.[2]

16. How are traffic jams and traffic lights considered in the model?

- The air quality conformity analysis makes use of the regional travel demand forecasting model (the Gen2/Ver. 2.4 Travel Model) and the EPA's mobile emissions model (MOVES). The regional travel model is an advanced, trip-based, "four-step" model, which accounts for traffic congestion, and thus includes the effects of traffic jams. The travel model is consistent with best practices for regional travel models and ensures that congested speeds are used consistently throughout the model. However, static traffic assignment models are macroscopic models that do not have the resolution to represent traffic lights. By contrast, sub-regional analyses conducted by some state and/or local governments may include mesoscopic and/or microscopic traffic assignment models that do represent traffic lights, but this type of traffic assignment model is not commonly found in regional travel models.

17. What type of VMT will be analyzed and with what methodology?

- The regional travel demand forecasting model (the Gen2/Ver. 2.4 Travel Model) is used to estimate VMT for various forecast years and all types of motor vehicles. Additionally, the modeling is performed for a typical weekday and includes both work and non-work related trips. As such, VMT can be summarized by trip purpose (e.g., work vs. non-work). The Gen2/Ver. 2.4 Travel Model is an advanced, trip-based, "four-step" model, which accounts for traffic congestion using a static traffic assignment within a speed-feedback loop, which ensures that the VMT reflects congested speeds, when applicable. The travel model is consistent with best practices for regional travel models.

18. How does the travel model account for induced demand and its effect on land use changes?

- TPB's air quality conformity analysis makes use of the regional travel demand forecasting model (the Gen2/Ver. 2.4 Travel Model) and the EPA's mobile emissions model (MOVES). The regional travel model is an advanced, trip-based model and is consistent with best practices for regional travel models. Use of the MOVES mobile emissions model is mandated by the U.S. Environmental Protection Agency.

  The current travel model is state of the practice in terms of capturing induced demand primarily through speed feedback loops and, like most four-step travel models, it can capture induced demand arising from most of the immediate and some near-term/long-term travel behavioral interactions.

19. Are current telework practices reflected in the model, and can you explain how these assumptions will be different for Visualize 2050?

- COG/TPB's current production-use travel demand forecasting model (the Gen2/Ver. 2.4.6 Model) was estimated and calibrated using empirical data (primarily household travel

[2] Meseret Seifu et al., "User's Guide for the COG/TPB Gen2/Version 2.4.6 Travel Demand Forecasting Model" (Washington, D.C.: Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, July 11, 2023), https://www.mwcog.org/transportation/data-and-tools/modeling/model-documentation/.

surveys and transit on-board surveys) which occurred prior to the Covid pandemic, and, thus, was not calibrated to reflect pandemic effects on travel behavior. The air quality conformity analysis and performance analysis of Visualize 2050, will be conducted using the current, production-use travel model (and latest EPA mobile emissions model, MOVES4), without incorporating revised, post-pandemic telecommuting and/or travel pattern assumptions, since we currently do not have sufficient empirical data to re-estimate and re-calibrate the regional travel demand model. Nonetheless, COG is in the process of collecting such data for future model development work. It should be noted that the current model, which assumes pre-Covid telecommuting rates, will tend to overestimate VMT and emissions, and will, thus, provide a conservative estimate of mobile emissions (i.e., it will tend to overestimate mobile emissions).

### 20. Can the model account for policy scenarios such as EV incentives or higher gas taxes?

- The COG/TPB travel demand forecasting model can estimate the effect of gas taxes on travel, but it is not designed to be used to model vehicle purchasing behavior. Nonetheless, the EPA's MOVES emissions model requires inputs about the percentage of the vehicle fleet by fuel type (including EVs), so it is possible to test changes in the vehicle fleet. The TPB has used its regional travel demand model in many of its past scenario studies.

  It is important to note that while the TPB acknowledges the importance of assessing greenhouse gas (GHG) emissions, equity, congestion, EV incentives, user fees, and other elements as possible future scenarios, such a scenario analysis is not part of the transportation conformity analysis performed for Visualize 2050.

  To elaborate, the air quality conformity process refers to a very specific set of tasks that metropolitan planning organizations (MPOs) and states are required to conduct on its transportation plan and transportation improvement program (TIP) if the MPO is in non-attainment of federal standards for air quality. Both the Plan and the TIP have specific federal requirements to adhere to including that the projects, programs and policies in these should be based on funding that is reasonably expected to be available and should be based on the latest set of officially adopted planning assumptions. In essence, the Plan and TIP cannot be a "what if" analysis as examined in a scenario analysis.

## About ROADWAYS:

### 21. How do express lanes help improve air quality or help achieve climate goals?

- The TPB has many goals which the transportation projects aim to achieve, such as providing affordable and convenient multimodal options, promoting livable and prosperous communities, increasing transportation-related safety, and enhancing environmental protection (which includes air quality). Visit the plan webpage for more information about priority strategies designed to achieve one or more of the TPB's goals. It is not expected that every proposed transportation project or policy will make progress on every goal.

Regarding the ability of express lanes/high-occupancy toll (HOT) lanes to help air quality, the Federal Highway Administration (FHWA) noted, "Like their HOV counterparts, HOT lanes have the potential to help improve air quality where they are implemented. High-occupancy lanes might help to reduce harmful impacts to the environment associated with congestion, especially by encouraging the use of multi-passenger vehicles or mass transit systems."[3]

### 22. How do express lanes help improve congestion?

- Express lanes have the potential to reduce congestion in several ways depending upon, among other things, their location and operational environment. If express lanes are located parallel to regular lanes that are congested, then by shifting vehicles to the express lanes congestion on the regular lanes could be reduced. Express lanes that generate revenues could be used to provide a new transit service which reduces the number of vehicles and thus congestion. Express lanes designed to allow vehicles with more than a certain number of people to travel for free will promote the formation of carpools and vanpools which reduce the number of vehicles and thus reduce congestion. Overall Express lanes have the potential to provide new more reliable travel options and reduce congestion.

### 23. Why are there so many roadway widening projects?

- The TPB's planning area covers a large area – about 3,800 square miles and includes a large roadway network with more than 17,000 lane miles of different functional classes (Interstates, HOT lanes, parkways, major and minor arterials, local roads, etc.) The roadway network serves thousands of communities – residential, commercial, mixed use, which generate large number of vehicular trips – about 12M (including transit trips) for work and non-work purposes and logs about 120M vehicle miles in a typical day. Several operating conditions at the community/local levels related to safety, congestion, and access merit attention and widening a segment of a roadway are at times what the local transportation agency determines to be the best solution.

### 24. What are the meaningful alternatives, with comparative scenarios, to the roadway expansions/extensions?

- Both COG and TPB have conducted a myriad of scenario studies to estimate the effects of different futures and assumptions on the region. The following studies provide additional details:
    - "What Would It Take? Transportation and Climate Change in the National Capital Region." Final Report. Washington, D.C.: National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, May 18, 2010. http://www.mwcog.org/uploads/pub-documents/qF5eXVw20110617114503.pdf.
    - "CLRP Aspirations Scenario, TPB Scenario Study." Final Report. Washington, D.C.: Metropolitan Washington Council of Governments, September 8, 2010. http://www.mwcog.org/store/item.asp?PUBLICATION_ID=409.

[3] "Page 1, HOT Lanes, Cool Facts," Pamphlet (Washington, D.C.: U.S. Department of Transportation, Federal Highway Administration, April 2012).

- "An Assessment of Regional Initiatives for the National Capital Region: Executive Summary, Technical Report on Phase II of the TPB Long-Range Plan Task Force." Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, December 2017. https://www.mwcog.org/documents/2017/12/20/long-range-plan-task-force-reports-projects-regional-transportation-priorities-plan-scenario-planning-tpb/.
- "An Assessment of Regional Initiatives for the National Capital Region: Technical Report on Phase II of the TPB Long-Range Plan Task Force." Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, December 20, 2017. https://www.mwcog.org/documents/2017/12/20/long-range-plan-task-force-reports-projects-regional-transportation-priorities-plan-scenario-planning-tpb/.
- "TPB Climate Change Mitigation Study of 2021: Scenario Analysis Findings." Final Report. National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, January 7, 2022. https://www.mwcog.org/tpb-climate-change-mitigation-study-of-2021/.
- "TPB Climate Change Mitigation Study of 2021: Additional Transportation Scenarios Analysis: TPB Survey Identified Scenarios." Final Report. National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, June 3, 2022. https://www.mwcog.org/events/2022/5/18/tpb-climate-work-session/.
- "A Summary of the TPB and COG Scenario Study Findings: Informing Planning for the Metropolitan Washington Region." Draft Report. National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, November 3, 2022. https://www.mwcog.org/events/2022/11/4/tpb-technical-committee/.
- "Appendix A: Detailed Findings, Scenario Study Findings, Informing Planning for the Metropolitan Washington Region." Draft Report. National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, November 3, 2022. https://www.mwcog.org/events/2022/11/4/tpb-technical-committee/.

**25. For the road extensions that connect to other major arteries, is there adequate exploration of the mileage possibly saved or environmental degradation incurred?**

- As part of the National Environmental Policy Act (NEPA), implementing agencies that have individual projects financed entirely or in-part by federal agencies are required to analyze the impacts of the project both on travel and the environment which includes considerations of potential impacts to the social and natural environment.

**26. How can you claim these projects enhance access, transit, or reduce greenhouse gases?**

- The TPB has many different goals, including improving reliability and efficient system operations, providing affordable and convenient multimodal options, and improving air quality (for both criteria pollutants and GHG emissions). Some proposed projects may help attain some goals but may not be helpful with other goals.

27. What are the benefits of allowing trucks in express lanes?

- Trucks are a necessary part of the transportation system, moving cargo and supplies used by everyone (e.g., groceries, appliances, and factory equipment). Most people prefer to limit the amount of truck traffic on local roads even though such traffic cannot be eliminated on local roads. If trucks are allowed in express lanes, that will reduce truck traffic on parallel roads, such as minor and major arterials. Trucks must pay a toll to use the express lanes providing additional revenue for other transportation improvements including transit.

## About TRANSIT:

28. Why aren't there more transit projects being done sooner?

- Projects are at varying stages of development with transit projects usually taking longer and being more expensive to implement. Available funding also limits the number and types of projects that can be developed. Also, the projects presented for this comment period are only those that impact system capacity so many other types of transit projects agencies are working on are not reflected here, like bus replacements, bus stop improvements, and other transit enhancements.

## About BICYCLES AND PEDESTRIANS:

29. How are pedestrians and bicyclists included in these projects?

- Please review the detailed project description sheets available via the Project Summary Table which explain the non-motorized accommodations planned for each project.

30. Why are trails projects not included?

- Trails are not part of the air quality modelling analysis. Only vehicle or transit capacity impacting projects are included in this comment period because of their potential to impact future attainment of air quality goals and thus must go through a multi-month modeling analysis to make this determination. Trail planning and construction continues to be active in the region, and trails will be reflected in the final plan's project list.

# COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

April 15, 2024

The Honorable Christina Henderson, 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: TPB Virginia Member Agencies Responses to Comments Received from March 2024 Public Comment Period

Dear Chair Henderson:

As requested, provided are responses by the Virginia Department of Transportation (VDOT), Fairfax, Loudoun, and Prince William counties, to public comments received on the air quality conformity (AQC) inputs to Visualize2050, during the TPB formal one-month public comment period that occurred in March 2024.

It is worth emphasizing that the Commonwealth, VDOT and our regional partners took the plan update process seriously; consideration to the zero-base budget and all TPB's goals and priorities (safety, maintenance, reliability, environmental protection, etc.) was paramount for this update. The member jurisdictions reviewed their priorities and goals for alignment with TPB's goals and priorities. This in some cases has resulted in the removal or modification of projects in the plan (including roadway widening projects) as well as looking for opportunities for more multimodal projects, and a balance approach for investment in all modes of transportation.

We believe that the proposed projects in the plan are designed to provide our customers with excellent travel options, maintain a reasonable level of service for all modes, and offer a high degree of travel time reliability. This allows residents and businesses to plan their activities efficiently and make the most of their time.

## VDOT RESPONSE

**I-95 Bi-Directional Express Lanes**

- The current I-95 Express Lanes system is reversible and switches directions according to the peak commute direction. Adding express lanes capacity in the counter-peak direction on the I-95 Express Lanes would enable efficient travel in both directions.
- It would also provide more travelers seamless connectivity to Northern Virginia's more than 90-mile express lanes network.
- This project provides new travel choices for even more express lanes users who want a faster and more reliable trip – including drivers who choose to pay a toll, and carpoolers (HOV-3+) and bus riders who travel toll-free, which is consistent with other Northern Virginia Express Lanes.
- An environmental study is underway.
- This project improves travel time and travel flow for vehicles mainly in general purpose lanes, which helps lessens environmental impacts associated with emissions, and provides a missing reliable travel option in the off-peak direction.

