



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** July 14, 2022

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The attached materials include:

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



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**SUBJECT:** Steering Committee Actions  
**FROM:** Kanti Srikanth, TPB Staff Director  
**DATE:** July 14, 2022

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At its meeting on July 8, 2022, the TPB Steering Committee reviewed and adopted TPB Resolution SR1-2023 supporting the submission of 45 Northern Virginia highway, transit, and bicycle and pedestrian projects into the Commonwealth of Virginia's SMART SCALE transportation project prioritization process, as requested by the Virginia Department of Transportation (VDOT).

Localities, public transportation providers, and other agencies that wish to submit projects for SMART SCALE funding must demonstrate that the projects are included in or are exempt from inclusion in Visualize 2045, or, if the projects are not in the plan, they must be accompanied by a resolution of support from the Metropolitan Planning Organization (MPO) in order to be considered for the SMART SCALE prioritization process. This resolution of support does not in any way constitute a final approval of these projects. All projects that are awarded SMART SCALE funding and are not already included in Visualize 2045, as amended or updated, must each be treated as a new project to the TPB's process and will be evaluated accordingly as specified in the TPB's Technical Inputs Solicitation Submission Guide at that time.

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

### Attachments

- Adopted resolution SR1-2023: A resolution of support for submission of Northern Virginia projects for the Commonwealth of Virginia's SMART SCALE transportation project prioritization process, as requested by VDOT

**TPB Steering Committee Attendance – July 8, 2022**  
(only voting members or alternates listed)

TPB Chair/ VA rep.:	Pamela Sebesky
TPB Vice-Chair/MD rep.:	Reuben Collins
TPB 2 <sup>nd</sup> Vice-Chair/DC Rep.:	Christina Henderson
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Regina Moore
WMATA:	Mark Phillips
Technical Committee Chair:	Matthew Arcieri

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

**A RESOLUTION OF SUPPORT FOR SUBMISSION OF NORTHERN VIRGINIA PROJECTS  
FOR THE COMMONWEALTH OF VIRGINIA'S SMART SCALE TRANSPORTATION PROJECT  
PRIORITIZATION PROCESS**

**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**, on June 15, 2022, the TPB approved the 2022 Update to Visualize 2045, the long-range transportation plan for the National Capital Region, which was developed as specified in the Federal Planning Regulations and is the MPO's long-range plan of record; and

**WHEREAS**, localities, agencies and public transportation providers that wish to submit projects for the Commonwealth of Virginia SMART SCALE funding must demonstrate that the project is included in or is exempt from inclusion in the MPO's long-range transportation plan, or, if the project is not in the plan, the project must have an MPO resolution of support, in order to be considered for the SMART SCALE prioritization process; and

**WHEREAS**, the Virginia Department of Transportation (VDOT) receives all highway and transit SMART SCALE project submissions, has transmitted the attached list of preliminary applications received by June 30, and has worked with TPB staff in reviewing the highway and transit project submissions for submission eligibility; and

**WHEREAS**, absent a determination by TPB staff that a project is already included in the approved plan, submission of projects for SMART SCALE funding requires a resolution of support by the TPB; and

**WHEREAS**, submission of projects to the Commonwealth for the SMART SCALE process does not infer nor commit TPB to include any project into its long-range plan; and

**WHEREAS**, all projects that are awarded SMART SCALE funding and are not already included in Visualize 2045, as amended or updated, must each be treated as a new project to the TPB's process and will be evaluated accordingly as specified in the TPB's Technical Inputs Solicitation Submission Guide; and

**WHEREAS**, VDOT expects the final list of projects submitted to be a subset of the attached preliminary list and will provide the TPB with a list of projects that were submitted at the August 1 deadline, and will also provide TPB with the list of projects that were awarded funding;

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board supports submission of the following Northern Virginia projects to the Commonwealth of Virginia SMART SCALE Project Prioritization Process as listed in the attached materials:

**Approved by the TPB Steering Committee at its virtual meeting on July 8, 02022.**



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner  
June 22, 2022

1401 East Broad Street  
Richmond, Virginia 23219

(804) 786-2701  
Fax: (804) 786-29

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

RE: Northern Virginia SMART SCALE application process – TPB resolution of support to apply for funding

Dear Chair Sebesky:

The Virginia Department of Transportation (VDOT) seeks the National Capital Region Transportation Planning Board's (TPB) approval of a resolution of support for the submission of Northern Virginia SMART SCALE projects that are not currently in the recently adopted update of Visualize 2045.

