



TRANSPORTATION PLANNING BOARD

Wednesday, June 16, 2021
12:00 - 2:00 P.M.

VIRTUAL MEETING ONLY

AGENDA

- 12:00 P.M.** **1. VIRTUAL PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND VIRTUAL PUBLIC COMMENT OPPORTUNITY**
Charles Allen, TPB Chair
- For any member of the public who wishes to address the board on the day of the meeting, they may do so by emailing a short statement (no more than 375 words) to TPBcomment@mwkog.org with the subject line "Item 1 Virtual Comment Opportunity." These statements must be received by staff no later than 12 P.M. Noon on Tuesday, June 15, 2021 to be relayed to the board at the meeting. *Please note change in comment submission deadline.*
- 12:15 P.M.** **2. APPROVAL OF THE MAY 19, 2021 MEETING MINUTES**
Charles Allen, TPB Chair
- 12:20 P.M.** **3. TECHNICAL COMMITTEE REPORT**
Jason Groth, TPB Technical Committee Chair
- 12:25 P.M.** **4. COMMUNITY ADVISORY COMMITTEE REPORT**
Elisa Walton, 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**
Charles Allen, TPB Chair

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

ACTION ITEMS

- 12:50 P.M. 7. **VISUALIZE 2045: APPROVAL OF THE PROJECT SUBMISSIONS FOR INCLUSION IN, AND THE SCOPE OF WORK FOR, THE AIR QUALITY CONFORMITY ANALYSIS FOR THE 2022 UPDATE TO VISUALIZE 2045 AND THE FY 2023-2026 TIP**

Kanti Srikanth, TPB Staff Director

Eric Randall, TPB Transportation Engineer

The TPB's long-range transportation plan, Visualize 2045, adopted in 2018 and amended in 2020, must be updated, reviewed, and approved by federal agencies by the end of 2022 along with a new FY 2023-2026 TIP. Given the federal status of the planning area (designated as "non-attainment" of the federal 2015 Ozone Standard), the projects proposed to be included in the constrained element of the updated plan and new TIP must undergo a regional air quality conformity determination analysis.

The board will be briefed on the status of its request for a deadline extension to complete this update (subsequently denied by USDOT) and will receive an overview of the various federally prescribed tasks completed, including assessment of the fiscal constraint of the updated plan, to support commencing the regional air quality conformity analysis.

All elements of the inputs for the air quality conformity analysis have gone through committee and/or formal public review process during the months of April and May. The TPB held two work sessions during April and May to review the proposed updates to the projects.

Action: Adopt Resolution R19-2021 to approve the project submissions for inclusion in, and the scope of work for, the Air Quality Conformity Analysis for the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP.

- 1:40 P.M. 8. **PROPOSED ALTERNATIVE BUILD SCENARIO**

Kanti Srikanth, TPB Staff Director

At the May 19, 2021 meeting, Board Member Mr. Evan Glass requested the Board to consider adopting a resolution which proposes conducting an alternative conformity analyses, alongside the one for the Visualize 2045 long-range transportation plan's constrained element, with a different set of projects designed to achieve the region's GHG reduction goals. Mr. Glass sent a revised resolution on June 9. The board will be briefed on questions staff has received from TPB and Technical Committee members and other supporting information related to the proposed work activity will be provided.

Action: Discuss proposed resolution.

- 2:00 P.M. 9. **ADJOURN**

The next meeting is scheduled for July 21, 2021.

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

MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Item 1: Public Comments for June 2021 TPB Meeting
DATE: June 16, 2021

For the June TPB meeting, the board received 14 comments. This includes 11 comments that were received via email and 3 letters that are attached to this memo. TPB staff consolidated all comments into this document. This document will be available to the public and all members of the board and can be found at MWCOG.org/tpbmtg.



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Takoma Park, MD 20912
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National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002

Re: Item 1 Virtual Comment Opportunity

Dear Transportation Planning Board:

On behalf of the Chesapeake Climate Action Network (“CCAN”), I write to the Transportation Planning Board (TPB) urging A) adoption of necessary actions to meet the COG goal of reducing greenhouse gas emissions 50% below 2005 levels by 2030 and B) in support of Montgomery County Council Member Evan Glass’ resolution that TPB model a climate friendly plan in addition to the proposed Visualize 2045 plan.

Reducing vehicle miles traveled (VMT), as well as electric vehicles and clear cars, is essential to meeting our climate targets. Providing more travel options, putting jobs and housing closer together, and improving access to transit would help reduce per capita VMT. Importantly, these transportation strategies are crucial to supporting COG’s land use and equity goals.

The resolution by Montgomery County Council Member Evan Glass would provide important information that decision makers lack - an apples-to-apples comparison of the proposed Constrained Long-Range Transportation Plan (CLRP) versus a climate-friendly plan. A climate-friendly plan would include land use and transportation strategies similar to those already included in the COG Climate and Energy Action Plan that would reduce VMT and help shift travel to more sustainable non-auto modes.

Sincerely,

Zander Pellegrino
Northern Virginia Organizer
Chesapeake Climate Action Network
6930 Carroll Avenue, Suite 720
Takoma Park, MD 20912
zander@chesapeakeclimate.org

June 15, 2021

Hon. Charles Allen
Chair, National Capital Region Transportation Planning Board

Re: TPB Draft CLRP and Resolution by TPB Board Member Evan Glass

Chair Allen and members of the TPB:

We hope you all agree that climate change is an existential threat. You also know that transportation is our number one source of emissions and that electrical vehicles will not be enough to get us to the COG and national goals of a 50% reduction in CO2 emissions by 2030. The last CLRP (2018) is only estimated to reduce CO2 by 23% by 2045,

In the COG scientific and statistically significant Voices of the Region Survey, 84% of the region's residents indicated they want elected officials to prioritize climate change in transportation plans. Public comment on Visualize 2045 has overwhelmingly supported a plan that addresses climate change.

Therefore, we urge you to address the issues raised in Councilmember Glass' resolution and by many other members of the TPB seeking a CLRP that more effectively addresses climate change. At a minimum, we urge you in adopting the draft CLRP for air conformity modeling, to concurrently commit to the TPB to adopting a new CLRP by 2024 that meets COG's climate goals. This includes conducting a rigorous initial climate strategy analysis this year (not just an academic exercise) and beginning immediately in 2022, developing the next CLRP by 2024.

We are running out of time. We need your leadership.

Thank you.

Stewart Schwartz
Executive Director

Bill Pugh
Senior Policy Fellow

PUBLIC COMMENTS RECEIVED

Dear Chair Allen,

The Sierra Club Montgomery County Group strongly encourages you to support the resolution sponsored by Montgomery County Councilmember Glass that calls for the TPB to conduct modeling of a climate-friendly plan and the proposed Constrained Long-Range Transportation Plan (CLRP) in order to accurately compare the climate consequences of the alternative scenarios. The climate-friendly plan would reflect the direction the TPB board decided in December to "require 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...". There also was recognition that meeting adopted greenhouse gas emission targets "...will require a reduction in vehicle miles traveled and associated emissions in Visualize 2045."

Note that Councilmember Glass' resolution would not remove member agency projects from the CLRP but would provide decision makers with more information regarding the impact of the proposed plan on climate change.

Transportation is the largest source of greenhouse gases. There must be a change of investment and focus away from perpetuating auto-dependency and more towards transit, biking and pedestrian improvements, as well as transit-oriented development to reduce vehicle miles traveled and help the region meet its equity, sustainability, and mobility goals.

In summary, we believe the Glass resolution deserves your support and urge you to support the resolution. Thank you for your consideration.

-Shruti Bhatnagar

My name is Tiziana Bottino and I am a resident of Prince William County. I would like to strongly encourage the Transportation Planning Board invest in transportation infrastructure that will move us towards 2030 climate and equity goals and away from car-centric projects.