- The project supports the following federal planning factors:
  - Increase accessibility and mobility of people.
  - Increase accessibility and mobility of freight.
  - Promote efficient system management and operation.
  - Support the economic vitality of the metropolitan area especially by enabling global competitiveness productivity and efficiency.
  - Protect and enhance the environment promote energy conservation improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

**I-95 Express Lane Access for Trucks and I-495 Express Lane Access for Trucks**

- These projects do not involve road widening, however, does changes classifications of vehicles allowed in both the I-95 and I-495 Express Lanes in Virginia.
- Along I-95, transit payments in project agreements allow toll revenues to fund transit and multimodal improvements.
- The travel options benefit a variety of users, not just with one or two passengers in a vehicle choosing to pay a toll. Managed lanes promote carpooling with HOV 3+ for free as well as transit usage, with buses traveling for free with faster and more reliable service.
- The project allows for a faster and better travel time reliability for freight movement, which helps lessens environmental impacts associated with emissions, and could provide an economic benefit to the region by allowing freight companies to improve efficiencies. Dynamic tolls fluctuate based on traffic volumes and speed will manage demand for the lanes. Additionally, toll prices will be set based on classification of vehicle.
- This project redistributes truck traffic between right-most lanes of I-95 and I-495 general purpose lanes and the express lanes but does not induce new truck demand along the corridor.
- Posted speed limits would not be changed.
- The funding source to be determined once a preferred alternative is approved, and study becomes a project.
- The project supports the following federal planning factors:
  - Support the economic vitality of the metropolitan area especially by enabling global competitiveness productivity and efficiency
  - Protect and enhance the environment promote energy conservation improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns
  - Increase accessibility and mobility of freight

**I-495 Southside Express Lanes (SEL)**

- VDOT recognize that travelers on this section of I-495 are facing increasing congestion and challenges now. We also realize that rail would be a very costly and long-term option that may not be feasible for decades to come. So, we are focused on solutions that could be implemented in the nearer term, cost effectively and largely within the footprint of the existing corridor.
- The I-495 SEL project would provide an Express Lanes connection on the eastern end of the interstate that currently does not have Express Lanes, beginning east of the Springfield Interchange.
- The ongoing National Environmental Policy Act (NEPA) analysis considers a two-lane Express Lane system that could extend across the Woodrow Wilson Bridge to the MD 210 Interchange.
- The project would accommodate bus transit enhancements. Alternatives under NEPA review do not preclude rail on the bridge by either retaining existing, unoccupied space or by incorporating

a requirement to convert necessary space to rail transit in the future when a rail expansion is funded for implementation.

- The project would provide additional travel choices, including carpooling (HOV 3+) and opportunities for more reliable trips on transit. New ramp connections to the Express Lanes would be provided at Van Dorn Street Interchange and at US Route 1 in Virginia, and at I-295 and MD-210 in Maryland.
- Funding source to be determined once a preferred alternative is approved, and study becomes a project.
- This project is identified as one of TPB's aspirational initiatives "Expand the Express Highway Network" and supports the following federal planning factors:
    - Increase accessibility and mobility of people
    - Increase accessibility and mobility of freight
    - Promote efficient system management and operation
    - Support the economic vitality of the metropolitan area especially by enabling global competitiveness productivity and efficiency

**I-495 Express Toll Lanes Northern Extension (NEXT)**

- I-495 NEXT is in its third year of construction, with the new 2.5 miles of express lanes on track to open in December 2025. Final project completion is scheduled for May 2026.
- NEPA requirements met by project, Environmental Assessment with Finding of No Significant Impact (FONSI)
- This is an independent project that will provide time savings for express lanes users and reduce cut-through traffic on local roads.
- The project is providing new infrastructure by replacing bridges across the Beltway, as well as safety and operational improvements including direct access ramps to express lanes at the Dulles Toll Road and George Washington Memorial Parkway interchanges, and new roadway features like acceleration/deceleration lanes and auxiliary lanes.
- In addition, multi-modal improvements are part of the project – a new bus route between Tysons and Bethesda is planned to begin this summer. This new bus service is paid for by the Commonwealth and our I-495 Express Lanes project partner. Bus riders and vehicles with three or more people will be able to experience faster and more reliable on the new express lanes toll-free. It also includes a number of bike and pedestrian improvements. These include sidewalk and share use path upgrades and additions. Also, a park annex to facilitate parking for bicyclists wishing to use the shared use path at the Georgetown Pike and Balls Hills Road intersection is being built with the project.
- A new commuter bus service between Tysons and Bethesda is launching this summer paid for with Commonwealth and concessionaire funding as part of the I-495 NEXT project.
- This project provides new travel choices for even more express lanes users who want a faster and more reliable trip – including drivers who choose to pay a toll, and carpoolers (HOV-3+) and bus riders who travel toll-free, which is consistent with other Northern Virginia Express Lanes
- Funding source to be determined once a preferred alternative is approved, and study becomes a project.
- This project is identified as one of TPB's aspirational initiatives "Expand the Express Highway Network" and supports the following federal planning factors:
    - Emphasize that preservation of the existing transportation system
    - Increase accessibility and mobility of people
    - Promote efficient system management and operation

**I-66 Multimodal Improvements (Inside the Beltway)**

- The construction portion of this project has been completed.
- The project includes 22.5 miles of new Express Lanes along side of three general purpose lanes; enhancements to interchanges, additional auxiliary lanes, new park and ride lots, new and expanded bus service and transit routes, and 11 miles of new bike and pedestrian trails.
- Revenues collected from tolls are used to fund transit and other multimodal projects.
    - Through the Northern Virginia Transportation Commission (NVTC), Commuter Choice Program, the revenue collected from tolls along I-66 are reinvested to fund transit and multimodal projects. To date, $66.2M of toll revenue has been reinvested to fund 41 transit/multimodal projects along the I-66 corridor, one of the proven benefits of the I-66 project.

**I-495 Auxiliary Lanes**

- The primary goal of the auxiliary lanes is to improve safety and reduce instances of high-speed differences between the regular lanes due to weaving of entering and exiting traffic.
- This project is not conducive to addressing access for pedestrians or bicyclists, as it is related to safety and operations between adjacent interchanges.
- The project not only improves network connectivity, but helps environmental impacts associated with emissions.
- The project supports the following federal planning factors:
    - Increase accessibility and mobility of people.
    - Increase accessibility and mobility of freight.
    - Promote efficient system management and operation.

## FAIRFAX COUNTY RESPONSE

The following are some overarching comments on how some of the data is displayed in TPB public comment summary document.

- Showing the project types in separate maps as depicted by way of MetroQuest (page 7) and calculating participant support (beginning on page 148) misses the fact that most of these projects were conceived to work synergistically within the transportation network and surrounding land uses.
    - For example, Fairfax County is widening US1 and constructing a 7-mile Bus Rapid Transit system in that corridor. There are multiple bicycle and pedestrian projects throughout the US1 corridor that will complement the roadway widening and BRT components. Participant support for the BRT component is 95.7%. However, participant support for the widening complementing the BRT is 10.3%.
    - Another example project is the widening of Frying Pan Road. Participant support for this project is 11.5%. As shown in this manner, the project appears to be a stand-alone widening project. However, there is tremendous growth in the area in general, and multiple land-use developments are happening on both sides of this roadway.
    - All Fairfax County roadway projects include bicycle and pedestrian components. That said, the percentages of participant support statistics display a sort of incongruency in how the information is being communicated (displayed) and how it's being received (interpreted or understood).

## LOUDOUN COUNTY RESPONSE

**EQUITY**: Transportation Equity assures communities have accessible and affordable transportation for everyone in the community resulting in fair distribution of transportation resources, benefits, costs, programs, and services based upon differences in income, ability and other factor affecting transportation choice and impact.
All projects in Loudoun County, are guided by the 2019 Comprehensive Plan (Plan) and is driven by the following vision and goals:

1. Enhanced multimodal safety for all system users.
2. A reliable and efficient multimodal transportation network.
3. Transportation choices that connect people to their communities, employment centers, educational institutions, activity centers, and other amenities.
4. Integration with neighboring jurisdictions to improve regional and statewide connectivity and to attract residents and businesses to Loudoun County.
5. Context-sensitive planning and design that addresses the different characteristics and needs of the Urban, Suburban, Transition, Towns, and Rural Policy Areas; Towns; and Joint Land Management Areas (JLMA).
6. A transportation network supportive of the County's overall vision to support economic development, create vibrant, safe communities and public spaces, and protect natural and heritage resources.

**TPB ASPIRATIONAL INITIATIVES**: Loudoun County aspires to be a place where pedestrians and cyclists of all abilities have a safe, secure, and convenient transportation network of walkways and bikeways that enable efficient movement to and from home, work, school, shopping, libraries, parks, and community centers. This project follows the Countywide Bicycle and Pedestrian Policies that prioritize construction of bicycle and pedestrian accommodations and connections associated with construction and improvements to arterial and collector roadways with emphasis on the completion of connections between existing facilities in an effort to provide regional connections, and to the provision of safe walking and bicycling routes to new and existing public schools.

**Route 15 North Widening**
The results of the Route 15 North Congestion Report, initiated to reduce traffic congestion between Battlefield Parkway and Whites Ferry Road, were presented to the Board of Supervisors in May 2017. Recommendations from the report included widening US Route 15 from two to four lanes between Battlefield Parkway and Montresor Road. As a result of the report, the board directed the initiation of the Route 15 North Safety and Operations Study to identify potential improvements between Whites Ferry Road and the Maryland state line. The adopted Countywide Transportation Plan (CTP) was amended in 2018 to widen US Route 15 from two to four lanes between Battlefield Parkway and Montresor Road. The project scope includes: a signalized Continuous Green "T" (CGT intersection) at North King Street to allow through traffic to continue north on US Route 15 without stopping, an updated signalized intersection at Whites Ferry Road, and a two-lane hybrid roundabout at Montresor Road at a realigned section of Limestone School Road opposite Montresor Road. The project also includes a shared use path / regional trail along the west side of US Route 15 from Tuscarora High School to Montresor Road, and a shared use path/ regional trail along the entire length of Whites Ferry Road. As called for by the CTP, the design process includes context-sensitive methods for transportation projects in the Rural Policy Area and follows the guidelines for the Journey Through Hallowed Ground National Scenic Byway.

**PRINCE WILLIAM COUNTY RESPONSE**

The following are responses for five new roadway projects proposed to be added to Visualize2050 Plan.

- Two of the projects, the Route 29 Alternative and Pageland Lane, provide less impactful alternatives to the Manassas Battlefield Bypass project, while achieving the goal of the National Park Service to close the park to through traffic and improving local and regional mobility.
- The Residency Road Bridge project proposes to construct a bridge over railroad tracks to provide a direct vehicle, pedestrian and bicycle connection between the Innovation Activity Center and the Broad Run VRE Station. This project will be critical to supporting the local and regional goal of directing 75 percent of population, employment, and housing growth to activity centers.
- The US 28 Bull Run Bridge Study is a study to identify and evaluate alternatives for improving the existing Bull Run Bridge, which connects Prince William and Fairfax County. The Route 28 corridor is targeted for Bus Rapid Transit and widening of the bridge is anticipated to support these transit plans.
- The final road project is the Graham Park Road Diet. This is a project to remove vehicle lanes in an Equity Emphasis Area and convert to pedestrian and bicycle facilities. This is the County's first road diet project and was developed with technical assistance from the TPB Regional Roadway Safety Program.

Thank you for providing the TPB Virginia member agencies an opportunity to offer responses to public comments. Representatives from VDOT and Virginia localities will be available to follow-up as needed with any additional information.

Sincerely,

for Bill Cuttler, P.E.
Northern Virginia District Engineer

Cc: Ms. Maria Sinner, P.E., VDOT-NoVA
Mr. Amir Shahpar, P.E., VDOT-NoVA
Malcolm Watson, Fairfax County
Rob Donaldson, Loudoun County
Meagan Landis, Prince William County

**ITEM 10 – Information**
**April 17, 2024**

Carbon Reduction Program: Maryland Department of Transportation

**Background:** The board will receive a briefing from MDOT staff on their project identification and selection process for Carbon Reduction Program funding. The Carbon Reduction Program was established by the Bipartisan Infrastructure Law and provides funds for projects designed to reduce carbon dioxide emissions from on-road transportation.

National Capital Region
**Transportation Planning Board**

## MEMORANDUM

**TO:** Transportation Planning Board
**FROM:** Erin Morrow, TPB Transportation Engineer
**SUBJECT:** Updates on Federal Funding Programs for On-Road Greenhouse Gas Emissions Reduction
**DATE:** April 11, 2024

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In September 2023, the TPB was briefed on five federal funding programs under the Bipartisan Infrastructure Law and Inflation Reduction Act that have new federal funding dedicated to shifting the United States away from fossil fuel use and reducing greenhouse gas emissions. At the April meeting, the TPB will receive updates on two of the programs: the Carbon Reduction Program and the Climate Pollution Reduction Grant Program.

### CARBON REDUCTION PROGRAM (ITEM 10)

The Carbon Reduction Program (CRP) was established by the Bipartisan Infrastructure Law. The CRP provides a total of $6.4 billion in formula funding nationally for FY 2022 through FY 2026. The CRP has two components – it requires states to develop a Carbon Reduction Strategy and provides funds to states for projects designed to reduce carbon dioxide emissions from on-road transportation. Both program components require states to work with applicable Metropolitan Planning Organizations (MPOs).

The state Carbon Reduction Strategies are available on the US DOT website. The state DOTs briefed the TPB on their Carbon Reduction Strategies in October 2023.