Virginia House Bill 2, signed by the Virginia Governor on April 6, 2014 and effective as of July 1, 2014, required the development of a prioritization process, now known as SMART SCALE, and directed the Commonwealth Transportation Board (CTB) to develop and use a performance based scoring process for project selection. The purpose of SMART SCALE is to fund the right transportation projects through a prioritization process that evaluates each project's merits using key factors, including: improvements to safety, congestion reduction, accessibility, land use, economic development, and the environment. The evaluation focuses on the degree to which a project addresses an identified problem or need relative to requested funding for the project. Once projects are scored and prioritized, the CTB has the best information possible to select the right projects for funding.

As part of the SMART SCALE prioritization process, Virginia law requires that Northern Virginia localities, agencies and public transportation providers that wish to submit projects for Virginia SMART SCALE funding must show that the project is included in or is exempt from inclusion in each Virginia Metropolitan Planning Organization's (MPO) Constrained Long Range Plan (CLRP) or, if the project is not in the an MPO's CLRP, it must have a resolution of support..

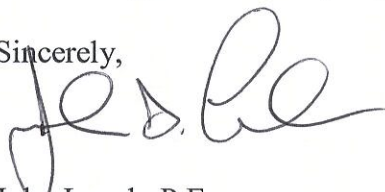
There are several projects that Virginia TPB member jurisdictions wish to be considered for the SMART SCALE prioritization process, therefore the TPB, as the MPO representing Northern Virginia, is being asked to approve a resolution of support for projects that are not in the TPB's current long-range plan, Visualize 2045. This resolution will be an endorsement of a project, rather it will enable a project to be submitted for review. If the project does get awarded with SMART SCALE funding, it will then re-enter the TPB process as a new project and will be evaluated accordingly as

specified in the TPB Technical Solicitation Submission Guide. In addition, the first year of the awarded funding will be 2028, therefore there will be time for any project that gets funded to be included in Visualize 2045.

Enclosed are the list of 45 Northern Virginia's projects submitted as pre-applications for the Commonwealth of Virginia 2022 SMART SCALE Project Prioritization Process. VDOT requests that the resolution of support be approved by the TPB Steering Committee at its July 8, 2022 meeting.

We appreciate your cooperation in this matter. Should you have any additional questions, please contact Regina Moore at (703) 963-5388 or via email at [Regina.Moore@vdot.virginia.gov](mailto:Regina.Moore@vdot.virginia.gov).

Sincerely,

A handwritten signature in black ink, appearing to read 'John Lynch', written over the word 'Sincerely,'.

John Lynch, P.E.  
Northern Virginia District Administrator

cc: Maria Sinner, P.E., Assistant District Administrator for Planning and Investment Management,  
Northern Virginia District  
Amir Shahpar, P.E., Director of Transportation Planning, Northern Virginia District  
Rahul Trivedi, P.E., Assistant Director of Transportation Planning, Northern Virginia District

**NORTHERN VIRGINIA PROJECTS SUBMITTED TO THE COMMONWEALTH OF VIRGINIA  
2022 SMART SCALE PROJECT PRIORIZATION PROCESS**

*SMART SCALE PROJECT PROPOSALS NOT CURRENTLY INCLUDED IN 2022 UPDATE OF VISUALIZE 2045*

Highway Projects (15)

- |                                                                    |                       |
|--------------------------------------------------------------------|-----------------------|
| • I-395 Exit Ramp Improvements at Duke Street                      | Alexandria City       |
| • Arlington Blvd/Washington Blvd Interchange Ramp 1                | Arlington County      |
| • Arlington Blvd/Manchester Street Left-Turn Lane Extensions       | Arlington County      |
| • South Street Extension                                           | Fairfax City          |
| • Seven Corners Ring Road (Phase 1)                                | Fairfax County        |
| • Sterling Road Complete Street Improvements                       | Herndon Town          |
| • East Market Street Improvements: Route 15 Bypass to Plaza Street | Leesburg Town         |
| • Route 15 at Braddock Road Roundabout                             | Loudoun County        |
| • East Church Road and North Lincoln Avenue Roundabout             | Loudoun County        |
| • Route 28 – Centreville Road Corridor Improvements                | Manassas Park City    |
| • Route 294 (Prince William Pkwy) Corridor Improvements            | Prince William County |
| • Route 234 Business (Battleview Road to Godwin Drive)             | Prince William County |
| • US 29 (Lee Highway) Corridor Improvements                        | Prince William County |
| • Minnieville Road/Prince William Pkwy Interchange                 | Prince William County |
| • Minnieville Road/Dale Blvd Intersection Improvements             | Prince William County |