- 1) Complete the TPB Climate Change Mitigation Study and review it thoroughly at the regional and jurisdictional levels through the first quarter of 2022.
- 2) develop a set of transportation policies and projects, by the end of 2022, which would be implementable at the jurisdictional and regional levels, consistent with the recommendations of the Climate Change Mitigation Study, that, when fully implemented will assure the region will meet its climate change mitigation goals
- 3) Each jurisdiction must commit to take actions to officially adopt the projects and policies developed to attain the region's climate goals within the transportation

sector, and advance these projects into the region's LRTP for a mid-term update to be completed in 2024

-Tiziana Bottino

Transportation Planning Board members.

As the U.S. Secretary of Transportation has eloquently said, "Every transportation decision is a climate decision whether we acknowledge it or not. And it's not just about electric vehicles, ..." -- [@SecretaryPete](#)

I agree with Sec. Pete and ask that you take action to provide more travel options and improving access to transit would to reduce per capita VMT and also help the region meet its equity and mobility goals, and ensure these options are addressed in modeling of future scenarios.

The resolution by Montgomery County Council Member Evan Glass would provide important information that decision makers lack - an apples-to-apples comparison of the proposed Constrained Long-Range Transportation Plan (CLRP) versus a climate-friendly plan. A climate-friendly plan would include land use and transportation strategies similar to those already included in the COG Climate and Energy Action Plan that would reduce VMT and help shift travel to more sustainable non-auto modes.

The current resolution by CM Glass would not remove member agency projects from the CLRP, rather it would give decisionmakers more information regarding the climate consequences of the proposed plan and enable them to make an informed decision on it in spring of 2022.

TPB could conduct the apples-to-apples modeling of the CLRP and alternative scenarios in the Glass resolution as part of the separate Climate Change study staff is doing this year.

In summary, please ensure that the region's action to address Climate change are included in future forecasts and modeling

-Jim Durham, Alexandria VA

Dear TPB:

Re: Resolution sponsored by Evan Glass --

I strongly encourage support of Council member Glass's resolution to examine climate change impacts of all projects endorsed by the TPB.

Such an approach may lead TPB to more enthusiastically embrace 21st century transportation options -- transit, biking, walking. On the flip side, perhaps this approach will

underline the futility of investing in highway expansion (e.g., Gov Hogan's misguided 270-495 proposal), which will add to GHG emissions.

On behalf of myself and my children, thank you for your attention to this important matter.

-David W. Sears, Bethesda MD

Dear Transportation Planning Board Members:

Lewinsville Faith in Action urges you to enthusiastically support the Resolution submitted by Montgomery County Councilmember and TPB Board Member Evan Glass, under which the TPB would develop Alternative No-Build and Alternative Build scenarios for “Visualize 2045” to help position TPB to achieve its climate and equity goals. Time is of the essence, and this important modeling work cannot be postponed until a subsequent revision.

The climate crisis is here, and getting worse with every day of inaction. So we salute the Board’s 22 to 0 decision in December to “require its member agencies to prioritize investments on projects, programs, and policies to reduce greenhouse gas emissions” and its recognition that this would “require a reduction in vehicle miles traveled and associated emissions in Visualize 2045.”

Focusing on climate is not only necessary, but popular: some 84% of the region’s residents think “elected officials need to consider the impacts of climate change when planning transportation in the future.”

However, Visualize 2045 currently echoes the plan approved in 2018, and relies, for example, on 7-year-old telecommuting data from 2014. This is unfortunate, because circumstances have changed – telecommuting increased by 2019, and post-pandemic will possibly be much higher. This could dramatically change how TPB should plan for the future, when demand for additional road projects may be much lower than out-of-date data suggests.

Smart planning should not only rely less on new road projects, but also place greater emphasis on transit projects. As the Glass Resolution notes, the region’s residents “want to walk and bike more, drive less, and support transit if it is frequent and reliable.” And transit is crucial to essential workers, as the pandemic has shown.

By developing and modeling these alternative scenarios, the Board will be able to compare the existing Visualize 2045 draft with a climate-friendly alternative that by focusing on reducing vehicle miles traveled and improving transit options would help TPB meet its climate and equity goals.

For these reasons we urge you to enthusiastically support the Glass Resolution, so TPB has the most relevant information on which to plan for a transportation future that is cleaner, safer, and healthier for all the region's residents.

-John Clewett

Chair Wheeler/Supervisor Angry,

The National Capital Region Transportation Planning Board (TPB) will be taking up a resolution at their June 16th meeting regarding a Visualize 2045 Alternative Build Scenario that would aim to achieve TPB climate and equity goals through the use of transportation demand management, transit, and land use strategies consistent with regional policy goals, a modified regional project list that reduces the number and scale of road capacity expansion projects in accordance with anticipated reduced travel demand, and with particular focus on public transportation and pedestrian/bicycle improvements needed to serve mobility disadvantaged populations. **This is being brought forward because the recently submitted project updates to Visualize 2045 will not meet the TPB climate and equity goals.**

Due to the time and resource constraints at this point in the Visualize 2045 update process, Active Prince William recommends Prince William County support the following action plan to support meeting TPB climate and equity goals:

- 1) Commit to completing the TPB Climate Change Mitigation Study and review it thoroughly at the regional and jurisdictional levels through the first quarter of 2022.
- 2) Formally commit to assisting the TPB to develop a set of transportation policies and projects, by the end of 2022, which would be implementable at the jurisdictional and regional levels, consistent with the recommendations of the Climate Change Mitigation Study, that, when fully implemented will assure the region will meet its climate change mitigation goals
- 3) Commit to take actions to officially adopt the projects and policies developed to attain the region's climate goals within the transportation sector, and advance these projects into the region's LRTP for a mid-term update to be completed in 2024

As voting members of the TPB, this is an opportunity for Prince William County to be a transportation planning leader as it relates to climate and equity in the region. Supporting this initiative aligns with [PWC BOCS Resolution 20-773: Regional Climate Mitigation and Resiliency Goals](#) and the [Prince William County Equity and Inclusion Policy](#).

The updated mobility chapter of the comprehensive plan should be aligned with this action plan. Prince William County should also advocate these measures be included as the starting point for the next NVTATransaction Plan. To support this the Prince William County

should advocate that the General Assembly act to modify the NVTA statute to align with your climate and equity goals.

The climate is not waiting. The time to act is now.

-Active Prince William

At this time, it is increasingly obvious that carbon footprint must be considered in all matters, especially transportation, a major source of greenhouse gasses. I'm not going to waste your time getting into details. That's your speciality, and job. If it were 1970, I could talk about what will happen if.... Now, IT IS HAPPENING, and more quickly than we imagined. Climate disruption will bring irreversible changes making life as we know it impossible. My ask: Make sure "carbon footprint" is considered in every decision.

In appreciation of your challenging work and confidence you will work for the changes a few decades ago we didn't see as absolutely necessary,

Dan Crawford
Chair of the Roanoke Group, Sierra Club

Dear Chair Allen:

If the TPB is to reduce greenhouse gas emissions from transportation to meet the MWCOC goal of 50% reduction below 2005 levels by 2030, it must *measure* and adjust the Visualize 2045 project list. Transportation is the largest source of greenhouse gas emissions in the region (42%).

But Visualize 2045 replicates many "old visions" of expanded highways, ignoring the fact that this will bring more cars onto the roads, increase VMT, enable people to live farther away and have them commute farther for their various trips?

Reducing VMT is essential. Providing more travel options, putting jobs and housing closer together, and improving access to transit would help reduce per capita VMT and also help the region meet its equity and mobility goals.

To change direction, we need to see the data about which projects will reduce GHG emissions, and help achieve land-use and equity goals. We must compare apples-to-apples. The resolution by Montgomery County Council Member Evan Glass will provide the information we need.

TPB is composed of leaders throughout our region. The climate crisis is here already, and we are the generation that makes the decisions that will affect the next generation. If we don't accept this responsibility, there will be no way to turn it back.

