

Appendix F

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

Projects in the City of Alexandria, Virginia

MEMORANDUM

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

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

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

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

Project Inputs for Conformity Analysis

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

Regionally Significant Projects

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

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

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

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

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

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

TPB Policy Framework and Federal Planning Factors

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

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

REGIONAL AND FEDERAL POLICY QUESTIONS AND RESPONSES

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

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

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

VISUALIZE 2045 UPDATE: PROJECT LEVEL POLICY QUESTIONS AND RESPONSES

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

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

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

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

Organization of the Appendices:

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

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

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

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

HOW TO USE THE APPENDICES

Overview:

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

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



Regional and Federal Policies

Regional Policy Framework and Priorities

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

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

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

Climate Resiliency

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

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

Equity

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

Strategies for our Future: Seven Aspirational Initiatives

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

The seven Aspirational Initiatives are:

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

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

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

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

Shared Regional Goals and Priorities

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

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

Federal Requirements and Policy Considerations

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

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

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

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

FEDERAL PLANNING FACTORS

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

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

Regional Policy & Federal Planning Factor Support

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

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

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

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

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

Projects in Alexandria, VA

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

Project	Project ID	Bring Jobs and Housing Closer Together	Expand Bus Rapid Transit and Transitways Regionwide	Move More People on Metrorail	Provide More Telecommuting and Other Options for Commuting	Expand Express Highway Network	Improve Walk and Bike Access to Transit Network	Complete the National Capital Trail
Local Streets and Roadways								
King and Beauregard Intersection Improvements, Phases 1 and 2	CE3174							
Seminary Road & Beauregard Street Ellipse	CE3175							
Eisenhower Valley Access and Circulation Improvements	CE1783							
Old Cameron Run Trail Construction	CE3618					X	X	
Broadband Link for Eisenhower Avenue	CE3528							
Mt. Vernon Trail at East Abingdon Dr.	CE3623							X
Holmes Run Trail Connector	CE3617							X
High Street Bridge to Landmark Mall	CE3283		X			X		
Van Dorn-Beauregard Multi-Use Trail	CE3527					X	X	
Traffic Adaptive Signal Control	CE3526							
Multimodal Bridge to Van Dorn Metro Station	CE3284			X		X		
Pedestrian Bridge Over I-395 at Landmark	CE3768	X				X		
Van Dorn- Duke Street to Holmes Run Parkway	CE3766		X			X		
Duke Street - West of Van Dorn	CE3767		X			X		
Transit								
Metro Station (Proposed, Potomac Yards)	CE1978	X		X				
Eisenhower Metrorail Station	CE3134			X				
DASH Service Expansion	CE2933			X				
Landmark Transit Center	CE3071		X	X				
DASH Facility & Fleet Expansion Project	CE3620			X				
West End Transitway	CE2930		X			X		
Mark Center	CE3625			X				

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

Project	Project ID	Economic Vitality	Safety	Homeland Security	Accessibility/Mobility People	Accessibility/Mobility Freight	Environment	Integration/Connectivity	Management & Operation	Preservation	Resiliency & Stormwater Impact	Tourism
Local Streets and Roadways												
King and Beauregard Intersection Improvements, Phases 1 and 2	CE3174	X	X		X	X						
Seminary Road & Beauregard Street Ellipse	CE3175	X	X	X	X	X	X	X	X			
Eisenhower Valley Access and Circulation Improvements	CE1783	X			X							
Old Cameron Run Trail Construction	CE3618	X	X		X		X	X				
Broadband Link for Eisenhower Avenue	CE3528	X		X	X			X	X	X		
Mt. Vernon Trail at East Abingdon Dr.	CE3623	X	X		X		X	X				
Holmes Run Trail Connector	CE3617	X	X		X		X	X				
High Street Bridge to Landmark Mall	CE3283	X	X		X			X				
Van Dorn-Beauregard Multi-Use Trail	CE3527	X	X	X	X	X	X	X	X	X	X	X
Traffic Adaptive Signal Control	CE3526	X							X	X		
Multimodal Bridge to Van Dorn Metro Station	CE3284	X	X		X		X					
Pedestrian Bridge Over I-395 at Landmark	CE3768	X	X		X		X	X				
Van Dorn- Duke Street to Holmes Run Parkway	CE3766	X	X		X			X		X		
Duke Street - West of Van Dorn	CE3767	X	X		X		X	X	X			
Transit												
Metro Station (Proposed, Potomac Yards)	CE1978	X	X	X	X	X	X	X	X	X	X	X
Eisenhower Metrorail Station	CE3134	X			X		X	X	X			
DASH Service Expansion	CE2933	X	X	X	X	X	X	X	X	X	X	X
Landmark Transit Center	CE3071	X			X	X	X	X	X			
DASH Facility & Fleet Expansion Project	CE3620	X	X		X		X	X	X	X		
West End Transitway	CE2930	X	X	X	X	X	X	X	X	X	X	X
Mark Center	CE3625	X	X		X		X		X	X		