A certain amount of each state's CRP funding is set aside for projects in large metropolitan areas and states are to coordinate with MPOs in programming these funds. The CRP fact sheet lists the types of projects and programs that are eligible for funding. CRP funds are available for obligation for a period of three years after the last day of the fiscal year for which the funds are authorized. The CRP funding allocations for metropolitan Washington for FY 2022 – FY 2024 are:

| | FY 2022 | FY 2023 | FY 2024 |
|---|---|---|---|
| District of Columbia | $3,206,817 | $3,270,954 | $3,336,373 |
| Maryland | $3,571,327 | $3,642,754 | $3,888,142 |
| Virginia | $5,786,618 | $5,902,350 | $6,306,966 |
| Total - Metropolitan Washington | $12,564,762 | $12,816,058 | $13,531,481 |

At the April meeting, MDOT will share its proposal for TPB's involvement in programming the CRP funds for projects/programs in the TPB planning area. TPB staff have asked DDOT and VDOT to brief the TPB about their proposals and hope to have these presentations scheduled in the coming months.

## CLIMATE POLLUTION REDUCTION GRANT PROGRAM (ITEM 11)

In 2023, U.S. Environmental Protection Agency (EPA) established the Climate Pollution Reduction Grants (CPRG) program, under the Inflation Reduction Act Section 60114. CPRG is a two-phase program providing $250 million for noncompetitive planning grants, and approximately $4.6 billion for competitive implementation grants. The CPRG program extends across sectors including industry, electricity generation, transportation, commercial and residential buildings, agriculture/natural and working lands, and waste and materials management.

Under Item 11, staff from COG's Department of Environmental Programs will brief the TPB on the Priority Climate Action Plan (PCAP) that was developed for the Washington-Arlington-Alexandria, DC-VA-MD-WV Metropolitan Statistical Area (MSA) and two planning grant proposals that COG developed alongside partners from across the District of Columbia, Maryland, and Virginia.

**ITEM 11 – Information**
**April 17, 2024**

Climate Pollution Reduction Grants (CPRG)
Final Priority Climate Action Plan

**Background:** The board will receive a briefing on the final CPRG Washington-Arlington-Alexandria DC-VA-MD-WV Metropolitan Statistical Area (MSA) Priority Climate Action Plan and CPRG implementation grant applications submitted by COG.

Metropolitan Washington
Council of Governments

## MEMORANDUM

**TO:** Transportation Planning Board

**FROM:** Jeff King, COG Director, Climate, Energy, and Air Programs
Maia Davis, COG Senior Environmental Planner

**SUBJECT:** Climate Pollution Reduction Grants Update

**DATE:** April 11, 2024

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In 2023, U.S. Environmental Protection Agency (EPA) established the Climate Pollution Reduction Grants (CPRG) program, under the Inflation Reduction Act Section 60114. CPRG is a two-phase program providing $250 million for noncompetitive planning grants, and approximately $4.6 billion for competitive implementation grants. Climate planning formula grants were provided to Metropolitan Statistical Areas (MSAs) and states to develop both a Priority Climate Action Plan (PCAP) due by March 1, 2024, and a Comprehensive Climate Action Plan (CCAP) by the summer 2025. To support implementation of the climate action plans, implementation grant proposals were due by April 1, 2024. EPA anticipates awarding individual grants between $2 million and $500 million, with funding tiers allowing comparably sized projects to compete against one another.

## WASHINGTON-ARLINGTON-ALEXANDRIA, DC-VA-MD-WV MSA CPRG CLIMATE PLANS

COG was selected to manage the development of both climate action plans for the Washington-Arlington-Alexandria, DC-VA-MD-WV MSA. The PCAP was developed to meet the requirements of the CPRG program and provides a set of priorities for the MSA that enabled governments and other stakeholders in the region to seek competitive implementation funding through the CPRG program.

COG completed the PCAP on March 1, 2024. This PCAP presents practical and achievable strategies spanning buildings and clean energy, transportation, waste, and land use sectors. LIDAC benefits and impacts are a primary consideration for selection of priority regional climate pollution reduction projects, programs, and measures. The strategies were developed through a collaborative and iterative process with the many government offices and committees within the MSA and the states it crosses, as well as other stakeholders such as community-based organizations, private sector actors, utilities, planning boards and committees, and more.

Building on the PCAP, COG will develop a comprehensive CAP (CCAP) by 2025. COG will continue to meaningfully engage with stakeholders. The CCAP will expand upon the PCAP through enhanced LIDAC community engagement, long-term measures across a broader range of sectors, and a workforce planning analysis.

## CPRG IMPLEMENTATION GRANT PROPOSALS

COG worked with partners from across the District of Columbia, Maryland, and Virginia to develop two proposals that were submitted to EPA on April 1, 2024. COG's proposals included (1) Regional

Action for Climate and Equity (RACE to Clean Energy for All); and (2) Virginia Initiative for Building Efficiency (VIBE) Program. Combined, the proposals requested more than $196 million in programs to implement local climate strategies.

The three components of the RACE to Clean Energy for All are (1) scale existing programs that provide energy efficiency and electrification upgrades, and solar panels to residential buildings; (2) electrify municipal light-duty fleets and provide supporting charging infrastructure; and (3) expand existing workforce development programs and initiatives to support a larger workforce to upgrade residential homes and maintain EVs and charging infrastructure. Local energy efficiency and renewable energy programs will prioritize LIDAC communities and workforce development initiatives will expand opportunities for quality jobs for LIDAC residents and workers in the region.

The VIBE program, a proposed new commercial buildings-focused program will provide outreach and marketing, technical assistance, incentives, and financing options for commercial and larger multifamily residential buildings in the three defined MSAs in the Commonwealth of Virginia – northern Virginia, Hampton Roads, and Richmond metro areas. The program targets 3 primary markets to advance Virginia's clean energy economy, including (1) low-income, disadvantaged community commercial and multifamily buildings; (2) market-rate commercial and multifamily buildings; and (3) municipal and institutional buildings. The program acts as an 'accelerator' for clean energy investment, by engaging such networks and partners, and providing a range of technical and administrative services in 'concierge' fashion to take participants from initial interest to completed projects.

# BIKE TO WORK DAY 2024

National Capital Region Transportation Planning Board
April 17, 2024

Agenda Item #7

National Capital Region
Transportation Planning Board

50 YEARS 1974-2024 COMMUTER CONNECTIONS

# Background

- Rolled out regionally in 2001 by Commuter Connections
- Celebrates bicycling as a clean, fun, and healthy way to get to work!
- Friday May 17, 2024
- Coincides with National Bike to Work Week

WABA WASHINGTON AREA BICYCLIST ASSOCIATION

50 YEARS 1974-2024 COMMUTER CONNECTIONS

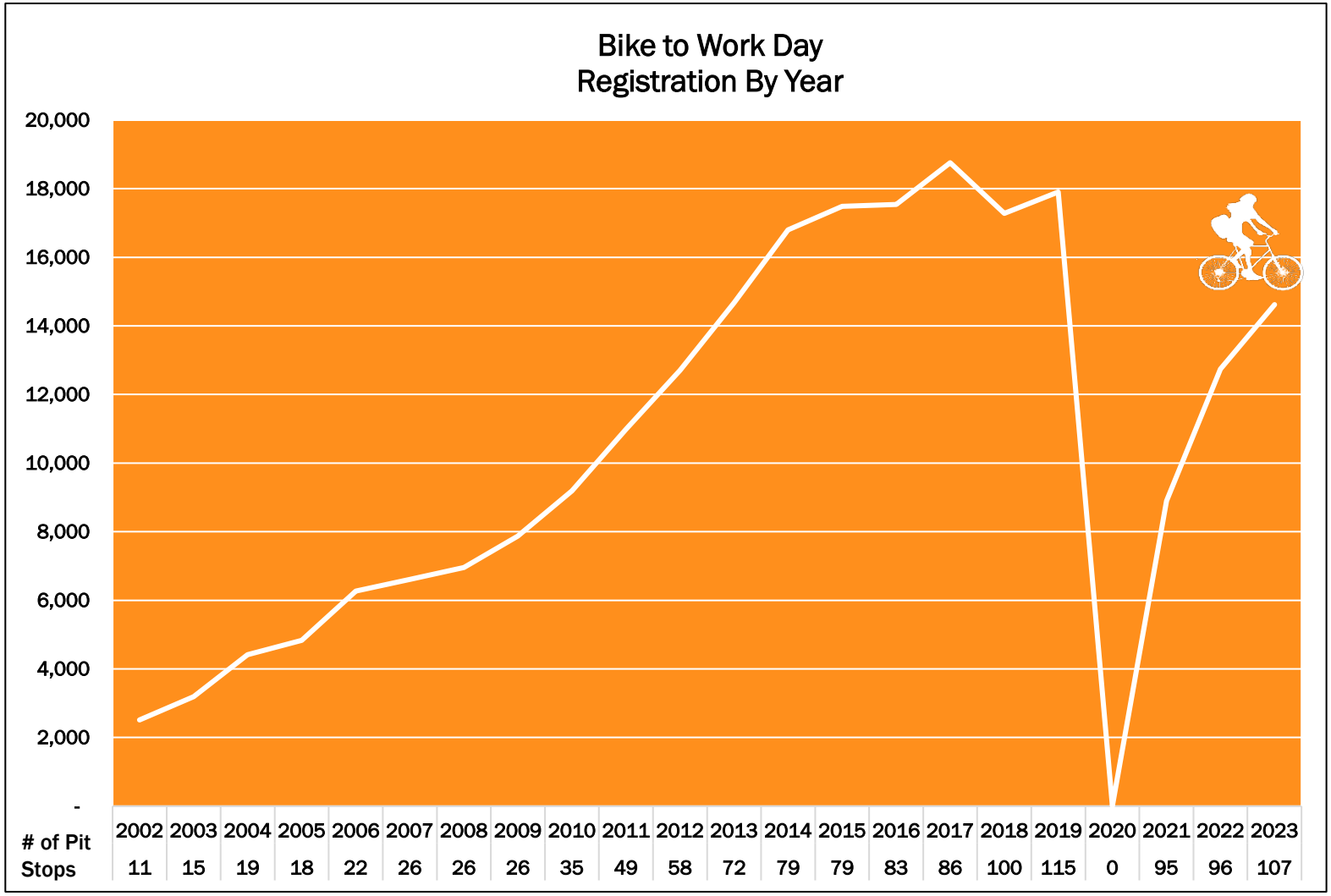
# Support for Bicyclists

- Cycling classes
- Bicycling to work guides
- Online bicycle route finder
- Regional hard copy map
- Guaranteed Ride Home

WABA
WASHINGTON AREA
BICYCLIST ASSOCIATION

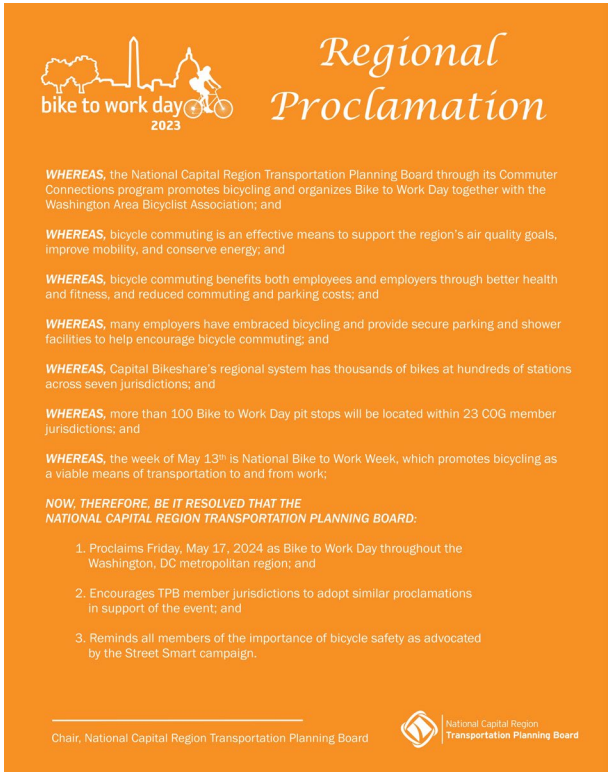
50 YEARS 1974-2024
COMMUTER CONNECTIONS

# Event Growth by Year



# TPB and BTWD

- Commuter Connections is a program of the TPB
- Regional Proclamation signing at April board meeting
- Local jurisdiction proclamations
- TPB members invited to attend local BTWD pit stops events



bike to work day 2023

Regional Proclamation

***WHEREAS,*** the National Capital Region Transportation Planning Board through its Commuter Connections program promotes bicycling and organizes Bike to Work Day together with the Washington Area Bicyclist Association; and

***WHEREAS,*** bicycle commuting is an effective means to support the region's air quality goals, improve mobility, and conserve energy; and

***WHEREAS,*** bicycle commuting benefits both employees and employers through better health and fitness, and reduced commuting and parking costs; and

***WHEREAS,*** many employers have embraced bicycling and provide secure parking and shower facilities to help encourage bicycle commuting; and

***WHEREAS,*** Capital Bikeshare's regional system has thousands of bikes at hundreds of stations across seven jurisdictions; and

***WHEREAS,*** more than 100 Bike to Work Day pit stops will be located within 23 COG member jurisdictions; and

***WHEREAS,*** the week of May 13th is National Bike to Work Week, which promotes bicycling as a viable means of transportation to and from work;

***NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD:***

1. Proclaims Friday, May 17, 2024 as Bike to Work Day throughout the Washington, DC metropolitan region; and
2. Encourages TPB member jurisdictions to adopt similar proclamations in support of the event; and
3. Reminds all members of the importance of bicycle safety as advocated by the Street Smart campaign.