Bicycle and Pedestrian Projects (13)

- |                                                                   |                       |
|-------------------------------------------------------------------|-----------------------|
| • Duke Street and Van Dorn Street Intersection Improvements       | Alexandria City       |
| • George Snyder Trail Eastern Extension                           | Fairfax City          |
| • East End Multimodal Improvements                                | Falls Church City     |
| • Cascades Parkway Bike & Ped (Nokes Blvd to Victoria Station Dr) | Loudoun County        |
| • Cascades Parkway Bike & Ped (Church Rd to Victoria Station Dr)  | Loudoun County        |
| • Cascades Parkway Bike & Ped (Nokes Blvd to Woodshire Dr)        | Loudoun County        |
| • Franklin Park to Town of Purcellville Trail                     | Loudoun County        |
| • Route 7 Shared Use Path and Sidewalk Projects                   | Loudoun County        |
| • Lovettsville – S. Loudoun & S. Locust Street Ped Improvements   | Loudoun County        |
| • Lovettsville – Berlin Turnpike at E. Broad Way Intersection     | Loudoun County        |
| • Godwin Drive Share Use Path                                     | Manassas City         |
| • Park Central Bicycle and Pedestrian Improvements                | Manassas Park City    |
| • Route 15 Pedestrian Bridge                                      | Prince William County |

*FOR INFORMATION ONLY: SMART SCALE PROJECT PROPOSALS ALREADY INCLUDED VISUALIZE 2045*

Bus Transit Projects (1)

- |                      |                 |
|----------------------|-----------------|
| • Metroway Extension | Alexandria City |
|----------------------|-----------------|



(Next page)

Highway Projects (16)

- Route 7 Widening (Route 123 to I-495) Fairfax County
- Route 7 Widening (I-495 to I-66) Fairfax County
- Frontier Drive Extension Fairfax County
- Richmond Highway Corridor Improvements Fairfax County
- Soapstone Road Extension/Dulles Toll Road Overpass Fairfax County
- Fairfax County Parkway Widening (Route 123 to Nomes Court) Fairfax County
- Town Center Parkway Underpass Fairfax County
- Herndon Parkway Improvements at Worldgate Drive Extension Herndon Town
- Route 15 Leesburg Bypass Interchange with Edwards Ferry Road Leesburg Town
- Route 7 Improvements – Phase 3 (Route 9 to Dulles Greenway) Loudoun County
- Route 1 at 123 Interchange and Intersection Improvements Prince William County
- Route 1 Widening from Cardinal Drive to Route 234 Prince William County
- Route 123 at Old Bridge Road Intersection Improvements Prince William County
- Route 234 at Sudley Manor Drive Intersection Improvements Prince William County
- Route 234 at Clover Hill Road Intersection Improvement Prince William County
- Van Buren Road Improvements (Route 234 to Cardinal Drive) Prince William County



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** July 14, 2022

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



National Capital Region  
**Transportation Planning Board**

July 5, 2022

Mr. Gregory Murrill,  
Division Administrator, FHWA  
George H. Fallon Federal Building  
Federal Highway Administration  
31 Hopkins Plaza, Suite 1520  
Baltimore, Maryland 21201

Re: Information Related to the Final Environmental Impact Statement (FEIS) and Final Section 4(f) Evaluation for the I-495 & I-270 Managed Lanes Study (MLS)

Dear Mr. Murrill:

On behalf of the National Capital Region Transportation Planning Board (TPB), I am writing to provide you with information related to the Maryland Department of Transportation State Highway Administration (MDOT SHA) and Federal Highway Administration (FHWA) published Final Environmental Impact Statement (FEIS) and Final Section 4(f) Evaluation for the I-495 & I-270 Managed Lanes Study. The TPB is the federally designated metropolitan planning organization (MPO) for the National Capital Region and the proposed Managed Lanes project is entirely within the TPB's planning area.