In particular, the 270/495 multi-billion dollar expansion project ignores goals related to GHG emissions and Equity. Please don't talk about toll roads (works well for the wealthy), don't say everyone will drive an EV (works well for the wealthy), don't say that transit can use the toll lanes for free (this highway is not a transit "network" and our front-line workers depend on a robust transit network.) The 270/495 expansion project is repeating all the stuff that got us into the climate crisis in the first place. And by doing "business as usual", we completely bypass any concerns about Equity.

Best Regards,

Tina Slater, Silver Spring MD

Hi there,

I'm writing on behalf of Greater Greater Washington to request that TPB take action to meet MWCOG's goal of reducing greenhouse gases by 50 percent below 2005 levels by 2030. And, we support Councilmember Evan Glass' proposed resolution to undertake a climate-focused plan, because Visualize 2045 falls short of such climate targets.

GGWash understands that slashing greenhouse gases requires politically unpopular actions, like road and parking pricing, which will charge people for the public resources they eat up (currently for free or very cheap) when they drive single-occupancy vehicles; reallocating space on roads away from single-occupancy vehicles to bus lanes, protected bike lanes, and expanded sidewalks; and funding, rather than roads, those bus lanes, protected bike lanes, and expanded sidewalks (perhaps through the revenue raised by road pricing?). There's already enough data, like, globally to demonstrate that all of this works most effectively—more effectively than electric vehicles, even—to reduce greenhouse gases, because vehicle miles traveled are first and foremost what increase greenhouse gases.

But, should you need more backup to make these decisions, which are not tough ones but are certainly not palatable to many vocal constituents, CM Glass' resolution, which would give decisionmakers more information regarding the climate consequences of the proposed plan, has got you covered.

We at GGWash look forward to a more climate-friendly set of TPB and COG plans and actions going forward.

Alex Baca Policy Manager
Greater Greater Washington

The TPB has a unique opportunity to play an important role in combating the climate crisis we all face.

Reduction of vehicle miles traveled, transition to electric vehicles, and transit oriented development are important components in reducing the transportation greenhouse gas footprint.

The resolution by Montgomery County Council Member Evan Glass would provide important information that decision makers lack - by comparing the proposed Constrained Long-Range Transportation Plan (CLRP) with a climate-friendly plan. The climate-friendly plan would include strategies similar to those already included in the COG Climate and Energy Action Plan that would reduce VMT and help shift travel to more sustainable alternatives.

The importance of reducing greenhouse gas emissions as quickly as possible can not be overstated. This goal must be accomplished in a fair and equitable manner.

Please approve the Glass resolution and make it easier to assure climate friendly transportation for our region.

-John Cartmill, Faith Alliance for Climate Solutions

I am writing to strongly encourage you to support the resolution sponsored by Montgomery County Councilmember Glass that calls for the TPB to conduct modeling of a climate-friendly plan and the proposed Constrained Long-Range Transportation Plan (CLRP) in order to accurately compare the climate consequences of the alternative scenarios. The climate-friendly plan would reflect the direction the TPB board decided in December to "require 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...". There also was recognition that meeting adopted greenhouse gas emission targets "...will require a reduction in vehicle miles traveled and associated emissions in Visualize 2045."

Councilmember Glass' resolution would not remove member agency projects from the CLRP but would provide decision makers with more information regarding the impact of the proposed plan on climate change.

With transportation the largest source of greenhouse gases, there must be a change of investment and focus away from perpetuating auto-dependency and more towards transit, biking and pedestrian improvements, as well as transit-oriented development to reduce vehicle miles traveled and help the region meet its equity, sustainability, and mobility goals.

Let me also note that public input on Visualize 2045 showed that 84% of the region's residents agree that "elected officials need to consider the impacts of climate change when planning transportation in the future."

In summary, the Glass resolution makes sense, would provide important information to the TPB on the climate impact of alternative scenarios, and deserves your support.

Brian Ditzler
Silver Spring, MD

NORTHERN VIRGINIA TRANSPORTATION COALITION

PO BOX 6149 · MCLEAN, VIRGINIA 22106 · 703/883-1830 · FAX 703/883-1850

June 14, 2021

The Honorable Charles Allen, 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 2045 Update and Proposed Alternative Resolution

Dear Chairman Allen:

Climate change is a serious challenge facing our community and the Northern Virginia Transportation Business Coalition commends the Transportation Planning Board (TPB) for recognizing transportation's role in producing greenhouse gas (GHG) emissions and developing strategies through the 2021 Climate Change Mitigation Study to reach the region's stated GHG reduction goals by 2030 and beyond.

However, **we strongly urge you to reject any resolution that would require TPB staff to divert time and resources from the region's critically important Air Quality Conformity process.** Adding alternative scenarios now that are poorly defined and require significant additional TPB staff and resources will delay the current Air Quality Conformity Analysis and likely result in a freeze of federal funding and approvals for important regional transportation projects and agencies including WMATA.

In addition, **we urge you to reject any resolution that calls for the removal of projects from Visualize 2045.** Transportation projects provide a variety of benefits including economic development, mobility, and access to opportunity. Our roadways facilitate more than 80% of the total trips in our region, including half of the region's transit trips which are taken by bus (3.5% of total trips). Removing planned improvements would reduce access to jobs within a 45-minute commute for many TPB designated equity emphasis areas, significantly increase congestion, and elevate GHG emissions.

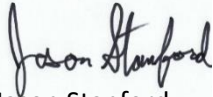
Rather than shifting transportation and land use planning and funding decisions away from local jurisdictions, **the TPB should work collaboratively with local leaders through the 2021 Climate Change Mitigation Study to identify effective strategies that we can adopt as quickly as possible to mitigate our GHG emissions.** These recommendations are due in December of this year and will ensure this process is fact-driven, cooperative, and produces realistic, actionable results.

Based on previous studies, TPB's analysis shows that individual transportation projects including highway and transit improvements have limited impact on reducing vehicle miles traveled (VMT) and GHG emissions. In fact, building no new projects will still result in a 19% increase in VMT in our region by 2040. At the same time, according to the Clean Energy Action Plan, mode shift and travel behavior only account for 1.6% of the reductions in GHG needed to reach our 2030 goal. In contrast, vehicle technology and fuel strategies have the largest potential for GHG reduction from on-road transportation. And when combined with a clean energy grid, a national study showed a major shift to electric vehicles (EV) resulted in a 94% GHG reduction from the baseline forecast in 2050.

As we band together as a region to tackle this important challenge, the Coalition urges DC area elected officials to work together, trust your local transportation planning experts, focus on meaningful changes that produce real benefits, and avoid “quick fixes” that do little to address this important issue.