Chair, National Capital Region Transportation Planning Board

National Capital Region Transportation Planning Board

# Employer Involvement

- Bicycles racks, lockers and cages
- Showers and personal gym lockers
- Bike subsidies
- Capital Bikeshare memberships
- Employer sponsored pit stops
- Employer Challenge

# Bike to Work Day 2022 Survey

- Conducted triennially of all event participants
- Response rate 21 percent
- Measures impact of event on bicycle commuting
- Survey results used in Regional Transportation Demand Management Program Analysis

# Bike to Work Day 2022 Survey

Respondent Age Breakdown

| Age | Percent |
|---|---|
| 18-24 | 1% |
| 25-34 | 14% |
| 35-44 | 25% |
| 45-54 | 22% |
| 55-64 | 26% |
| 65 + | 12% |

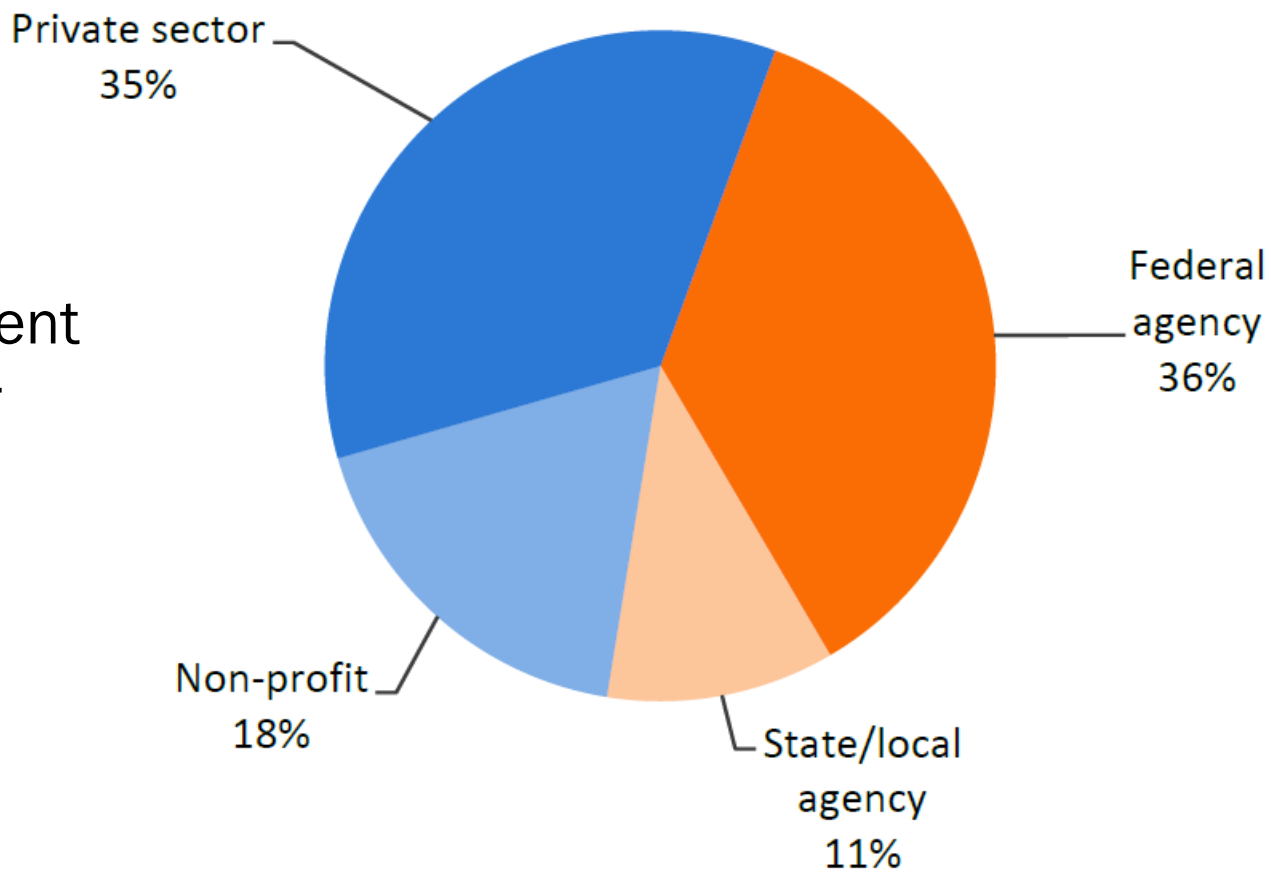
# Bike to Work Day 2022 Survey

Respondent Home and Work States

| State | Home | Work |
|---|---|---|
| District | 27% | 48% |
| Maryland | 28% | 20% |
| Virginia | 45% | 32% |

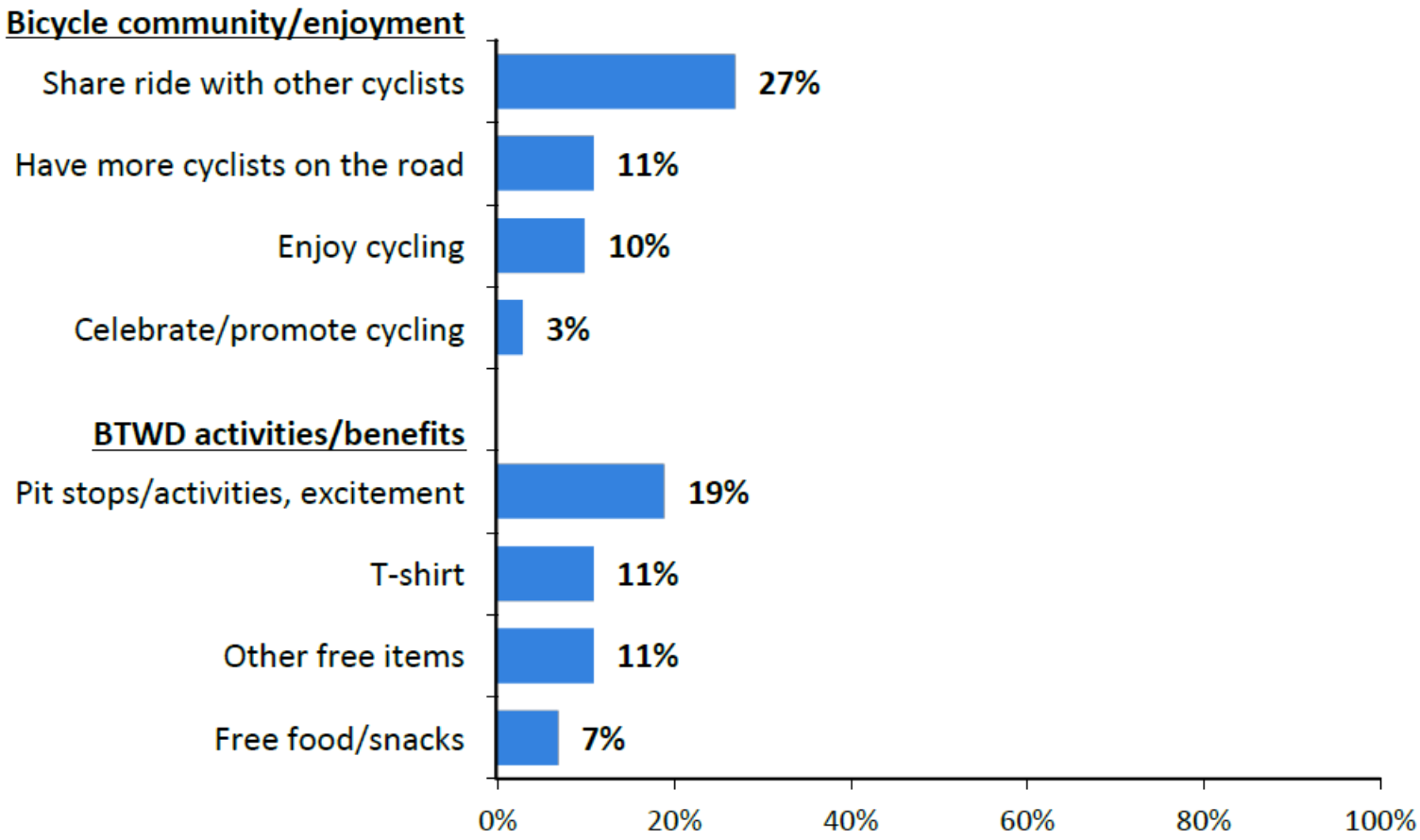
# Bike to Work Day 2022 Survey

Respondent Employer Type



# Bike to Work Day 2022 Survey

## Favorite Aspects of Event Experience



# Bike to Work Day 2022 Survey

- Bicycle Ownership for Event
  - Personal bike 94%
  - Capital Bikeshare 5%
  - Other 1%

- Bicycle Type Used for Event
  - Traditional pedal-bike 91%
  - Electric bike/pedal-assist 9%

# Bike to Work Day 2022 Survey

- Prior to Event
  14% of respondents never commuted by bicycle

- After Event
  20% of respondents started bicycling to work or increased frequency

# Local BTWD Events

- Pit stops within 23 COG jurisdictions
- 109 total pit stops in 2024

# Refreshments

# SWAG and Bike Literature

# Raffle Prizes

# T-shirts

BIKE TO
WORK
DAY 2021
20TH
ANNIVERSARY

bike to work day
FRIDAY MAY 17, 2019
WABA
SPOKES
GO Alex
Bike Arlington
COMSTOCK
Marriott
capital bike

# Officer Friendly

# Press

SPOKES
.com

DC region participates in Bike
https://www.fox5dc.com/news/dc-region-participates-in-bike-to-work-day
Search
FOX 5
Live
News
Weather
Traffic
Good Day
Contests
More
DC region participates in Bike To Work Day
By fox5dc.com staff | Published May 17, 2019 | News | FOX 5 DC
DC region participates in Bike To Work Day
FOX 5
6:32
WASHINGTON (FOX 5 DC) - Friday is the D.C. region's annual Bike To Work
VOTE HERE: FOX 5 Live Instapoll
FOX 5 LIVE InstaPOLL
FOX 5 Podcasts
View More
The Good Word: Tabitha Clark, owner of More Than Java Cafe
The Paolini Perspective: Episode 83
The Good Word: Gianno Caldwell, FOX News political analyst and author

# Bikes and Transit

# Posters

FREE EVENT
BIKE
TO WORK DAY
FRIDAY
MAY 17, 2024
Working from Home? No Problem!
Bike to Your Local Pit Stop on May 17th for Your
FREE T-SHIRT* & BIKE RAFFLE
REGISTER TODAY AT
BikeToWorkMetroDC.org
Free refreshments & giveaways at participating locations, while supplies last.
Visit biketoworkmetrodc.org for pit stop locations and times.
*T-shirts available at pit stops to first 16,000 registrants.
Pit stops in D.C., Maryland, and Virginia!
The Bike to Work Day event is a program of the Metropolitan Washington Council of Governments and is funded by DDOT, MDOT, VDOT, and USDOT.
Register for free at
BIKETOWORKMETRODC.ORG
800.745.7433
#BTWD2024
bike to work day 2024

EVENTO GRATUITO
DÍA DE LA
BICICLETA
PARA IR AL TRABAJO
VIERNES
17 DE MAYO DE 2024
¿Trabajando desde casa? ¡No hay problema!
Vaya en bicicleta a su parada local en la ruta el 17 de mayo para una
CAMISETA GRATIS* Y EL SORTEO DE UNA BICICLETA
REGÍSTRESE HOY EN
BikeToWorkMetroDC.org
Refrigerios y obsequios en los lugares que participan hasta agotar existencias.
Visite biketoworkmetrodc.org para más información acerca de las paradas localizadas en la ruta y los horarios. *Camisetas disponibles en las paradas en la ruta a los primeros 16,000 participantes que se registren. Paradas en la ruta en D.C., Maryland, and Virginia.
El evento del Día de la Bicicleta para ir al trabajo es un programa de Metropolitan Washington Council of Governments y está financiado por DDOT, MDOT, VDOT, and USDOT.
Regístrate gratis en
BIKETOWORKMETRODC.ORG
800.745.7433
#BTWD2024
bike to work day 2024

# Thank You!

**BTWD Staff Contact**
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mwcog.org/tpb

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

# TRANSPORTATION LAND-USE CONNECTIONS (TLC) PROGRAM

## APPROVAL OF FY 2025 PROJECTS

John Swanson, Transportation Planner
Transportation Planning Board
April 17, 2024

# TPB Local Technical Assistance Programs

- Transportation Land Use Connections (TLC) Program
- Regional Roadway Safety Program (RRSP)
- Transit Within Reach Program

# TLC Program

177
projects
since 2007

TRANSPORTATION

## Local Technical Assistance Programs Database (TLC-RRSP-TWR)

This searchable database includes projects funded by three TPB programs— the Transportation Land-Use Connections (TLC) Program, the Regional Roadway Safety Program (RRSP), and the Transit Within Reach (TWR) Program. These local technical assistance programs provide short-term consultant services to local jurisdictions for small planning and preliminary design/engineering projects.