The TPB understands that the FEIS for the proposed project was published on June 17, 2022, and the document will remain available to the public for review through July 18, 2022. The TPB also understands that during this availability period, the FHWA is anticipated to issue a Record of Decision (ROD), particularly on the Study's Selected Alternative - MLS Preferred Alternative - Alternative 9 - Phase 1 South. MDOT SHA has noted that the FEIS reflects responses to comments received on the Draft Environmental Impact Statement (DEIS) and the Supplemental Draft Environmental Impact Statement (SDEIS).

Consistent with the National Environmental Policy Act (NEPA) requirements for EISs, the TPB, as the MPO for the project area, was requested by MDOT to include the study project in its long-range transportation plan (LRTP). I am writing to inform you that the TPB adopted the update to its LRTP, called Visualize 2045, on June 15, 2022, upon demonstrating that the LRTP met the federal fiscal constraint requirements and demonstrated conformity to regional air quality plans and the federally approved motor vehicle emissions budget (for Ozone). The TPB's resolutions adopting the LRTP and approving the regional air quality conformity analysis for this plan are attached (Attachments 1 and 2 respectively). The TPB has formally submitted the documents to the Federal Highway Administration and Federal Transit Administration for their review and approval.

The TPB's most recently adopted LRTP does include MDOT SHA's I-495 & I-270 Managed Lanes project. The project as included TPB's Visualize 2045 has three distinct segments, with varying actions and schedules for each and is described below:

1. Phase 1 Southern segment: Construct two managed lanes, in each direction, of I-495 from the vicinity of George Washington Memorial Parkway (VA 193) in Virginia, goes across the

Mr. Gregory Murrill, Division Administrator, FHWA  
July 5, 2022

- American Legion Bridge, along I-270 all the way up to Maryland I-370. This segment is listed for construction with an anticipated open to traffic date of 2025.
2. Phase 1 Northern segment: Construct two managed lanes, in each direction, of I-270 from I-370 to I-70 in Frederick. That segment is listed for construction with an anticipated open to traffic date of 2030.
  3. Phase 2 Eastern segment: This is a study of building managed lanes on I-495 in Maryland, starting at the I-270 spur to the east and up to the vicinity of the Woodrow Wilson Bridge. This study segment is not included in the plan for construction.

The financial plan submitted by MDOT for all its transportation projects included in Visualize 2045 and its air quality conformity analysis indicates that funding is reasonably expected to be available for the above three activities. The TPB's regional air quality conformity analysis includes both Phase 1 segments of the project, above, with the Phase 2 segment excluded since no changes to the transportation system capacity has been proposed at this time.

Lastly, as part of the TPB's acceptance of the above project MDOT identified a complementary set of other transportation projects that MDOT intends to fund. These projects and the commitment to implement them are outlined in a letter received by the TPB from MDOT in June of 2022 and is included as Attachment 3.

I trust your office will find the above information and the attachments documents relevant and informs your review of the FEIS.

Should you have any questions on the TPB activities in this regard, please do not hesitate to contact me at [KSrikanth@mwccog.org](mailto:KSrikanth@mwccog.org) or 202-962-3257. Thank you for your consideration.

Sincerely,



Kanathur N. Srikanth  
Director, Transportation Planning Board

cc:

Mr. Jitesh Parikh, P3/MLS Director, FHWA  
Mr. R Earl Lewis, Jr., Deputy Secretary for Policy, Planning, & Enterprise Services  
Mr. Tim Smith, Administrator, MDOT-State Highway Administration  
Mr. Jeffrey T. Folden, I-495 & I-270 P3 Office Director, MDOT

# ATTACHMENT 1

TPB R15-2022  
June 15, 2022

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

**RESOLUTION APPROVING THE 2022 UPDATE TO THE VISUALIZE 2045 LONG-RANGE  
TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION AND  
THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**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 Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing the FAST Act, which became effective June 27, 2016, specify the development and content of the long-range transportation plan and of the transportation improvement program and require that it be reviewed and updated at least every four years; and