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

Sincerely,



Jason Stanford

President

Northern Virginia Transportation Business Coalition

Northern Virginia Transportation Business Coalition Members



**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

May 19, 2021

VIRTUAL MEETING

MEMBERS AND ALTERNATES PRESENT

Charles Allen, Chair – DC Council
Mark Rawlings – DDOT
Lezlie Rupert – DDOT
Kristin Calkins - DC Office of Planning
Andrew Trueblood – DC Office of Planning
Ella Hanson – DC Council
Charles Allen – DC Council
Christina Henderson – DC Council
R. Earl Lewis, Jr. – Maryland DOT
Marc Korman – Maryland House
Jason Groth – Charles County
Reuben Collins – Charles County
Patrick Wojahn – College Park
Denise Mitchell – College Park
Kai Hagen – Frederick County
Kelly Russell – City of Frederick
David Edmondson – City of Frederick
Neil Harris – City of Gaithersburg
Dennis Enslinger - Gaithersburg
Emmett V. Jordan – Greenbelt
Gary Erenrich – Montgomery County Executive
Evan Glass – Montgomery County Legislative
Terry Bellamy – Prince George’s County Executive
Victor Weissberg – Prince George’s County Executive
Bridget Donnell Newton – Rockville
Kacy Kostiuk – Takoma Park
Marc Korman – Maryland House of Delegates
Maria Sinner – Virginia DOT
Norman Whitaker – Virginia DOT
Canek Aguirre - Alexandria
Christian Dorsey – Arlington County
David Meyer – City of Fairfax
Walter Alcorn – Fairfax County
James Walkinshaw – Fairfax County
David Snyder – Falls Church
Adam Shellenberger – Fauquier County
Matthew Letourneau – Loudoun County
Robert Brown – Loudoun County
Kristen Umstattd – Loudoun County
Pamela J. Sebesky – Manassas
Jeannette Rishell – Manassas Park
Ann B. Wheeler – Prince William County
Victor Angry – Prince William County

Shyam Kannan – WMATA
Mark Phillips – WMATA
Sandra Jackson – FHWA
Dan Koenig – FTA

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Chuck Bean
Lyn Erickson
Mark Moran
Tim Canan
Nick Ramfos
Andrew Meese
Tom Gates
Stacy Cook
Andrew Austin
Sergio Rittaco
John Swanson
Abigail Zenner
Lynn Winchell-Mendy
Sarah Bond
Jane Posey
Deborah Etheridge
Dusan Vuksan
Erin Morrow
Elisa Walton – CAC
Caryn Brookman – MDOT SHA P3 Program Office
Christopher Laskowski – DC Council
Tyson Byrne - MDOT

Materials referenced in the minutes can be found here:
www.mwcog.org/events/2021/5/19/transportation-planning-board.

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

Vice-Chair Sebesky called the meeting to order and reminded the board that the meeting was being recorded and broadcast. She said the process for asking questions and voting is the same as at past meetings. After each item, members would be asked to comment or vote by jurisdiction.

Ms. Erickson conducted a roll call. Members that were present are listed on the first page of the minutes.

Chair Allen joined the meeting and asked if there was any public comment.

Ms. Erickson said that 103 comments were received from the public. Those comments have been posted to the website, but due to the large number of comments, staff were unable to provide a summary of those comments in time for the meeting. She said three letters were also received. She encouraged board members to review the letters and comment before the June TPB meeting.

2. APPROVAL OF THE APRIL 21, 2021 MEETING MINUTES

Ms. Mitchell made a motion to approve the minutes from the April TPB meeting.

Mr. Hagen seconded the motion. The board approved the minutes.

3. TECHNICAL COMMITTEE REPORT

Mr. Groth said that the Technical Committee met on May 7. He said that details from the meeting were covered in the report for this item. Highlights included public comment submitted for Visualize 2045, an introduction to the TPB's air-quality conformity work, and a summary of the American Rescue Plan Act of 2021. He said there was discussion about the TPB Equity Emphasis Areas and about how well transit is serving traditionally under-served and transit-dependent parts of the region. Finally, he said the committee was briefed on Maryland House Bill 1236.

Ms. Kostiuk asked when the board will be briefed on the Equity Emphasis Area analysis.

Mr. Srikanth said staff will brief the board on this topic in the coming months.

4. COMMUNITY ADVISORY COMMITTEE REPORT

Ms. Abeles said that the CAC met on May 13. At the meeting the committee was briefed on the May TPB agenda and COG's plan for re-entry to the building. The committee was informed that partial in-person meetings may resume as soon as Fall 2021. She said that the remainder of the meeting was set aside for an in-depth discussion about Visualize 2045. The committee divided into small groups for discussion. The committee then shared their discussion with staff. She said that the committee is most concerned about equity and climate change. They said that equity should be a part of all elements of Visualize 2045 and said that the plan should do a better job at addressing climate change. Other discussion topics included: educating the public about the importance of Visualize 2045, maintain road changes implemented in response to the pandemic, and using federal funding to advance Visualize 2045 Aspirational Initiatives. More detail on this discussion can be found in the CAC Report.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Mr. Srikanth said that the Steering Committee met on May 7. It did not approve any amendments to the TIP at that meeting.

Mr. Srikanth referred to letters sent and received. He said that page 3 of the report included a copy of a letter requested by the board asking that the FHWA and FTA extend the date for adopting the TPB's updated long-range transportation plan, TIP and the associated air quality conformity analysis. He said he has not received a response. He then noted three project status letters, on pages 5 to 7, sent on behalf of the TPB for specific projects proposed for funding under the new federal Community Projects funding program.

Mr. Srikanth referred to the announcements and updates portion of his report. He said that on page 10 there was a notice for the second round of pandemic relief funding that is being made available under the TPB's Enhanced Mobility grant program using supplemental funds provided under the Federal American Rescue Plan Act. On page 14 was an announcement that Bike to Work Day was scheduled for May 21. On page 16 was an announcement that the TPB will provide technical assistance grants to help jurisdictions with preliminary engineering or design projects that will improve walk and bike connections

to high-capacity transit stations. He added that in June the TPB will launch a public outreach campaign to champion the TPB's Aspirational Initiatives.

Mr. Lewis said that MDOT submitted a letter that included a new recommended preferred alternative to provide two HOT managed lanes in each direction. He said a colleague was prepared to share a presentation on this alternative.

Mr. Srikanth said that Item 10 would be the appropriate time to address the contents of this letter.

6. CHAIR'S REMARKS

Chair Allen referenced the work session that was held before the TPB meeting. That session reviewed projects proposed for inclusion in the regional air-quality conformity analysis that staff will begin in June. He said it is helpful that additional time was set aside so members can collectively discuss their views and ask their questions on projects that may eventually become part of the long-range transportation plan. He said that as the board moves towards approving these projects for analysis at the June meeting, there are several policy priorities that have become more urgent than they were in the past. These include equity, safety, and climate change. He looks forward to working with the board and members to work through these issues.

7. ADMINISTRATIVE UPDATE TO THE 2004 TPB/FAMPO AGREEMENT

Ms. Erickson said that the Fredericksburg Area MPO (FAMPO) and TPB share federally prescribed responsibilities for conducting the metropolitan transportation planning process for the urbanized area within Stafford County. She said that the TPB is responsible for conducting these activities in DC, Maryland, and Virginia. She said that at the most recent federal certification review, USDOT requested that the TPB and FAMPO update memorandum of understanding (MOU) between the organizations, since the last update was in 2004. She said that FAMPO's board approved the updated MOU in March 2021. She said that staff recommends approval of Resolution R18-2021. She said the resolution approves the 2021 TPB/FAMPO MOU and it authorizes the TPB chair to sign the letter.

Chair Allen made a motion to adopt Resolution R18-2021 to approve the 2021 TPB-FAMPO MOU and authorize Chair Allen to execute the agreement on behalf of the TPB.

Mr. Dorsey and Ms. Sebesky seconded the motion. The motion was approved by the board.

8. TPB CLIMATE CHANGE MITIGATION STUDY OF 2021

Mr. Moran Introduced Ms. Morrow's presentation and provided some background remarks on the Phase 1 Technical Report.

Ms. Morrow referred to the memo and presentation on the Phase 1 Technical Report for the Climate Change Mitigation Study. In the briefing, Ms. Morrow reviewed previous studies and scenario studies that the TPB and COG have completed over the years. The briefing provided a detailed analysis of past work, including the Multi-Sector Working Group and the work of the TPB's Long-Range Plan Task Force that led to the adoption of the Aspirational Initiatives in the 2018 Long-Range Transportation Plan. She said that this review of past work will set the stage for further work on scenario analysis looking at climate change mitigation strategies.

Mr. Allen asked about a slide in the presentation showing 2040 numbers and 2050 numbers and asked if the slides were showing a reduced impact as it went from 2040 to 2050.

Ms. Morrow explained that the slide shows the percent reductions from 2005 level which were forecasted based upon current policies. She explained that the slight uptick between 2040 and 2045 was a forecast of the reduced effect of fuel efficiency in those out-years while there would continue to be an increase in travel demand due to increases in population and employment.