You may use the selection boxes to choose specific parameters or search for a word. Use the eraser button to reset the selection box.

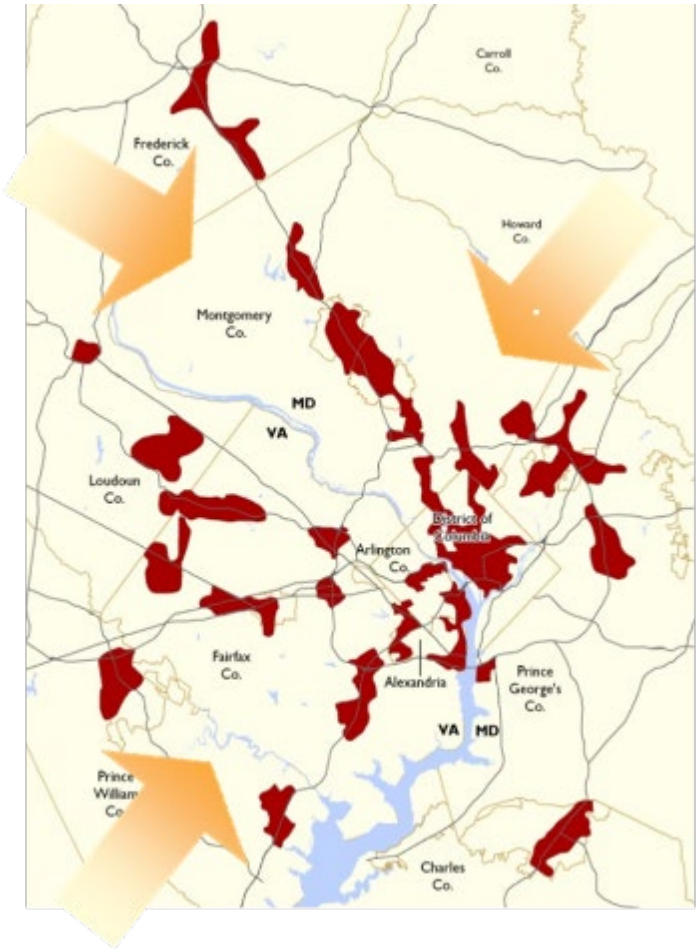
Return to TLC Overview Page, RRSP Overview Page or the TWR Overview Page

Jurisdiction: All
Fiscal Year: All
Primary Topic: All
Program: All
Search: All

| Jurisdiction | Fiscal Year | Project Name (link to report) | Description | Primary Topic | Type | Program |
|---|---|---|---|---|---|---|
| Alexandria, City of | 2023 | Duke Street at S. Patrick and S. Henry Streets Safety Improvements | Develop design improvements at two Duke Street intersections that will address pressing safety concerns. | Bike/Ped Connectivity & Safety | Design/Preliminary Engineering | RRSP |
| Alexandria, City of | 2023 | Safe Routes to School Walk Audits Phase 2 | Conduct on-the-ground walk audits to develop recommendations for bike/ped safety improvements for five schools. | Safe Routes to School | Planning | TLC |
| District of Columbia | 2023 | Delivery Microhub Feasibility Study | Locate staging areas (microhubs) to facilitate sustainable delivery modes, including bicycle and foot deliveries. Includes best-practice research, development of location selection criteria, and a conceptual implementation plan. | Freight | Planning | TLC |
| District of Columbia | 2023 | Independence Avenue Corridor Study | Make recommendations regarding connectivity, multi-modal use, safety, and the quality of the pedestrian experience along the Independence Avenue corridor south of the National Mall. | Corridor Planning - Multimodal | Planning | TLC |
| Frederick County | 2023 | New Design Road Bikeway Study | Identify options and preliminary costs for a challenging segment of New Design Road that will be a key link in a future bikeway connecting the city to the C&O Canal | Trail/Path Planning | Planning | TLC |

National Capital Region
**Transportation Planning Board**

# Origin: Regional Scenario Planning

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Transportation Planning Board

# A boost to local planning

# How TLC works

- Consultant-led projects
- Up to $80K
- 6-8 months
- Planning or design

# Solicitation this year

## Application

Between January 5 – March 8, 2024

## Received

29 applications for $2,215,000 funding request

## Distribution

15 from Virginia
12 from Maryland
2 from DC

# Selection

Panel

## Diverse panel

Virginia Tech, Institute for Transportation Engineers, Urban Land Institute, and Transportation Research Board, COG/TPB

Evaluations

## Individual evaluations

Program Priorities + Project Assessment = Total Score

Met twice – on March 28th and April 2nd

Decisions

## Discussion

9 project recommendations based on consensus

# Overview of Recommendations

**Total funding**
$675,000

**9** applications recommended for funding

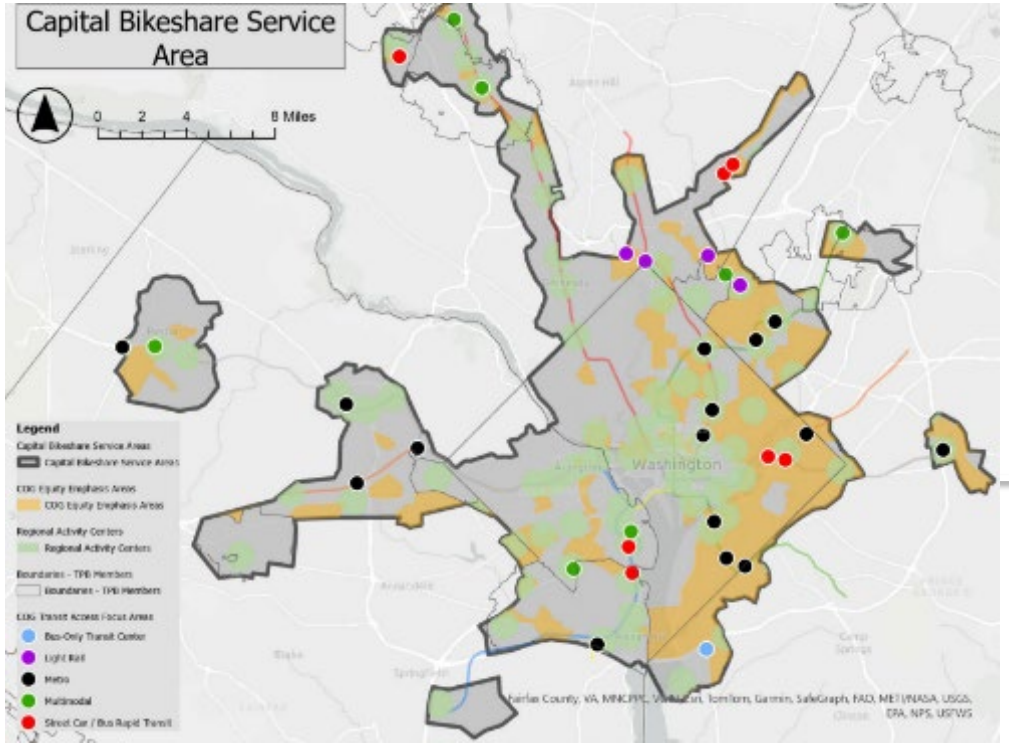
- **All** in/near Activity Centers
- **8** are in/near an Equity Emphasis Area
- **All** are near/adjacent to HCTs; 5 are in or near TAFA
- **8** support the NCTN – directly or indirectly

# Draft Funding Recommendations

| Jurisdiction | Project | Funding |
|---|---|---|
| DC | Capital Bikeshare Fare Study | $55,000 |
| DC | Public Space Strategies to Advance Racial Equity | $50,000 |
| College Park | River Road Protected Bike Lanes Project - 30% Design Phase | $60,000 |
| Frederick, City of | Southern East Street Redesign 30% Design | $100,000 |
| Montgomery Co | Montgomery County VMT Tool | $80,000 |
| Rockville | Congressional Lane Complete Street Feasibility Study | $80,000 |
| Takoma Park | Hammond Avenue Bike-Pedestrian By-Pass | $80,000 |
| Alexandria | Edsall Road Corridor Improvements | $80,000 |
| Fairfax Co | Wiehle Avenue Safety Project | $100,000 |

# Capital Bikeshare Fare Study

Washington, D.C.- $55,000



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# Public Space Strategies to Advance Racial Equity

Washington, DC- $50,000

# River Road Protected Bike Lanes Project - 30% Design Phase

City of College Park- $60,000

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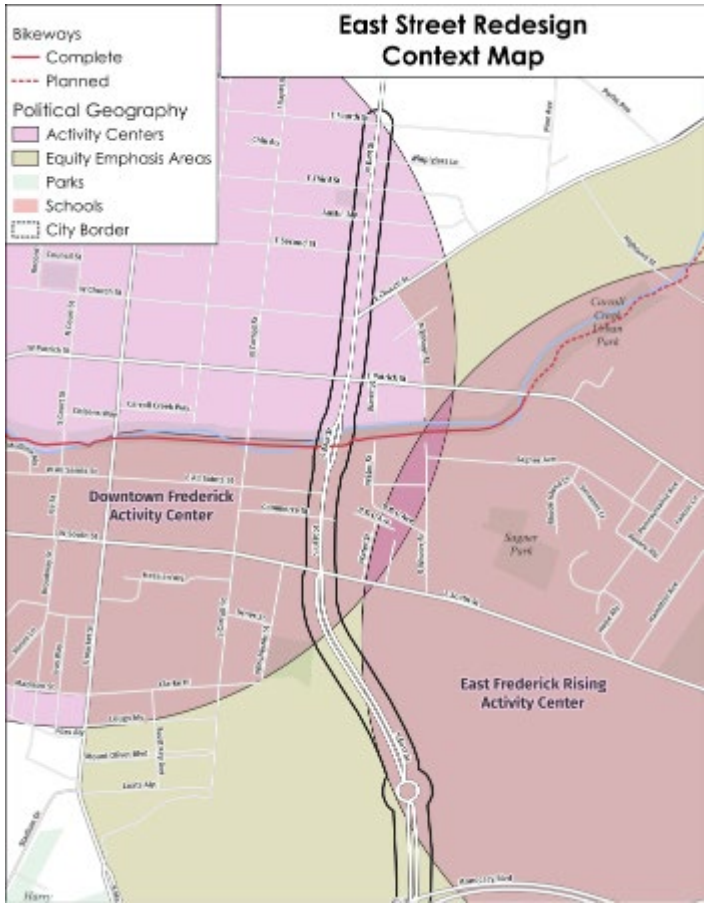
**Transportation Planning Board**

# Southern East Street Redesign 30% Design

City of Frederick- $100,000



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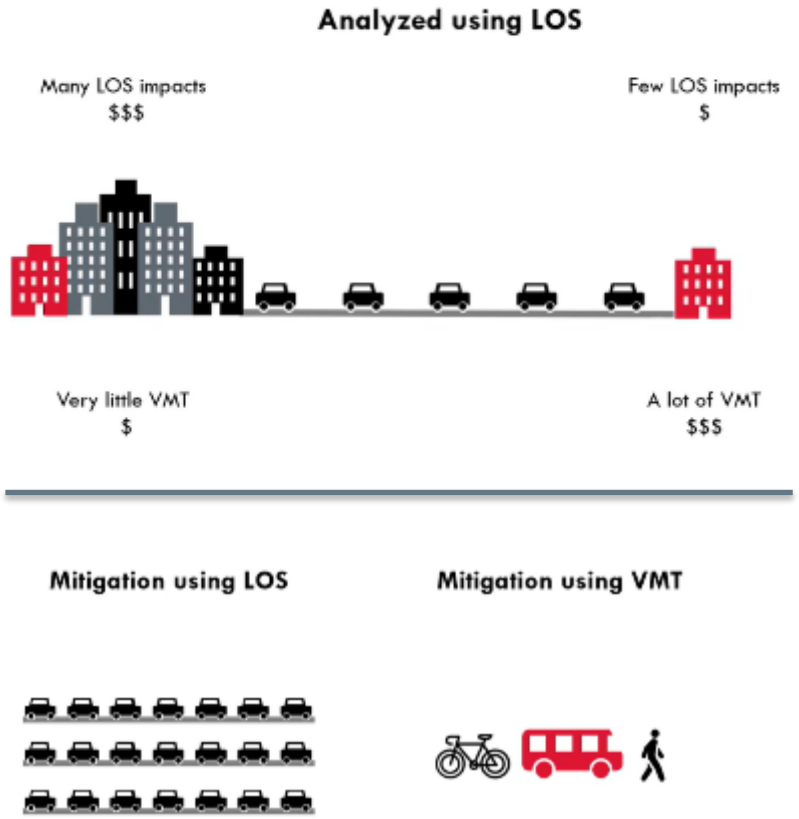
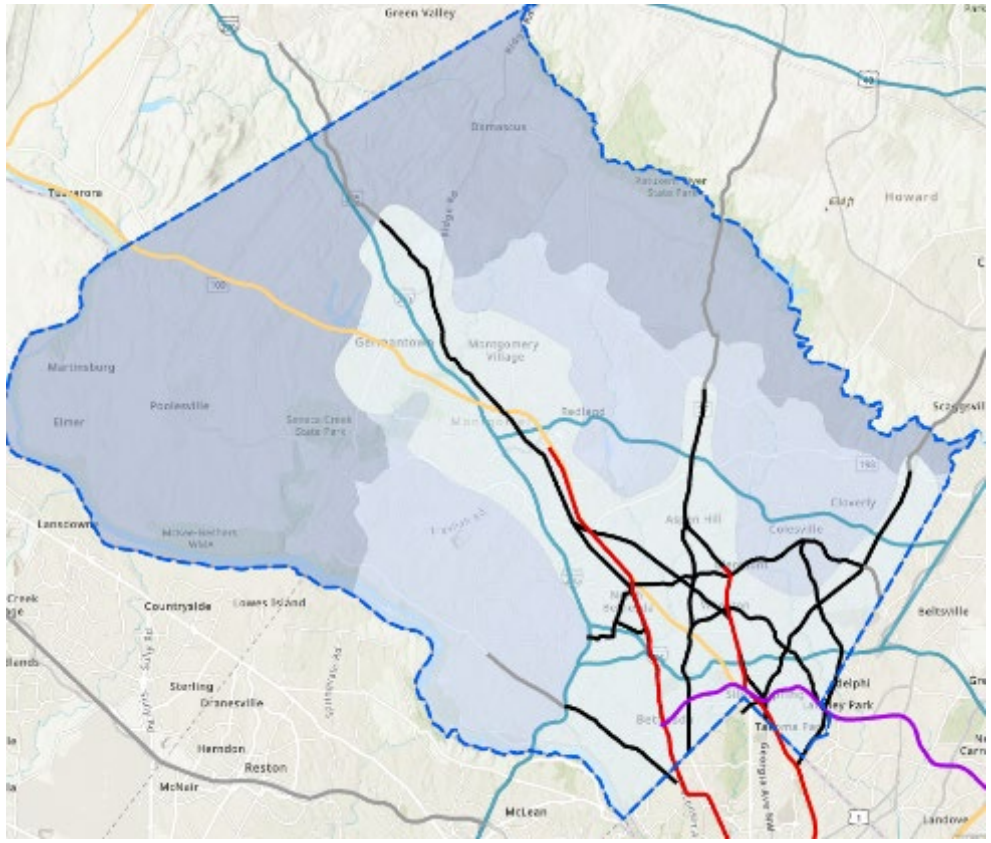
# Montgomery County VMT Tool