**WHEREAS**, on October 17, 2018, the TPB approved a new long-range transportation plan, called "Visualize 2045," that meets federal planning requirements, addresses the federal planning factors and goals in the TPB Vision and the Regional Transportation Priorities Plan, and included a new "Aspirational Element" as specified by TPB Resolution R8-2018; and

**WHEREAS**, the TIP is required by FHWA and 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 the TPB approved the FY 2021-2024 Transportation Improvement Program (TIP) on March 20, 2020, which was developed as specified in the Federal Planning Regulations; and

**WHEREAS**, on December 16, 2020, TPB staff issued a Technical Inputs Solicitation Submission Guide, which is a formal call for area transportation implementing agencies to submit technical details, including information necessary to perform the required air quality analysis of the 2022 Update to the Visualize 2045 long-range transportation plan, and for projects and programs to be included in the FY 2023-2026 TIP that will meet federal planning requirements, and will address the federal planning factors and goals in the TPB Vision and the Regional Transportation Priorities Plan; and

**WHEREAS**, the transportation implementing agencies in the region provided project submissions for the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the TPB Technical Committee and the TPB reviewed the project submissions at meetings in April, May, June and July 2021 meetings; and

**WHEREAS**, at its June and July 2021 meetings, the TPB approved the projects submitted for inclusion in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP; and

**WHEREAS**, MDOT made certain transit commitments associated with the I-270/I-495 Traffic Relief Plan in Resolution R2-2022 and is required to brief the TPB on the transit commitments related to Phase 1 South of the I-270/I-495 Traffic Relief Plan; and the TPB will provide a formal statement for inclusion in the public docket of the FEIS for the I-270/I-495 Traffic Relief Plan referencing TPB's requirement that the transit commitments be met; and MDOT will report to TPB on the status of the transit commitments to Montgomery County bimonthly until a transit commitments agreement is reached with Montgomery County for Phase 1 South of the project; and

**WHEREAS**, on June 15, 2022, upon adopting on-road greenhouse gas reduction goals and strategies, to be appended to the 2022 Update to Visualize 2045; and

**WHEREAS**, on April 1, 2022, the draft FY 2023–2026 TIP was released for a 30-day public comment and inter-agency review period along with the draft 2022 Update to Visualize 2045, and the Air Quality Conformity Analysis; and

**WHEREAS**, the FY 2023-2026 TIP has been developed to meet the financial requirements in the Federal Planning Regulations; and

**WHEREAS**, during the development of the 2022 Update to Visualize 2045, the FY 2023-2026 TIP, and the Air Quality Conformity Analysis, the TPB Participation Plan was followed, and several opportunities were provided for public comment: (1) a 30-day public comment period on project submissions for the air quality conformity analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP and the air quality conformity analysis scope of work was provided from April 2 to May 3, 2021; (2) the TPB Community Advisory Committee (CAC) was briefed on the project submissions at its April 15, 2021 meeting, (3) an opportunity for public comment on these submissions was provided at the beginning of the April, May, June and July 2021 TPB meetings; (4) on April 1, 2022 the draft 2022 Update to Visualize 2045, the FY 2023-2026 TIP, and the draft Air Quality Conformity Analysis were released for a 30-day public comment period which closed on May 1, 2022; (5) on April 6 and 7, 2022, a virtual open house was held where staff shared results of the plan analysis and provided an opportunity for questions and answers; (6) on April 14, 2022, a Public Forum was held on the development of the FY 2023-2026 TIP; (7) an opportunity for public comment on these documents was provided on the TPB website and on the Visualize 2045 website, and at the beginning of the April, May and June 2022 TPB meetings; and (8) the documentation of the 2022 Update to Visualize 2045, the FY 2023-2026 TIP, the Air Quality Conformity Analysis includes summaries of all comments and responses; and

**WHEREAS**, the TPB Technical Committee has recommended favorable action on the 2022 Update to Visualize 2045, the FY 2023-2026 TIP, and the Air Quality Conformity Analysis by the Board; and

**WHEREAS**, on June 15, 2022, the TPB passed Resolution R16-2022, determining that the 2022 Update to Visualize 2045, the FY 2023-2026 TIP conform with the requirements of the Clean Air Act Amendments of 1990; and

**WHEREAS**, the FY 2023-2026 TIP projects are consistent with the 2022 Update to Visualize 2045, and are selected in accordance with the Federal Planning Regulations; and

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board approves the 2022 Update to Visualize 2045 and the FY 2023-2026 Transportation Improvement Program.