Mr. Allen noted the different strategies that jurisdictions and individuals can pursue to mitigate climate change impacts and he cited examples from the District of Columbia including parking cash outs. He noted that there are debates about other strategies that could also be used. He asked if there was a breakdown in the work that Ms. Morrow cited by recommendation and what the impacts of those recommendations could be.

Ms. Morrow reviewed the slides covering some of the greenhouse gas reduction strategies and noted that some of them were combined but others were broken out in the technical report.

Mr. Srikanth explained that staff looked at certain assumptions to test the effectiveness of different strategies. He explained that potential policy actions that were analyzed would not show up as individual projects, but these assumptions and resulting analysis showed what could be expected.

Ms. Rishell asked if there was any consideration given regarding the impact of a VMT tax or a carbon tax on low-wage workers.

Ms. Morrow said that was not part of the original Multi-Sector Working Group report but will be addressed in the upcoming study.

Ms. Umstatt asked about energy sources and whether they were from solar power or from coal-fired power plants and how those sources and locations of power plants could affect the analysis when looking at electric vehicles.

Ms. Morrow responded that the previous analysis done by the Multi Sector Working Group had assumed the prevailing sources of electricity for the EV scenarios. She explained that examination of alternative sources of energy is more under the purview of COG's Department of Environmental Programs and a briefing on the topic could be scheduled. She said that the TPB's forthcoming climate change mitigation study will be considering energy sources for electric vehicles.

Mr. Srikanth explained that the Multi Sector Working Group Study had accounted for increased electricity usage due to the transition to electric vehicles and how that switch could reduce the net reduction of greenhouse gas emissions from this strategy. He noted that increasing renewable and clean energy will be critical to efforts to reduce greenhouse gases.

Mr. Letourneau asked about assumptions about lightweight and heavy-duty vehicles and the move towards electric vehicles and fuel economy.

Ms. Morrow explained that those assumptions in the upcoming TPB's climate change mitigation study will be based on the literature review and includes national policies.

Mr. Srikanth noted that electric vehicles are a critical element of the manufacturers' ability to meet federal fuel economy standards. He said that some past analysis was based on higher national standards on fuel economy, which were reduced by the previous federal administration and that the new study will take these policy changes into account.

Ms. Wheeler noted that these past studies were not only focused on VMT but on multiple strategies. She noted that it is important to look at many different strategies. She asked if there has been any thought about extending electric infrastructure to the outer suburbs to make it easier to use electric vehicles.

Ms. Morrow noted that electric charging infrastructure would be an important part of this strategy.

Mr. Srikanth noted that there will need to be collective action to accomplish many of these strategies. He noted that the American Jobs Plan also has proposed \$124 billion to build up energy infrastructure but it will be up to the region to work together to identify locations and the gaps that need to be filled.

Mr. Harris said that he was struck by the difference in magnitude of effectiveness of some of the strategies noting that clean energy shows up as a big contributor to reducing greenhouse gases while mode shift will contribute a very small amount. He asked if mode shift reductions are small because the potential for reduction is small, or if it is because they are not effective compared to the rest of the items on the list.

Mr. Srikanth explained that the previous analyses looked at long-term periods out to 2045 and 2050 and were based on a high federal fuel efficiency standard with an average of 54.5 miles per gallon. Over the longer term, as vehicles get more fuel efficient and as more of the vehicle fleet uses electric or other clean fuel, the rate of reduction achieved by reduced travel will decrease. However, he noted that strategies that reduce VMT are also important since their contributions can be high for reducing greenhouse gases in the short term while fleet turnover will take a long time.

Mr. Lewis agreed with Mr. Srikanth that there would have to be a portfolio approach to mitigating climate change. He noted that all these strategies need to be carefully thought out and considered with an equity lens to understand how they may impact all people in the region.

Ms. Kostiuk asked about the big picture and how the study will be used, considering that each jurisdiction may take different policy approaches. She asked if there was a role for the TPB or another regional body to coordinate different actions.

Mr. Srikanth noted that that was a good point and that the consultant has been asked to conduct different scenarios that would identify potential approaches the region could take that would have the greatest impact. The study will also identify implementation strategies that can be taken.

Mr. Kannan noted that it will take a long time for electric vehicles to make an impact. He also asked if the TPB should monitor these indices over the coming years to track progress.

Mr. Srikanth noted that the Regional Public Transportation Subcommittee has conducted an inventory of public transportation fleets to monitor electric vehicle adoption in that sector. He also noted that the TPB could conduct surveys and other analysis to track these indices.

9. ENHANCED MOBILITY SOLICITATION

Ms. Winchell-Mendy provided an update on the Enhanced Mobility program and the TPB's solicitation process. She reminded the board that pre-application conferences for the funding will start in June and continue through July of 2021. The solicitation will be open from July 1 to September 1. She provided more information about eligibility and requirements to apply, as well as information on the selection process and selection committee. She said the plan is expected to go to TPB for action and approval of the projects in November or December.

There were no questions or other remarks.

10. VISUALIZE 2045: SUMMARY OF COMMENTS ON THE DRAFT INPUTS TO THE PLAN AND AQC ANALYSIS

Ms. Cook provided a review of the morning work session and an update on the Visualize 2045 comment period. She reminded the Board of what is available in the comment period packet. She shared the comments received by number and type. She reported that there were 206 comments in total, including a series of letters from organizations and individuals. She summarized the themes of the comments received. There were examples shown in the presentation and meeting materials. She noted that updates in the air quality conformity tables will be made once information about any technical changes to the Traffic Relief Plan and the associated I-270 and I-495 projects are provided by MDOT.

Ms. Brookman from MDOT made a presentation on the “American Legion Bridge I-270 to I-70 Relief Plan,” including recent changes. She said that the project phases that are on I-495 east of Maryland 187 to the Woodrow Wilson Bridge are going to change from construction to study status, which means that they will not be included in the air quality conformity analysis. She said that the new estimated cost of the project is now approximately 6 billion. She said that the commitments will remain for transit, bicycle, pedestrian, and environmental enhancements. She further said that the revisions to the project submissions for inclusion in the air quality conformity analysis remain unchanged.

Mr. Glass said that the significant highway expansion projects that are proposed for inclusion in the long-range plan are causing concern about how those projects will allow the TPB to meet climate goals. He proposed an alternative package for consideration that does not assume that all the significant highway projects will come to fruition. He introduced a resolution for the June meeting, to direct TPB staff to create a model that would look at climate-friendly ideas and projects in parallel with modeling the transportation agency submissions and the technical inputs currently captured in Visualize 2045.

Chair Allen asked that the resolution could be shared with board members to give them a chance to review it before making a decision.

Chair Allen clarified that action on this resolution will not be taken until the next meeting.

Ms. Newton expressed opposition to MDOT’s plan for I-270 and she urged that it not be included in Visualize 2045 update.

Ms. Rishell urged board members to not be swayed by special interests. She reminded the board there is no substitute for good decision-making based upon accurate data.

Chair Allen said that the disparagement of motions and what they are trying to propose was not encouraged.

Mr. Snyder said he supports a planning process that is outcomes-based. He said that he wants to encourage and support economic growth in the region and deal with equity as well as climate change, but that he did not want to vote for a plan that admits that the region may pursue some of those objectives and not all of them. He said the TPB has set climate changes goals and is either serious about meeting them or not. He said he did not want to have to vote on one approach or another at the next meeting. He said he hoped the different positions could be constructively combined.

11. ADJOURN

No other business was brought to the board. The meeting adjourned at 2:04 P.M.