## Montgomery County- $80,000

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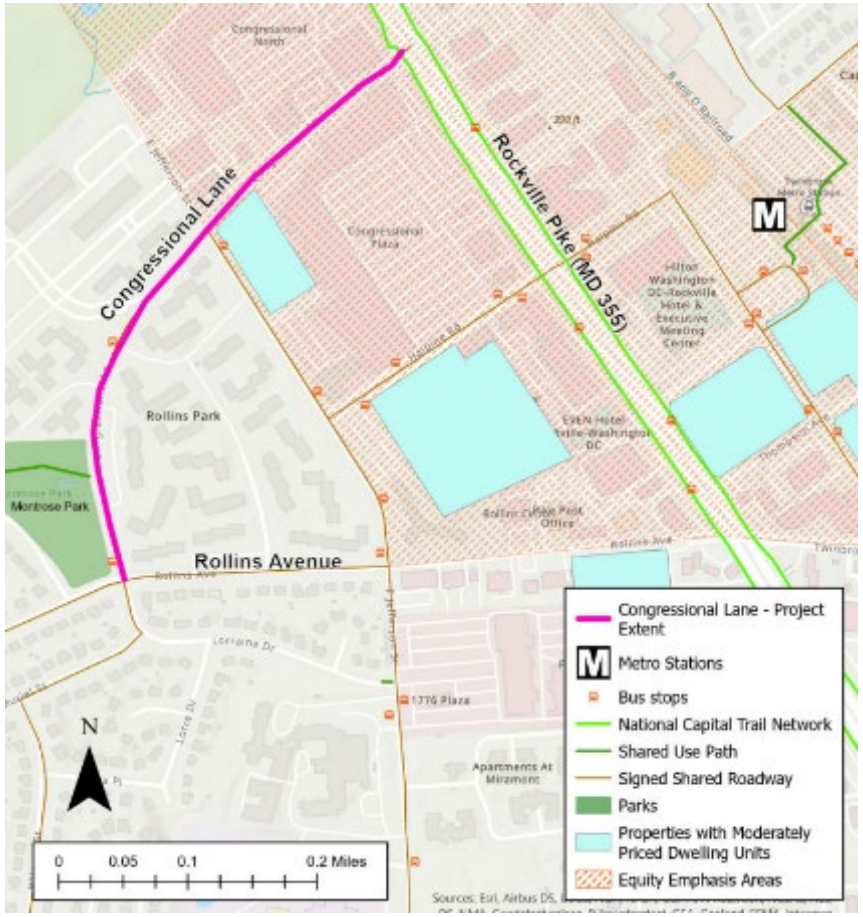
**Transportation Planning Board**

# Congressional Lane Complete Street Feasibility Study

City of Rockville- $80,000



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**Transportation Planning Board**

# New Ave Bikeway Purple Line Connection Study

City of Takoma Park- $80,000

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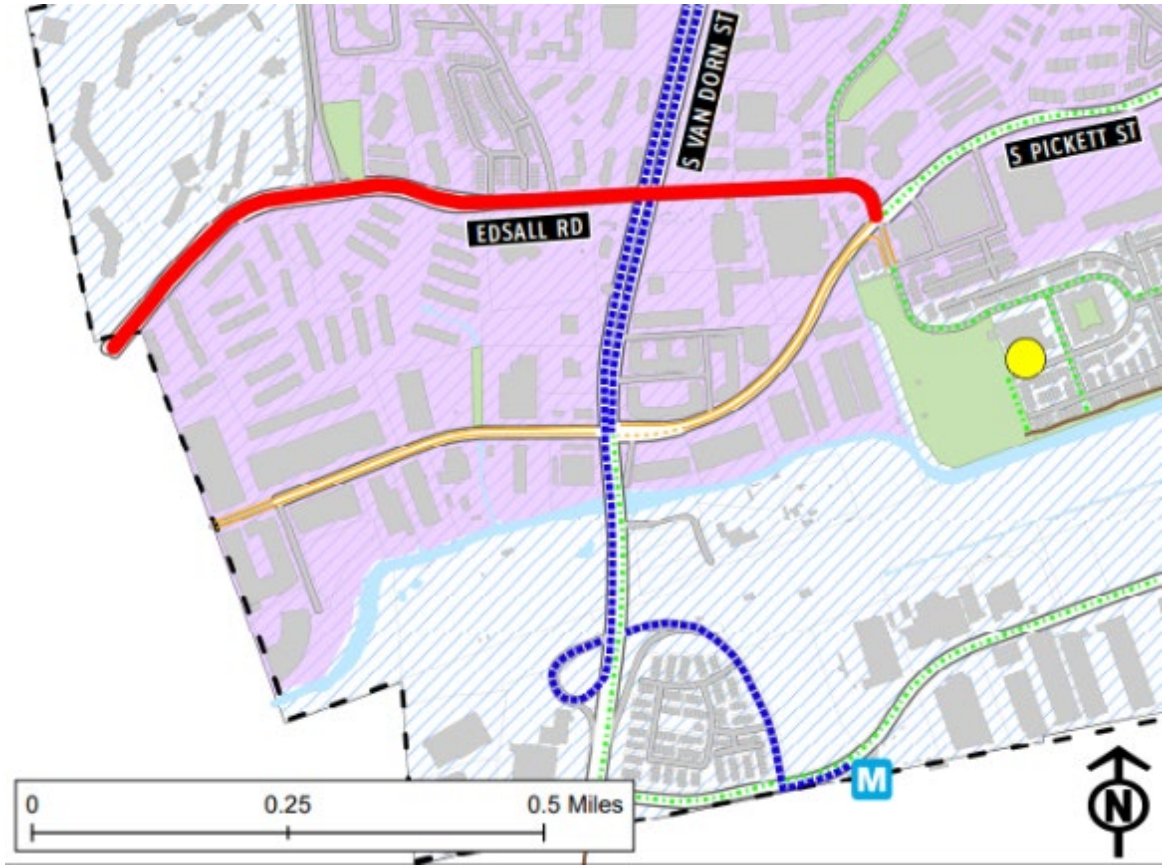
**Transportation Planning Board**

# Edsall Road Corridor Improvements

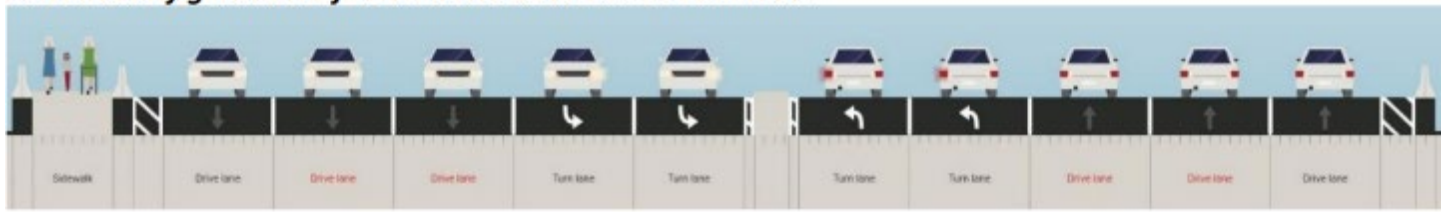
City of Alexandria- $80,000



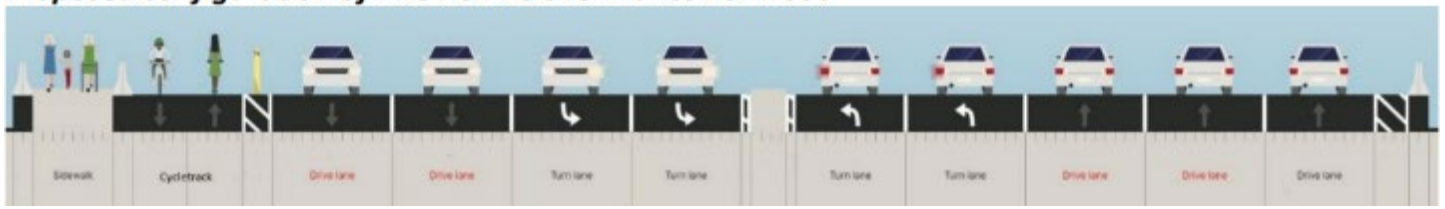
# Wiehle Avenue Safety Project

Fairfax County- $100,000

***Current configuration of Wiehle Ave over Dulles Toll Road***




***Proposed configuration of Wiehle Ave over Dulles Toll Road***



# Next Steps

- Present project recommendations to TPB for approval on April 17
- Begin consultant selection process in April
- Get projects started in September

**John Swanson**

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**Kenneth Derryberry**

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Washington, DC 20002

National Capital Region
**Transportation Planning Board**

VISUALIZE 2050

*National Capital Region Transportation Plan*

# BRIEFING ON VISUALIZE 2050 COMMENTS RECEIVED IN MARCH

## Visualize 2050 & FY 2026-2029 TIP

Cristina Finch, AICP
Transportation Planner

Transportation Planning Board Work Session
April 17, 2024

National Capital Region
**Transportation Planning Board**

# Overview

- Updates to the Air Quality Conformity Input Table and the Scope of Work
- Updates to the Project Summary Table
- Summary of Public Comments
  - Why did we seek comments?
  - How did we seek comments and what did we receive?
  - What are the main takeaways from the comments received?
  - How are TPB staff and member agencies responding?
  - What should the Board do with the comments and responses?
- Next Steps