Project	Project ID	Question 34b How this project further supports or advances equity as described by the TPB July 2020 resolution.	Question 40b If the answer to question 40a regarding contributing to greenhouse gas emission reduction was yes, then how is this project anticipated to reduce emissions? If No, please describe how the project will mitigate increased greenhouse gas emissions or vehicle miles traveled.	Question 44a How this project further supports or advances the TPB Aspirational Initiatives, other regional goals, or needs.	Question 44b How this project further supports or advances other regional goals or needs.
Local Streets and Roadways					
King and Beauregard Intersection Improvements, Phases 1 and 2	CE3174	This project makes safety and capacity improvements in an equity emphasis area.	This project will reduce idling, potentially reducing GHG emissions.	.NA	This project makes safety improvements at the intersection
Seminary Road & Beauregard Street Ellipse	CE3175	Project aims to move vehicles more efficiently, reducing emissions in an equity emphasis area. Project also provides improved bicycle and pedestrian environment.	Through fewer left turns and potential mode shift. Based on a UPS study, reducing left turns significantly reduced fleet emissions.	NA	This project enhances safety by reducing the severity of crashes.
Eisenhower Valley Access and Circulation Improvements	CE1783	This project may benefit low-income/minority populations, but is not specifically in an equity emphasis area.	This project may reduce delay and idling. It is also improving pedestrian facilities, which may contribute to mode shift.	NA	This project enhances connectivity within and between regional activity centers.
Old Cameron Run Trail Construction	CE3618	This project may benefit low-income/minority populations, but is not specifically in an equity emphasis area.	By building out our trail network, more people may feel comfortable biking, supporting mode shift and GHG reduction.	This project supports the completion of the National Capital Trail Network. It also supports improved walk and bike access to the Eisenhower Metrorail Station.	This project supports economic vitality, safety, and accessibility through improved multi-modal access to transit.
Broadband Link for Eisenhower Avenue	CE3528	This project may benefit low-income/minority populations, but is not specifically in an equity emphasis area.	This project may reduce delay and idling through improved signal timing, reducing GHG emissions.	NA	This project seeks to maximize operational effectiveness by connecting signals along Eisenhower, improving traffic flow and reducing transit times. It improves bus access to Van Dorn, better connecting activity centers by non-auto modes.
Mt. Vernon Trail at East Abingdon Dr.	CE3623	This project may benefit low-income/minority populations, but is not specifically in an equity emphasis area.	This project makes biking safer and more seamless, potentially encouraging mode shift.	This project supports the completion of the National Capital Trail Network.	This project enhances connectivity between regional activity centers (Crystal City, Old Town) and promotes non-auto travel.
Holmes Run Trail Connector	CE3617	This project improves connectivity to/from an equity emphasis area and activity centers.	This project makes biking safer and more seamless, potentially encouraging mode shift.	This project provides connections to the National Capital Trail Network.	This project improves connectivity to transit and promotes non-auto travel.
High Street Bridge to Landmark Mall	CE3283	This project improves pedestrian and transit connectivity in an equity emphasis area.	This project supports transit-oriented development, BRT infrastructure and enhanced pedestrian connectivity, encouraging alternatives to single occupancy vehicle travel.	This project will support BRT by accommodating dedicated lanes for the West End Transitway as it makes its way through the core of the West End Town Center. It will also improve walk access to transit.	This project enhances connectivity within and between Activity Centers through enhanced pedestrian and bus access, promoting non-auto travel.
Van Dorn-Beauregard Multi-Use Trail	CE3527	This project improves connectivity to/from an equity emphasis area and activity centers.	This project makes biking safer and improves access to existing transit planned high capacity transit, supporting mode shift.	This project supports the completion of the National Capital Trail Network.	This project improves connectivity to transit and promotes non-auto travel.