Meeting Highlights TPB Technical Committee – June 4, 2021

The Technical Committee met on Friday, June 4, 2021 in an online-only session. Meeting materials can be found here: <https://www.mwcog.org/events/2021/6/4/tpb-technical-committee/>

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

REGIONAL ROADWAY SAFETY PROGRAM APPROVAL

Staff solicited applications for the initial round of Regional Roadway Safety Program technical assistance between January 19 and March 22, 2021. The board will be briefed and asked to approve the applications that are being recommended for funding in FY 2021.

VISUALIZE 2045: FINANCIAL PLAN PRELIMINARY OVERVIEW

The constrained element of Visualize 2045 identifies all regionally significant transportation investments the region can demonstrate it can reasonably afford between now and 2045. The committee was briefed on preliminary results for the federally required financial plan for Visualize 2045. All projects that are proposed for inclusion must come from an approved plan or program.

APPROVAL OF PROJECT INPUTS AND AQC ANALYSIS SOW VISUALIZE 2045 UPDATE

The TPB is scheduled to approve the conformity project inputs and the scope of work for updating the region's long-range transportation plan, Visualize 2045 at its June 16, 2021 meeting. The Committee was briefed on the discussions and outcomes of the past two board meetings and work sessions.

PROPOSED ALTERNATIVE BUILD SCENARIO

Board Member Evan Glass introduced a resolution for the Board's consideration, which suggests an alternative conformity analyses, alongside the Visualize 2045 long-range transportation plan's constrained element, with a different set of projects designed to achieve the region's GHG reduction goals. The Committee was briefed and many questions were brought up. Staff will combine all of the questions into a memo for the Board's review/information.

The following items were presented for information and discussion:

TPB CLIMATE CHANGE MITIGATION STUDY OF 2021: LITERATURE REVIEW

The goal of this study is to demonstrate potential pathways for the region to reduce on-road, transportation-sector greenhouse gas (GHG) emissions to meet regional GHG reduction goals in 2030 and 2050. The study is divided into two phases: Phase 1, conducted by TPB staff, was a summary of major findings from past work done in this area by TPB and COG presented at the May TPB meeting. Phase 2, a technical analysis conducted by ICF, begins with a literature review and summary of climate change mitigation studies conducted within the metropolitan Washington region and in other areas across the country and around the world. ICF staff presented some of the major highlights of the literature review, which is currently underway.

ESTABLISHING A BASELINE UNDERSTANDING FOR A POST-PANDEMIC NEW NORMAL IN REGIONAL TRANSPORTATION

Staff briefed the Committee on baseline information on the impact of the COVID-19 pandemic in the region and led a discussion on potential post-pandemic regional transportation scenarios.

LOCAL AND REGIONAL ELECTRIC VEHICLE PLANNING

ITEM DEFERRED UNTIL JULY - The committee will be briefed on activities and opportunities related to electric vehicle (EV) planning in the region at the local and regional level. Staff will discuss recent and proposed local EV plans, proposed regional support activities, and will provide links to resources to assist with vehicle and infrastructure deployment.

ASPIRATION TO IMPLEMENTATION: PUBLIC OUTREACH ON EXISTING PROJECTS THAT ALIGN WITH THE ASPIRATIONAL INITIATIVES

Ms. Armendariz gave an overview of the Aspiration to Implementation outreach activity that will begin at the end of June. Ms. Zenner discussed the social media and digital campaign that is being planned as part of the outreach activity.

OTHER BUSINESS

- Dashboard
- TAP application opportunities
- Transit within Reach
- Voices of the Region: Jurisdiction-Level Data Sharing
- Resiliency Study Update
- CAV webinar
- BTWD recap, Map
- HCT Map project

**COMMUNITY ADVISORY COMMITTEE
MONTHLY REPORT**

June 10, 2021

Elisa Walton, CAC Chair

The Community Advisory Committee (CAC) to the TPB met on Thursday, June 10 for an online-only meeting. The first half of the meeting was set aside for a Visualize 2045 public event. The committee meeting lasted for one hour. During the meeting the committee was briefed on the May TPB meeting and about the materials for the June TPB meeting. The committee also discussed how committee members can promote public involvement in regional planning.

PROMOTING PUBLIC INVOLVEMENT IN VISUALIZE 2045

Bryan Hayes, TPB Transportation Planner, referenced the CAC mission and said that the committee has a long history of promoting public involvement in regional transportation planning. He invited CAC members to share their experience promoting public involvement during past planning efforts. Lorena Rios spoke about the need for CAC members to help the TPB get input from diverse audiences. She suggested that staff work with committee members to identify community events. Nancy Abeles described her experience raising awareness about the 2018 long-range plan update with the different community groups she is involved in. She said it was nice to have materials, like postcards, to hand out and spoke about the value of a good website. Rob Jackson said he spoke about the long-range plan with two groups. He also encouraged committee members to reach out to small businesses in their community. Jeff Parnes spoke with the Fairfax Transportation Advisory Committee.

The committee discussed the benefit of distributing a flyer or other materials that committee members can distribute to raise awareness about the QR codes and Visualize 2045 outreach. One member said it is important not to focus just on people or groups who are interested in transportation, but also people who are interested in housing and housing policy. The committee also encouraged staff to continue to promote the efforts via social media.

OTHER BUSINESS

Nancy Abeles, CAC member, briefed the committee on the May 2021 TPB meeting and work session, in particular the I-270 proposal and related discussions. There were a number of comments on this from CAC members, with no clear consensus, however, it is clear that this is an important topic to many members and further discussion is needed.

Lyn Erickson, TPB Plan Development and Coordination Program Director, walked the committee through the June TPB agenda.

ATTENDEES

Members	
Elisa Walton, CAC chair	Lorena Rios
Ashley Hutson	Nancy Abeles
Dan Papiernik	Ra Amin
Jeff Jamawat	Robert Jackson
Jeff Parnes	Solomon Haile
Jemila Kia James	Tracy Duval
Katherine Kortum	
Guests	
Tony Giancola	Malcom Mossman
Staff	
Abigail Zenner	Kanti Srikanth
Bryan Hayes	Karen Armendariz
John Swanson	Lyn Erickson



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: June 10, 2021

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: June 10, 2021

At its meeting on June 4, the TPB Steering Committee reviewed and approved an amendment to the FY 2022 Commuter Connections Work Program (CCWP) to include the administration of the Maryland Department of Transportation's (MDOT) IncenTrip mobile application. As described in the attached memo, additional funding in the amount of \$173,226 was added to the CCWP to cover staff costs, overhead, indirect and non-labor direct expenses. MDOT has provided this funding via an administrative modification to its Commuter Connections Program listing (TIP ID 3566) in the FY 2021-2024 Transportation Improvement Program (TIP).

The Steering Committee reviewed and approved resolution SR16-2021 to amend the FY 2021-2024 TIP to reduce National Highway Performance Program (NHPP) funding by \$36.4 million and to add \$41.9 million in Public Private Partnership (P3) funding in FY 2021 for the Lee Highway Widening, Phase II project (TIP ID 6604); and to reduce local funding by \$18,000 between FYs 2021 and 2022; increase FTA Section 5337 by \$913,000, and increase Section 5307 funding by \$4.6 million for the Potomac & Rappahannock Transportation Commission's (PRTC) Preventative Maintenance Program (TIP ID 5601), as requested by the Virginia Department of Transportation (VDOT).

Funding for these projects was included in the financial analysis of Visualize 2045 and while the Lee Highway Widening, Phase II project is included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP, the PRTC Preventative Maintenance program is exempt from the air quality conformity requirement.

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

Finally, the members of the committee and TPB staff held a general discussion on the topic of returning to in-person meetings versus continuing virtual meetings. Staff presented the attached memo offering several possible options that were discussed: continuing with all virtual meetings, alternating in-person and virtual meetings, or some combination scenarios that include in-person meetings with some virtual participation.