VISUALIZE 2050
National Capital Region Transportation Plan

# Updates to Air Quality Conformity Project Inputs Table

| | PIT Project ID | Con ID | Project ID | Agency ID | Improvement | Facility | From | To | Fr | To | Lanes From | Lanes To | Completion Date |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 181 | CE3651 ~~T3212~~ | 944 | DP32 | | Reduce Capacity - bike lanes | 17th Street NW | New Hampshire Avenue | ~~K St. NW~~ Massachusettes Ave. | 3 | 3 | 2 | 1 | 2021 completed |
| 182 | T3232 | 31534 | | | Reduce Capacity - bike lanes | 17th St NE/SE | Benning Rd NW | Potomac Ave SE | | | 2 | 1 | 2023 completed |
| 183 | T3232 | 31996 | | | Reduce Capacity - bike lanes | 19th St SE | Potomac Ave SE | East Capitol St NE | | | 2 | 1 | 2024 |
| 184 | ~~T3212~~ T3232 | ~~7821~~ 11122 | DS37 | | Reduce Capacity - bike lanes | 20th St. NW Bike Lanes | G St. | Massachusetts Ave. | 4 | 4 | 4 | 2 | 2022 completed |
| 185 | ~~T3212~~ T3232 | ~~7827~~ 11118 | DS38 | | Reduce Capacity - bike lanes | 21st St. NW | ~~Constitution Ave.~~ C Street NW | ~~Massachusettes Ave.~~ G Street NW | | | 3 | 2 | 2021 completed |
| **MDOT** | | | | | | | | | | | | | |
| | | **Interstate** | | | | | | | | | | | |
| 186 | T3044 | 126 | MI2Q | MO8391 | Construct | I 270 Interchange | at Watkins Mill Road | | 1 | 1 | 8 | 8 | 2020 completed |
| 187 | ~~T6432~~ T11582 CE1186 | 125 | MI2U1 | ~~AW0731~~ AW0754 | Construct/Widen | I 270 Toll Lanes | I 270Y ~~on the entire~~ western spur~~, and on the eastern spur from MD187 north to the main I-270~~ | | 1 | 1 | 4 + 2 HOV | 4 + 4 HOT | ~~2025~~ 2030 |
| 188 | ~~T6432 T11582 CE1186~~ CE3281 | 125 | MI2U1 | ~~AW0731~~ AW0754 | ~~Construct/Widen~~ Convert | I 270 Toll Lanes | I 270Y ~~on the entire western spur, and~~ on the eastern spur from MD187 north to the main I-270 | | 1 | 1 | 4 + 2 HOV | ~~4 + 2 4~~ HOT | ~~2025~~ 2040 |
| 189 | ~~T6432 T11582 CE1186~~ CE3281 | 892 | MI2U2 | ~~AW0731~~ AW0754 | Construct | I 270 Toll Lanes | I 270Y | I 370 | 1 | 1 | 10 + 2 HOV | 10 + 4 HOT | ~~2025~~ 2040 |
| 190 | ~~T6432~~ CE1186 T11583 | 893 | MI2U3 | ~~AW0731~~ AW0754 | ~~Construct/Widen~~ Study | I 270 Northbound Toll Lanes | I 370 | Middlebrook Road | 1 | 1 | 3 + 1 HOV NB | 3 + 2 HOT NB | ~~2030~~ not coded |
| 191 | ~~T6432~~ CE1186 T11583 | 893 | MI2U4 | ~~AW0731~~ AW0754 | ~~Construct/Widen~~ Study | I 270 Southbound Toll Lanes | Middlebrook Road | I-370 | 1 | 1 | 4 SB | 4 + 2 HOT SB | ~~2030~~ not coded |
| 192 | ~~T6432~~ CE1186 T11583 | 894 | MI2U5 | ~~AW0731~~ AW0754 | ~~Construct/Widen~~ Study | I 270 Northbound Toll Lanes | Middlebrook Road | MD 121 | 1 | 1 | 2 + 1 HOV NB | 2 + 2 HOT NB | ~~2030~~ not coded |

- Changes since the March 2024 draft

  Pink – technical corrections

- Highlighting indicates changes from the current Visualize 2045 plan

  Blue – strikethrough, not continuing

  Yellow – updates, new projects/segments

- Changes to completion date, improvement, cross-referencing to project entries in the Project InfoTrak (PIT) database

- To be approved by TPB in May 2024

National Capital Region
**Transportation Planning Board**

April 3, 2024

AIR QUALITY CONFORMITY ANALYSIS:
VISUALIZE 2050 & FY 2026-2029 TIP

DRAFT SCOPE OF WORK

I. INTRODUCTION

The list of projects solicited for the Visualize 2050 National Capital Region Transportation Plan and the FY 2026-2029 Transportation Improvement Program (TIP) is scheduled to be finalized at the May 15, 2024 meeting of the National Capital Region Transportation Planning Board (TPB). This work effort addresses requirements associated with attainment of the ozone National Ambient Air Quality Standards (NAAQS). Volatile organic compounds (VOC) and nitrogen oxides (NOx) are ozone precursor pollutants.

The amended plan must meet air quality conformity regulations: (1) as originally published by the Environmental Protection Agency (EPA) in the November 24, 1993 Federal Register, and (2) as subsequently amended, most recently on March 14, 2012, and (3) as detailed in periodic Federal Highway Administration (FHWA) / Federal Transit Administration (FTA) and EPA guidance. These regulations specify both technical criteria and consultation procedures to follow in performing the assessment.

This scope of work provides a context in which to perform the conformity analyses and presents an outline of the work tasks required to address all regulations currently applicable.

II. FEDERAL REQUIREMENTS

As described in the 1990 Clean Air Act Amendments, conformity is demonstrated if transportation plans and programs:

1. Are consistent with most recent estimates of mobile source emissions budgets
2. Contribute to annual emissions reductions

A-1

# Updates to Air Quality Conformity Scope of Work

- Removed unnecessary references to old information
- Attached the COG-approved Cooperative Forecasts Round 1
- To be approved by TPB in May 2024

# Updates to the Project Summary Table

- Supplementary information, details are not being approved in May
- Corrections to projects, titles, costs, completion years, project alignment with TPB goals

VISUALIZE 2050

National Capital Region Transportation Plan

**March 1-30, 2024, Public Comment Opportunity**

*Summary Table of Draft Regionally Significant for Air Quality Projects to be completed in 2026 or later*

Transit Projects by State

| Project | Cost | Completion Year | Project Type | Safety | Maintenance | Reliability | Affordable and Convenient | Efficient System Operations | Environmental Protection | Resilient Region | Livable and Prosperous Communities |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **District of Columbia** | | | | | | | | | | | |
| *Benning Road Streetcar Expansion from Oklahoma Avenue NE to Benning Road Metro Station* | $202,664,372 | 2030 | Streetcar Expansion | | | | | | | | |
| **Maryland** | | | | | | | | | | | |
| *MARC Service Improvements for Brunswick Line* | $1,825,000,000 | 2045 | Rail Service Improvements | | | ☑ | ☑ | | | | ☑ |
| *MARC Service Improvements for Camden Line* | $726,000,000 | 2045 | Rail Service Improvements | | | ☑ | ☑ | | | | |
| *MARC Service Improvements for Penn Line* | $2,497,000,000 | 2045 | Rail Service Improvements | | | ☑ | ☑ | ☑ | | | ☑ |
| *MD 355 New BRT Expansion from East-West Highway (MD 410) to Clarksburg Road* | $436,081,000 | 2030 | New BRT Expansion | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |

VISUALIZE 2050

National Capital Region Transportation Plan

# Why did we seek comments?

- Regional Air Quality Conformity (AQC) test must be completed prior to adopting the next National Capital Region Transportation Plan
- Federally required AQC analysis takes a long time (10 months) - best for board to agree on projects included in the analysis
- Local/State/Transit agencies undertake their own public engagement during project development
- Provide one more opportunity at the regional level for the Board to hear the public's thoughts on planned undertakings, air quality analysis process

VISUALIZE 2050
National Capital Region Transportation Plan

# How did we seek comments; what did we receive?

- Many methods to communicate the comment period including newspaper ads, social media and paid advertising via Facebook

| | MetroQuest Form NEW! | TPB Website Comment Form | Phone | Email | Letter | In Person at TPB's March 2024 Meeting | Total |
|---|---|---|---|---|---|---|---|
| Number of Respondents | 823 | 0 | 0 | 48 | 16 | 6 | 893 |

- *Comments were also received between April 2023 and November 2023 when projects were still being considered by TPB member agencies*

VISUALIZE 2050
National Capital Region Transportation Plan

# What are the main takeaways?

- Open comment opportunity, not a scientific survey
- TPB has many goals, projects aim to address one or multiple goals, not necessarily to improve air quality
- Many participants showed support / opposition to a project base on type, rather than application of the project type at a particular location or reason
- Concerns shared about
  - Express toll lanes effectiveness to reduce congestion
  - Roadway widenings encouraging more automobile trips, increasing carbon pollution
  - Transit projects, not enough being done, not enough soon
  - Bicycle and pedestrian projects not included in this list, not enough being done

# How are TPB staff, member agencies responding?

- Frequently Asked Questions (FAQ) handout on the MD express lane projects
- Frequently Asked Questions (FAQ) handout on general questions
  - TPB members during the March Work Session
  - Public via comments received
- Member agencies invited to respond

# What should the Board do with this information?

- Consider the information
- Ask questions of your staff, our staff to seek clarifications where needed
- Review and understand the May Board meeting actions items
  - Approval of Air Quality Conformity Scope of Work
  - Approval of Air Quality Conformity Projects Input Table

VISUALIZE 2050
National Capital Region Transportation Plan

# Next Steps

- April — Comment period results shared with & reviewed by Board members
- May — TPB action on Air Quality Conformity Scope of Work and Project Inputs

  TPB staff begin performance and air quality analysis of Visualize 2050 and the FY 2026-2029 TIP
- June — Deadline to submit remaining transportation projects, not significant for air quality analysis due via the Project InfoTrak Database by June 28

VISUALIZE 2050
National Capital Region Transportation Plan

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VISUALIZE 2050
National Capital Region Transportation Plan

MARYLAND DEPARTMENT OF TRANSPORTATION

# Carbon Reduction Program

National Capital Region Transportation Planning Board

Agenda Item 10

April 17, 2024

# Agenda for Today

- Discuss Priorities for CRP
- Available Suballocation for TPB Region
- Project Identification and Selection Process
- Review and Obligation Process
- Targeted Outreach

# Priorities for CRP

- MDOT is seeking to:
  - Reset the CRP funding process in coordination with the MPOs
  - Maximize the carbon reduction benefit of the funds as much as possible
  - Obligate the available CRP allocations to avoid lapsing funds
  - Identify eligible near-term projects, and create a pipeline of potential future projects

# CRP Suballocation

| Area | FY22 (Oct 2022 – Sept 2023) | FY23 (Oct 2023 – Sept 2024) | FY24 (Oct 2024 – Sept 2025) | Current Total |
|---|---|---|---|---|
| CRP >200K | $3,571,327 | $3,642,754 | $3,888,142 | $11,102,223 |
| *Washington, DC* | *$3,571,327* | *$3,642,754* | *$3,888,142* | $11,102,223 |
| CRP 50K – 200K | $513,486 | $523,756 | $585,808 | $1,623,050 |
| *Frederick, MD* | *$289,061* | *$294,842* | *$350,337* | *$934,240* |
| *Waldorf, MD* | *$224,425* | *$228,914* | *$235,471* | *$688,810* |
| | *Lapses Sept 2025* | *Lapses Sept 2026* | *Lapses Sept 2027* | |

Funds are also available for rural areas with population under 50,000 and 5,000.

# CRP Eligible Projects

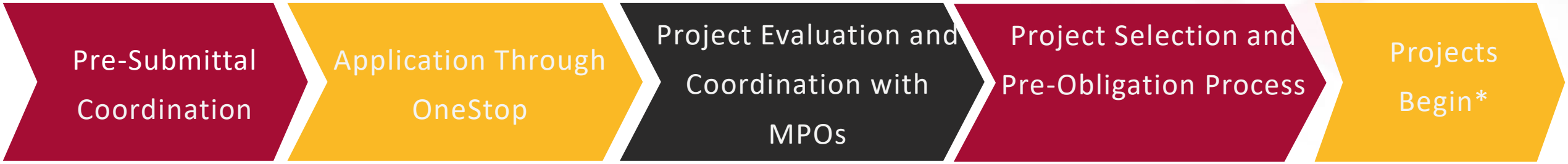
- Development of a carbon reduction strategy (MDOT 2023 CRS)
- Traffic monitoring, management, and control facility or programs
- Public transportation projects
- On-road/off-road pedestrians and bike trails
- Advanced transportation and congestion management technologies
- Infrastructure-based intelligent transportation/vehicle-to-infrastructure systems
- Energy-efficient street lighting and traffic control devices replacement
- Congestion pricing, shifting transportation demand for roads
- Efforts to reduce the environmental and community impacts of freight movement
- Diesel engine retrofit or deployment of alternative fuel vehicles
- Emissions reduction at ports, including through electrification
- Other Projects may be eligible if reductions in transportation emissions can be demonstrated

See FHWA CRP Implementation Guidance for full list.

# Project Identification and Selection

- MPOs, local governments, MDOT Modal Administrations and partners identify eligible CRP projects
- Pre-Submittal Coordination
  - Regular discussion and check-ins by MDOT to answer any questions prior to submittal
  - MDOT Grants Roadshow – Greenbelt on March 13th
- Application through the OneStop Portal Website
  - Project Scope
  - Project Description
  - Funding Information (including Non-federal Match)
  - Project Location
  - Project Phase, Permit and NEPA Status
  - Inclusion in STIP/TIP

# Program Timeline




* Note – Projects must begin expending funds within 12 months of obligation.