Adopted by the Transportation Planning Board at its regular meeting on June 15, 2022

# ATTACHMENT 2

TPB R16 -2022  
June 15, 2022

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

**RESOLUTION FINDING THAT THE 2022 UPDATE TO THE VISUALIZE 2045  
LONG-RANGE TRANSPORTATION PLAN AND THE FY 2023-2026 TRANSPORTATION  
IMPROVEMENT PROGRAM CONFORM WITH THE REQUIREMENTS OF  
THE CLEAN AIR ACT AMENDMENTS OF 1990**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB) has been designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area; and

**WHEREAS**, the U.S. Environmental Protection Agency (EPA), in conjunction with the U.S. Department of Transportation (DOT), under the Clean Air Act Amendments of 1990 (CAAA), issued on November 24, 1993 "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act," and, over the years, subsequently amended these regulations and provided additional guidance, which taken together provide the specific criteria for the TPB to make a determination of conformity of its financially constrained long-range transportation plan and Transportation Improvement Program (TIP) with the State Implementation Plan (SIP) for air quality maintenance within the Metropolitan Washington non-attainment area; and

**WHEREAS**, on December 16, 2020, the TPB staff released the Technical Inputs Solicitation Submission Guide and asked for inputs to the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP; and

**WHEREAS**, a scope of work was developed to address all procedures and requirements, including public and interagency consultation, and the scope was released for public comment on April 2, 2021, and approved by the TPB at its June 16, 2021 meeting; and

**WHEREAS**, highway and transit project inputs submitted for inclusion in the air quality conformity analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP were released for public comment on April 2, 2021, and approved by the TPB at its June and July 2021 meetings; and

**WHEREAS**, on April 1, 2022, the draft results of the air quality conformity analysis of the 2022 Update to the Visualize 2045 transportation plan and FY 2023-2026 TIP were released for a 30-day public comment period with inter-agency consultation; and



**WHEREAS**, the analysis reported in the Summary Report: Air Quality Conformity Analysis of the 2022 Update to Visualize 2045, dated June 15, 2022, demonstrates adherence to all mobile source emissions budgets for ground level ozone precursors Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx), and meets all regulatory, planning and interagency consultation requirements, and therefore provides the basis for a finding of conformity of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP with the requirements of the CAAA; and

**WHEREAS**, as part of the TPB's interagency consultation process, the Metropolitan Washington Air Quality Committee (MWAQC) concurs with the regional air quality conformity determination of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and provided other comments relating to the region's air quality;

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board determines that the 2022 Update to Visualize 2045 and the FY 2023-2026 Transportation Improvement Program conform to all requirements of the Clean Air Act Amendments of 1990.

Adopted by the Transportation Planning Board at its regular meeting on June 15, 2022

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June 8, 2022

The Honorable Pamela Sebesky  
Chair  
Mr. Kanathur Srikanth  
Deputy Executive Director, Metropolitan Planning  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capital Street, N.E., Suite 300  
Washington DC 20002

Dear Chair Sebesky and Mr. Srikanth:

I am writing to provide an update to the National Capital Region Transportation Planning Board (TPB) on transit improvements being developed as part of Phase 1 South of Op Lanes Maryland. This update was requested as part of resolution TPB R2-2022.

As part of Phase 1 South, the Maryland Department of Transportation (MDOT) is committed to encouraging carpooling and providing regional transit benefits consistent with the Aspirational Initiatives incorporated in Visualize 2045. Vehicles with three or more occupants and buses will be able to use the proposed high-occupancy toll (HOT) lanes for free. This will provide new options for carpools and new opportunities for free-flow transit crossing the new American Legion Bridge, connecting people and jobs in Maryland and Virginia. A bicycle and pedestrian path will also be provided across the new American Legion Bridge connecting trails in Maryland and Virginia and providing the option of interstate bicycle travel.