Attachments

- Memorandum: FY 2022 Commuter Connections Work Program (CCWP) Amendment: “MDOT IncentTrip Mobile Application For Maryland Mega-Region”
- Approved resolution SR16-2021 to amend the FY 21-24 TIP, requested by VDOT
- Memorandum: Fall Meeting In-Person/Virtual Logistics of Operations and Preferences

TPB Steering Committee Attendance – June 4, 2021 (only voting members listed)

TPB Chair/ DC rep.:	Charles Allen
TPB Vice Chair/VA rep.:	Reuben Collins
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Norman Whitaker
WMATA:	Mark Phillips
Technical Committee chair:	Jason Groth
Previous TPB Chair:	Kelly Russell



MEMORANDUM

To: National Capital Region Transportation Planning Board (TPB) Steering Committee
From: Nicholas Ramfos, Director, Transportation Operations Programs
Subject: FY 2022 Commuter Connections Work Program (CCWP) Amendment: “MDOT Incentrip Mobile Application For Maryland Mega-Region”
Date: May 28, 2021

The Maryland Department of Transportation (MDOT) has requested that a project be added to the FY 2022 Commuter Connections Work Program (CCWP) to administer MDOT’s incenTrip program in the “Mega-Region.” MDOT has also identified funding and the TPB’s FY 2021-2024 Transportation Improvement Program has been administratively modified to reflect this addition. The TPB’s Steering Committee is being asked to approve this amendment to the FY 2022 CCWP so work can begin.

The focus for this project will be to administer and implement the incenTrip mobile app for commuters traveling to worksites in Maryland locations outside of the Washington DC non-attainment region as part of the expanded “Mega-Region.”

The attached scope of work describes the products and services that will be executed as part of the added project along with a budget of \$173,226 that is inclusive of staff costs and overhead as well as indirect and non-labor direct expenses for FY2022. A commitment letter from MDOT supporting the request is also attached.

The Steering Committee is being asked to approve the attached language which will be inserted into the FY 2022 CCWP. No action is needed from the committee on the TIP, as this request meets the qualifications for an Administrative Modification.

DRAFT

MDOT INCENTRIP MOBILE APPLICATION FOR MARYLAND MEGA-REGION

In FY2020, COG/TPB staff in collaboration with the University of Maryland, formally launched incenTrip in the Washington DC non-attainment region. The coverage area of the mobile app is in the process of being expanded to the “Mega-Region” in Maryland through a FHWA Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program grant. The focus for this project will be to administer and implement the incenTrip mobile app for commuters traveling to worksites in Maryland locations outside of the Washington DC non-attainment region as part of the expanded “Mega-Region.”

The incenTrip mobile application gives commuters the ability to avoid both day-to-day congestion and traffic jams caused by traffic accidents, work zones, special events and adverse weather conditions. App users also earn reward points while receiving recommendations on the best travel mode, departure time and/or route recommendations. The app allows users to earn reward points every time a trip is planned through incenTrip and users can take advantage of multimodal travel options, outsmart traffic jams, and invite their friends to join. With a single click, users can exchange their points for an incentive.

By supporting incenTrip and providing incentives to travelers, Commuter Connections can help MDOT address congestion, reduce energy use, and emissions in the “Mega-Region.” The key innovation of incenTrip is the development of personalized and dynamic incentives that vary based on individual preferences and real-time traffic conditions, which significantly improves the cost-effectiveness of traveler incentives. incenTrip performance can be monitored daily via a customized dashboard. The goal of the incenTrip eco-system is to improve multimodal transportation system performance along congested corridors.

During FY2022, COG/TPB staff will work with MDOT to help verify the points and awards structure and program participation guidelines for the app as it relates to the current structure in place for the Washington DC metropolitan region. A marketing initiative will also accompany the launch of the incentive app in the Maryland “Mega-Region” to encourage commuters to download and use the app. Creative materials will be examined and updated for the “Mega-Region” to be used to market the product to commuters through traditional and digital media outlets. The efforts will be coordinated with the ATCMTD grant and Commuter Connections marketing and advertising activities, particularly as it relates to the recovery from the pandemic. Support will also be provided to the technical aspects of the ATCMTD grant program with regards to the program expansion, the development and implementation

of digital payments and allowing for incentive points to be used in partnerships with transit and other entities as defined by the ATCMTD stakeholder group. COG/TPB staff will work on processing incentive payments, customer service, and the development and implementation of marketing campaign and outreach activities which will include a media plan and placement of various forms of advertisements in the Maryland Mega-Region.

Cost Estimate:

\$173,226

Consultant/Contractor Costs as Part of Estimate:

<i>(Advertising and Marketing Contractor)</i>	\$ 10,000
<i>(Media Buy)</i>	\$ 50,000
<i>(Commuter Incentives)</i>	\$100,000

Products:

Development and production of creative and marketing services including, but not limited to radio, internet, newsprint, educational video, SEO blog posts or influencers, venue, mobile, social media and text ads. *(COG/TPB staff in conjunction with consultant)*

Update of web site text and social media pages to reflect promotional activities and incentives and tie-in to MDOT's incenTrip program site. *(COG/TPB staff in conjunction with consultant)*

Services:

Operation and administration of Maryland's (MDOT) incenTrip rewards program for the Maryland "Mega-Region" outside of the Washington DC non-attainment area. Services include but are not limited to registering and verifying participants, monitoring trip logs, supervisor verification, handling commuter challenges, construction projects, congested corridors and payments through various platforms (already in place or to be developed and implemented) to program participants through MDOT collaboration and oversight. *(COG/TPB staff)*

Promote mobile app to the general public, employers and to the media. *(COG/TPB staff in conjunction with consultant).*

Technical consultation and troubleshooting the app with software development team and implementing technical fixes.

Media Placements, including the negotiation of value-added placements. *(Consultant)*

Process media placement invoices. *(COG/TPB staff)*

Management and oversight of marketing contract. *(COG/TPB staff)*

Schedule:

July 1, 2021 - June 30, 2022

Oversight:

Commuter Connections Subcommittee

- Provide input and feedback on project recommendations for program continuation and/or expansion.

May 27, 2021

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

Dear Chairman Allen:

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) 2021-2024 Transportation Improvement Program (TIP) for one existing program described below and in the attached memo.

This action reflects the addition of funding and a new project to the FY 2022 Commuter Connections Work Program (CCWP) to administer MDOT's incenTrip program in the "Mega-Region." This amendment will also add funds to the FY 2021-2024 TIP, and as this project does not add capacity, this action does not affect the Air Quality Conformity Determination for Visualize 2045.

TIP ID	Project	Amount of New Funding	Comment
3566	Commuter Connections Program	\$173,226	Add new funds (other) to the Commuter Connections Work Program.

This change to the FY 2022 CCWP was endorsed by the Commuter Connections State Transportation Demand Management Work Group on May 11, 2021, and MDOT requests that TPB approve this amendment at the TPB Steering Committee at its June 4, 2021 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.

The Honorable Charles Allen
Page Two

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

Sincerely,



Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

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

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY
REQUIREMENT TO INCLUDE FUNDING FOR THE LEE HIGHWAY WIDENING PHASE II
PROJECT AND THE POTOMAC AND RAPPAHANNOCK TRANSPORTATION
COMMISSION'S (PRTC) PREVENTATIVE MAINTENANCE PROGRAM, AS
REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act 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 March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

WHEREAS, Advanced Construction (AC) is the mechanism by which VDOT funds projects using state funding that will be reimbursed at a later time by the anticipated federal or other sources shown, and this reimbursement is called Advanced Construction Conversion/Payback (ACCP), which is not included in the project funding total; and

WHEREAS, in the attached letters of May 25 and May 27, 2021, VDOT has requested two amendments to the FY 2021-2024 TIP to include funding for these projects, as described in the attached materials:

- **Lee Highway Widening, Phase II (TIP ID 6604):** decrease National Highway Performance Program (NHPP) – AC in FY 2021 for PE, ROW, and CON from \$89,247,000 to \$52,852,713 (ACCP FY 2022–2037) and add \$41,912,664 in Public-Private Partnership (P3) – AC funding in FY 2021 for CON (ACCP FY 2022 – 2037). Total project cost increases from \$89,634,000 to \$95,679,564 (which includes \$655,059 in GARVEE debt service payments included under TIP ID 6605); and

- **PRTC – Preventative Maintenance (TIP ID 5601):** decrease local funding from \$984,000 to \$880,000 in FY 2021 for CON and increase local funding in FY 2022 to \$1,106,000; increase FTA – State of Good Repair Program funding (Sect. 5337) in FY 2021 from \$616,000 to \$960,000 for CON and add \$569,000 in FY 2022 for CON; and decrease FTA Urbanized Area Formula Program funding (Sect. 5307) for CON from \$3,320,000 to \$2,560,000 and add \$3,856,000 for CON in FY 2022. Total project cost increases from \$38,509,000 to \$43,520,000.