# Evaluation Methodology

## Programmatic Eligibility

- CRP Eligible
- Sub-allocation area
- Potential emissions reduction
- Vulnerability
- Equity and/or EJ
- Initial readiness assessment
- FHWA Coordination and Confirmation

Vetted Eligible Projects

## Project Review and MPO Coordination

- MPO receives project list
- MPO/MDOT meet to:
  - Discuss regional priorities
  - Review project readiness, and
  - Recommend projects for Pre-Obligation

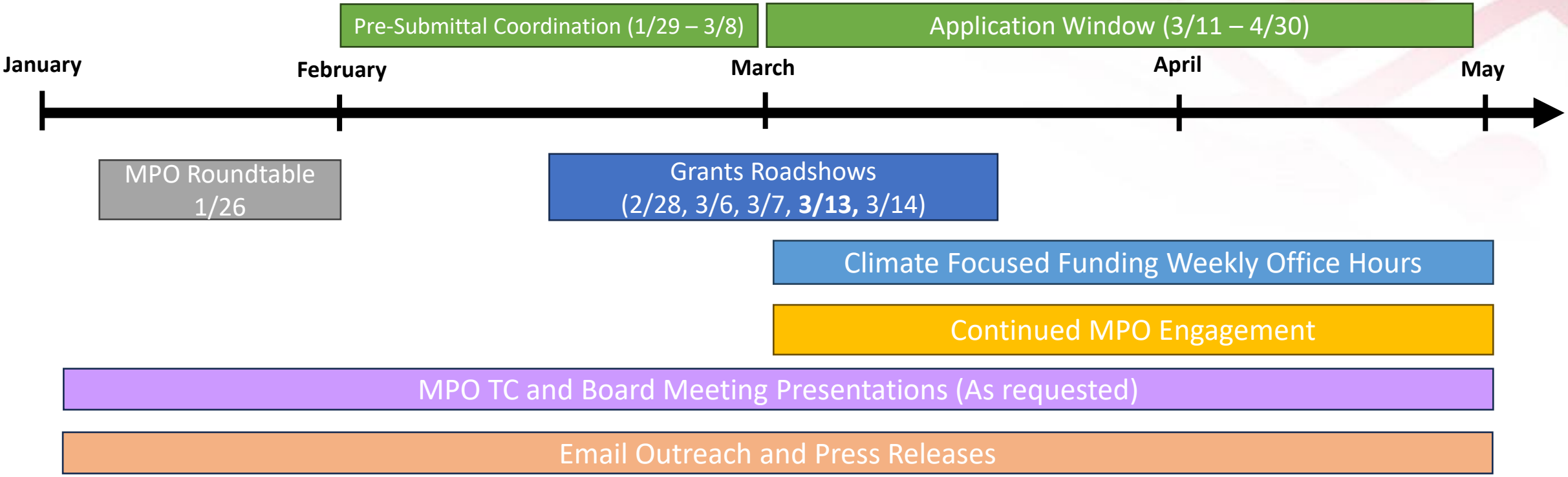
Agreed Upon Project List

## Pre-Obligation Process

- Confirmation of non-federal share
- Execution of Project Specific Agreements
- Federal-aid Package Requirements
  - TIP amendments
  - NEPA Approval
  - Permit Approvals

All projects that are submitted will be stored in a project repository for future consideration upon availability of funds

# Coordination and Outreach



# Program Phases & Key Dates

- **January through April - Coordination and Outreach**

- **March & April - Application Window & Continued Outreach**
  - Opens: 9:00 a.m. – Monday, March 11, 2024
  - Closes: 11:59 p.m. – Tuesday, April 30, 2024

- **March through June - Project Evaluation**
  - Begins when first project is received and continues throughout application cycle.
  - Final list of recommended eligible projects ~ delivery end of June.

- **July - Notice of Intent to Award**

- **July through August - Moving to Obligate Funds**

Thank You!

MARYLAND DEPARTMENT OF TRANSPORTATION

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# EPA CLIMATE POLLUTION REDUCTION GRANT (CPRG) PROGRAM UPDATE

## Priority Climate Action Plan (PCAP)

Maia A. Davis
Senior Environmental Planner
Metropolitan Washington Council of Governments (MWCOG)

Transportation Planning Board
April 17, 2024

Metropolitan Washington
Council of Governments

Agenda Item #11

# PCAP Development Process

1. Collect priority project and program ideas
2. Compile ideas and develop GHG reduction measures
3. Prioritize GHG reduction measures
4. Assess GHG reduction measures
5. Draft PCAP
6. Finalize PCAP

**PCAP Steering and Technical Committees**

- State Agencies: DOEE, MDE, DEQ, VDOT, MDOT
- Regional Agencies: WMATA, NVRC, Connected DMV
- Communities: COG Member Jurisdictions + Clarke, Culpeper, and Rappahannock Counties
- Water Utilities: DC Water, WSSC

**COG Committees**

- TPB Tech, TPB-CAC, REVD, Equity Officers, FARM, ACPAC, CEEPC, BEEAC, MWAQC

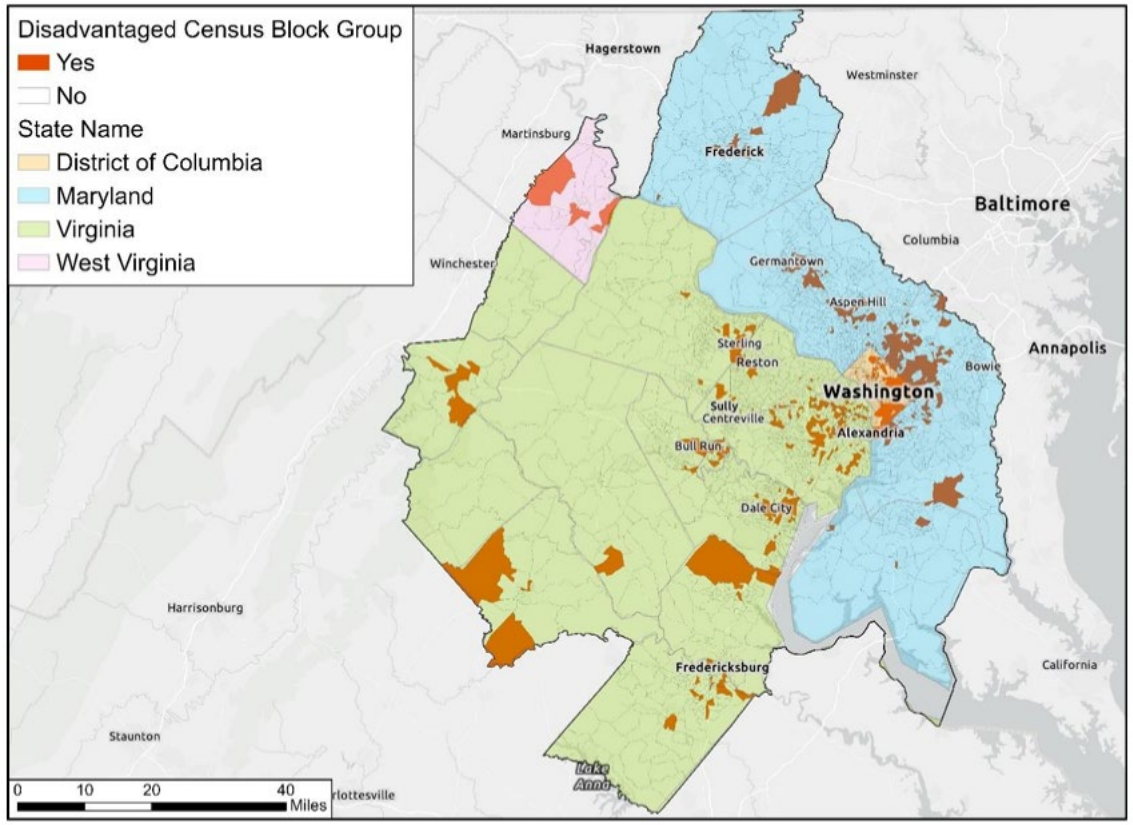
**Example Stakeholders Engaged**

- Industry: LEAP, Neighborhood SUN, Maryland Clean Energy Center, Virginia PACE
- Planning Commissions: Fredericksburg, George Washington Regional, and Northern Shenandoah Valley Regional
- Universities – Catholic, Georgetown, George Mason, George Washington, Maryland
- Utilities: Dominion, Exelon, Pepco, Rappahannock Electric Cooperative, Washington Gas
- LIDAC and Equity Focused Organizations: Common Grain Alliance, GWRCCC, Hola Cultura, Institute for Local Self-Reliance, Sierra Club, Southern Environmental Law Center
- Tribal Representatives: Accokeek Foundation, Patawomeck Indian Tribe in Virginia

# Metropolitan Washington LIDACs

## Low Income/Disadvantaged Communities (LIDAC) Priorities

- Air and water quality
- Greenspace availability
- Quality of life
- Community engagement and empowerment
- Creating employment opportunities and workforce development
- LIDAC community investment
- Access to infrastructure
- Food security
- Non-car travel options
- Reducing waste
- Affordable housing near transit
- Energy efficiency
- Inclusive energy transition




LIDAC Communities Identified Using EJ Screen

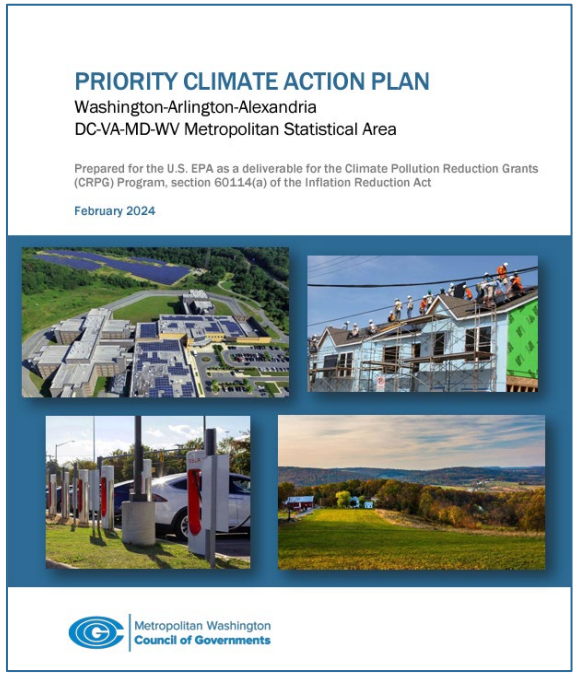
Metropolitan Washington Council of Governments

# PCAP Outline

1. Introduction
2. Metropolitan Washington's Climate Context
3. Metropolitan Washington's LIDACs
4. Priority GHG Reduction Measures
5. Next Steps

Appendix A. GHG Inventory, BAU, and GHG Reduction Quantification
Appendix B. Metropolitan Washington Climate Energy Plans and Targets
Appendix C. Identification of LIDACS in Metropolitan Washington
Appendix D. Project Ideas Submitted to COG
Appendix E. Community Climate Priorities Survey Results
Appendix F. Stakeholder and Community Representatives

https://www.mwcog.org/documents/2024/03/01/priority-climate-action-plan/


PRIORITY CLIMATE ACTION PLAN
Washington-Arlington-Alexandria
DC-VA-MD-WV Metropolitan Statistical Area

Prepared for the U.S. EPA as a deliverable for the Climate Pollution Reduction Grants (CRPG) Program, section 60114(a) of the Inflation Reduction Act

February 2024

Metropolitan Washington Council of Governments

# COG's PCAP Measures List

| Sector | Measure |
|---|---|
| Buildings and Clean Energy | Accelerate the deployment of energy efficiency solutions and decarbonization of residential, institutional, municipal, and commercial buildings. |
| | Accelerate the deployment of clean and renewable energy. |
| | Study, plan for, and deploy district energy and microgrid opportunities. |
| Transportation | Provide and promote new and expanded opportunities to reduce VMT through public transportation, non-motorized travel, micromobility, shared travel options, and development. |
| | Accelerate the deployment of low- and zero- emission transportation, fuels, and vehicles. |
| | Accelerate the deployment of offroad/non-road electric equipment. |
| Waste | Reduce GHG emissions from waste and wastewater treatment. |
| Land Use | Accelerate the expansion of the regional tree canopy and reduce tree canopy loss. |

# Implementation Funding & Expected Awards Review

## For general competition

- EPA anticipates awarding 30 to 115 grants ranging between $2 million and $500 million.
- Grants expected to be awarded within 5 tiers, with funds targeted for each tier.
- Total amount requested will determine tier application evaluated at.

| Tier | Grant Ranges | Funds Targeted for Each Tier | Anticipated Number of Grants to be Awarded |
|---|---|---|---|
| Tier A | $200,000,000 – $500,000,000 | $2 billion | 4-10 |
| Tier B | $100,000,000 – $199,999,999 | $1.3 billion | 6-13 |
| Tier C | $50,000,000 – $99,999,999 | $0.6 billion | 6-12 |
| Tier D | $10,000,000 – $49,999,999 | $0.3 billion | 6-30 |
| Tier E | $2,000,000 – $9,999,999 | $0.1 billion | 10-50 |

# CPRG Implementation Proposals

## Applications Submitted April 1, 2024

- COG Applications
  - Regional Action for Climate and Equity (RACE to Clean Energy for All): Focus on residential energy efficiency, solarize, and EV purchases for govt fleets in the COG region
  - Virginia Initiative for Building Efficiency (VIBE) Program: COG led regional coalition with NoVa, Richmond, Hampton Roads focusing on commercial building efficiency
- Other CPRG Applications
  - District of Columbia: (1) Electric vehicles and infrastructure for city-wide composting program, MHDV fleet electrification and infrastructure, e-bike incentive program; (2) Building Performance Standards (BEPs) led by Maryland
  - Maryland: (1) BEPs
  - Virginia DEQ: (1) Comprehensive Decarbonization of Virginia's Transportation System; (2) Priority Methane Reduction Projects in Virginia; (3) Atlantic Conservation Coalition led by North Carolina; (4) Enabling Resilient Local Energy Systems led by Hawaii

# Comprehensive Climate Action Plan (CCAP)

## Stakeholder Engagement 2024-2025

- Kick off for CCAP this Spring/Summer
- Virtual and in-person listening sessions
- Continue engagement with local utilities, agencies, community-based organizations, tribal communities, climate and energy non-governmental organizations, educational institutions, etc.
- Plan to hear more diverse and comprehensive perspectives
  - Enhanced LIDAC engagement is a priority
  - All sectors must be addressed in CCAP
  - Long term measures required for CCAP

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