In addition to the above carpooling and transit benefits, MDOT committed to provide mitigation as part of the Phase 1 South highway improvements including increasing the number of bus bays at the Shady Grove Metrorail Station, increasing parking capacity at the Westfield Montgomery Mall Transit Center, and delivering the Metropolitan Grove Operations and Maintenance Facility including the necessary bus fleet. Since the TPB resolution, MDOT has further defined the scope and developed conceptual design for each of these transit improvements in collaboration with Montgomery County and other stakeholders. We remain committed to furthering the development of these transit benefits with stakeholders and delivering these mitigation resources as part of Phase 1 South to support expanded transit operations for the long term.

The MDOT also remains committed to funding not less than \$60 million for designing and permitting high priority transit investments in Montgomery County. The specific projects were recently identified by Montgomery County and MDOT has allocated funding in fiscal years 2023 and 2024 to facilitate coordination with stakeholders and develop plans for final delivery and operation. An estimated \$300 million in transit investment from toll revenues is currently proposed by the Developer over the operating term of Phase 1 South.

The Honorable Pamela Sebesky  
Mr. Kanathur Srikanth  
Page Two

These transit commitments will be included in the Final Environmental Impact Statement for the I-495 and I-270 Managed Lanes Study (MLS), which is expected to be published on June 17, 2022. A Record of Decision (ROD) for the MLS is expected later this summer. All funding and future agreements are contingent upon a ROD and the financial close of a future public-private partnership (P3) agreement with the Developer. As this project advances, MDOT remains committed to updating the TPB at future milestones and approval stages of the project.

By connecting Phase 1 South to the Virginia Department of Transportation's 495 Express Lanes Northern Extension and complimenting these managed lanes network with transit investments, MDOT has implemented policies that align with several Aspirational Initiatives to address the region's toughest challenges. From providing opportunities for commuter bus routes that connect people and jobs, expanding the congestion-free managed lanes network to encourage carpooling, and removing barriers for walkers and bicyclists, Phase 1 South will dramatically improve people's lives over the next 20 plus years.

We look forward to working with the TPB and our partners to advance new travel options and opportunities for our citizens, and we will continue to update you as we move forward with this program. If you need further assistance, please contact Jeffrey T. Folden, P.E., DBIA, MDOT State Highway Administration (MDOT SHA) I-495 and I-270 P3 Office Director, at 410-637-3321 or [jfolden1@mdot.maryland.gov](mailto:jfolden1@mdot.maryland.gov). Mr. Folden will be happy to assist you.

Sincerely,



R. Earl Lewis, Jr.  
Deputy Secretary

cc: Mr. Jeffrey Folden, Director, Office of Public Private Partnership, MDOT SHA  
Mr. Jeff Hirsch, Assistant Secretary for Policy Analysis and Planning, MDOT  
Ms. Heather Murphy, Director, Office of Planning and Capital Programming, MDOT  
Ms. Kari Snyder, Regional Planner, Office of Planning and Capital Programming,  
MDOT



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** July 14, 2022

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



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Nicholas Ramfos, Director, Transportation Operations Programs **NR**  
**SUBJECT:** 2022 Commuter Connections Employer Recognition Awards  
**DATE:** July 14, 2022

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The intent of this memorandum is to provide a summary of the 2022 Commuter Connections Employer Recognition Awards.

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

During FY 2022, nominations for the awards categories of Incentives, Marketing and Telework were received in January and reviewed by a selection committee in March which was held at COG's offices and chaired by Commissioner President Charles County and TPB Vice Chair Reuben Collins.

The 2022 Employer Recognition Awards was held at National Press Club on June 28, 2022. The event was emceed by TPB Vice Chair Reuben Collins. Award presenters included Ronit Dancis, Employer Outreach & Proffer Manager with the Dulles Area Transportation Association who presented the Telework Award; Joe McAndrew, Vice President, Government Affairs & Infrastructure with the Greater Washington Partnership who presented the Incentives Award; Ludwig Gaines, Executive Director, Washington Area Bicyclist Association who presented the Marketing Award; and Vice Mayor City of Manassas and TPB Chair Pamela Sebesky who presented two Commuter Connections Employer Services program awards.

Awards recipients included:

Incentives: Environmental Enhancements, Sterling, VA

Marketing: Ellumen, Inc., Silver Spring, MD

Telework: Northwest Federal Credit Union, Herndon, VA

Employer Services Sales Team Achievement Award: District Department of Transportation

Employer Services Organization Achievement Award: National Capital Planning Commission