Project	Project ID	Question 34b How this project further supports or advances equity as described by the TPB July 2020 resolution.	Question 40b If the answer to question 40a regarding contributing to greenhouse gas emission reduction was yes, then how is this project anticipated to reduce emissions? If No, please describe how the project will mitigate increased greenhouse gas emissions or vehicle miles traveled.	Question 44a How this project further supports or advances the TPB Aspirational Initiatives, other regional goals, or needs.	Question 44b How this project further supports or advances other regional goals or needs.
Traffic Adaptive Signal Control	CE3526	This project is city-wide, benefiting equity emphasis areas.	This project reduces delay at signals, likely reducing GHG emissions.	This project supports BRT by enabling transit signal priority.	This project maximizes operational effectiveness without adding roadway capacity.
Multimodal Bridge to Van Dorn Metro Station	CE3284	This project improves multimodal connectivity to/from an equity emphasis area and activity centers.	This project improves pedestrian and bicycle access to transit, encouraging mode shift.	This project will move more people on Metrorail by improving multi-modal access to the station and improving bike/walk access to transit.	This project improves multi-modal connectivity to activity centers and promotes non-auto travel.
Pedestrian Bridge Over I-395 at Landmark	CE3768	This project will improve multimodal access from an equity emphasis area to an activity center, including a health care facility.	This project can reduce travel times for walking, supporting mode shift goals.	This project improves walk access to a new transit hub.	This project improves connectivity to an activity center and promotes non-auto travel.
Van Dorn- Duke Street to Holmes Run Parkway	CE3766	This project is in an equity emphasis area and improves connectivity to an activity center.	This project improves multi-modal connectivity to transit and a major destination, supporting mode shift.	This project will improve multi-modal access to a major transfer point for the City's BRT system.	This project improves multi-modal connectivity to an activity center and promotes non-auto travel.
Duke Street - West of Van Dorn	CE3767	This project improves multi-modal connectivity from an equity emphasis area to an activity center with improved pedestrian access.	This project may support mode shift with improved pedestrian connectivity.	This project will support multi-modal access to a BRT transit hub.	This project improves multi-modal connectivity to an activity center and promotes non-auto travel.
Transit					
Metro Station (Proposed, Potomac Yards)	CE1978	Improves access to transit from an equity emphasis area. Reduces transit travel times.	This project supports mode shift by providing a better transit option. It also supports transit oriented development.	This project will improve access to/from our BRT Metroway corridor. It also brings jobs and housing closer together through TOD planning and will move more people on Metrorail by creating a new access point.	This project improves transit access to an activity center, promoting non-auto travel.
Eisenhower Metrorail Station	CE3134	This project improves bus access from equity emphasis areas to a metro station through improvements to the bus loop.	This project supports mode shift by improving rail access by walking and bus...	This project will support moving more people on Metrorail by improving bus access to Metro.	This project improves access to activity centers, promoting non-auto travel.
DASH Service Expansion	CE2933	This project significantly improves access to the City's frequent, all-day transit network for minorities and low-income households.	This project supports mode shift by providing more useful transit service.	This project will support moving more people on Metrorail by improving bus access to Metro.	This project improves transit access to activity centers, promoting non-auto travel.
Landmark Transit Center	CE3071	This project improves multi-modal connections with an activity center and to a variety of activity centers in an equity emphasis area.	This project supports mode shift by supporting better transit service and access to BRT.	This project will support the BRT system in Alexandria by improving connections and access to it.	This project improves transit access to activity centers, promoting non-auto travel.
DASH Facility & Fleet Expansion Project	CE3620	This project enables more frequent bus service for low-income and minority households.	This project supports mode shift by enabling improved transit service.	This project will support moving more people on Metrorail by improving bus access to Metro.	This project supports the provision of a range of travel options.

Project	Project ID	Question 34b How this project further supports or advances equity as described by the TPB July 2020 resolution.	Question 40b If the answer to question 40a regarding contributing to greenhouse gas emission reduction was yes, then how is this project anticipated to reduce emissions? If No, please describe how the project will mitigate increased greenhouse gas emissions or vehicle miles traveled.	Question 44a How this project further supports or advances the TPB Aspirational Initiatives, other regional goals, or needs.	Question 44b How this project further supports or advances other regional goals or needs.
West End Transitway	CE2930	This project enables more frequent bus service for low-income and minority households, connecting equity emphasis areas with activity centers via high capacity transit.	This project supports mode shift by enabling improved transit service.	This project expands the BRT system.	This project provides a new travel option, promoting access to multiple activity centers, including the Pentagon.
Mark Center	CE3625	This project will improve bus access from an equity emphasis area to a transit hub and major activity center.	This project supports mode shift by enabling improved transit service.	This project supports access to the West End Transitway.	This project improves access to activity centers and supports non-auto travel.