WHEREAS, the Lee Highway Widening Phase II project is included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP, and the PRTC – Preventative Maintenance program is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency’s (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, this resolution and amendment(s) to the FY 2021-2024 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 2021-2024 to include funding for these projects, as described in the attached materials:

- **Lee Highway Widening, Phase II (TIP ID 6604):** decrease NHPP – AC in FY 2021 for PE, ROW, and CON from \$89,247,000 to \$52,852,713 (ACCP FY 2022–2037) and add \$41,912,664 in P3 – AC funding in FY 2021 for CON (ACCP FY 2022–2037). Total project cost increases from \$89,634,000 to \$95,679,564 (which includes \$655,059 in GARVEE debt service payments included under TIP ID 6605); and
- **PRTC – Preventative Maintenance (TIP ID 5601):** decrease local funding from \$984,000 to \$880,000 in FY 2021 for CON and increase local funding in FY 2022 to \$1,106,000; increase Sect. 5337 funding in FY 2021 from \$616,000 to \$960,000 for CON and add \$569,000 in FY 2022 for CON; and decrease Sect. 5307 funding for CON from \$3,320,000 to \$2,560,000 and add \$3,856,000 for CON in FY 2022. Total project cost increases from \$38,509,000 to \$43,520,000.

Approved by the TPB Steering Committee at its virtual meeting on June 4, 2021.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

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

May 25, 2021

The Honorable Charles Allen, 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: FY 2019-2024 Transportation Improvement Program Amendment for TIP# 6604, UPC 110329
(corresponding with TIP 6605, UPC 111986, GARVEE Debt Service) , Widen VA 29 from 4
to 6 Lanes between Union Mill Road and Buckley's Gate Drive in Fairfax County, Virginia

Dear Chairman Allen:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2019-2024 Transportation Improvement Program (TIP) to program funding to widen VA 29 from four to six lanes between Union Mill Road and Buckley's Gate Drive in Fairfax County, Virginia. This project, which also includes intersection improvements and pedestrian/bicycle accommodations, will reduce congestion on a heavily traveled section of VA 29 in Fairfax County.

The amendment adds \$162,077 AC-NHPP funding for PE phase in FFY21; adds \$701,194 ACC-NHPP funding for PE phase in FFY24; adds \$1,976,489 AC-NHPP funding for RW phase in FFY21; adds \$1,425 ACC-NHPP funding for RW phase in FFY24; adds \$5,304,637 AC-NHPP funding for CN phase in FFY21.

The amendment includes \$655,059 GARVEE Debt Service Principal Previous years, \$259,128 GARVEE Debt Service Principal FFY21, \$664,814 GARVEE Debt Service Principal FFY22, \$1,993,783 GARVEE Debt Service Principal FFY23, \$2,080,641 GARVEE Debt Service Principal FFY24. Total GARVEE Debt Service Principal \$39,321,473. Corresponding Debt Service UPC 111986. The total project cost is estimated at approximately \$95,679,564.

The proposed additional funds are part of VDOT's revenue estimates included in the Visualize 2045 Financial Plan. This project was included in the Visualize 2045 air quality conformity analysis.

VDOT requests approval of this TIP Amendment by the Transportation Planning Board's Steering Committee at its meeting on June 4. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

John Lynch, P.E.
Acting District Administrator
Northern Virginia District, VDOT

Cc: Ms. Maria Sinner, P.E., VDOT-NoVA
Mr. Norman Whitaker, AICP, VDOT-NoVA



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

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

May 27, 2021

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

RE: National Capital Region FY 2021-2024 Transportation Improvement Program Amendments for Potomac and Rappahannock Transportation Commission

Dear Mr. Allen:

On behalf of the Potomac & Rappahannock Transportation Commission (PRTC) VDOT requests an amendment to a project in the FY 2021-2024 Transportation Improvement Program (TIP) to reflect additional and revised funding. The requested change is outlined below:

- **PRTC – Preventive Maintenance (TIP ID 5601, Agency ID PRTC004)**. The proposed amendment would increase to \$960K the construction phase of FY2021 using Section 5337 funds and reduce to \$880K and \$2,560K the construction phase of FY2021 in the Local and Section 5307 funding, respectively. Add \$569K, \$3,856K and \$1,106K in the construction phase of FY2022 using Section 5337, Section 5307 and Local funding, respectively.

This project is consistent with the 2018 Visualize 2045 Financial Analysis and is exempt from Air Quality Conformity Analysis requirements. The requested amendments reflect the Commonwealth of Virginia's latest priorities, cost estimates and funding allocations.

VDOT requests that these amendments be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on June 4, 2021. VDOT's representative will attend the meeting and will be available to answer any questions. Thank you for your consideration of this request.

Sincerely,

John Lynch, P.E., Acting District Administrator
Northern Virginia District

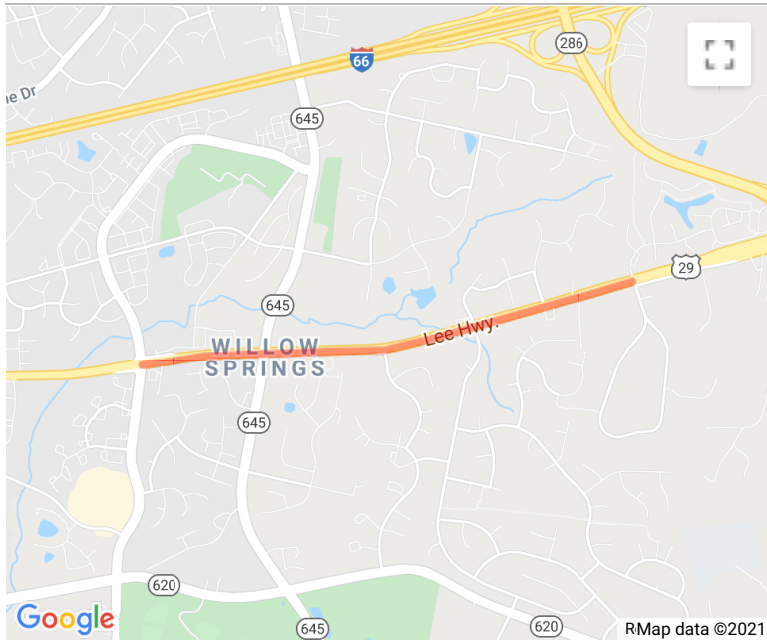
cc:

Ms. Betsy Massie, PRTC, Ms. Maria Sinner, P.E., VDOT, Mr. Norman Whitaker, AICP, VDOT

**National Capital Region Transportation Planning Board
 FY 2021-2024 Transportation Improvement Program
 Virginia Department of Transportation
 TIP Action 21-26: Formal Amendment
 Approved by the TPB Steering Committee on June 4, 2021**

<i>TIP ID</i>	6604	<i>Agency Project ID</i>	110329	<i>Total Cost</i>	\$95,679,564
<i>Lead Agency</i>	VDOT	<i>Municipality</i>		<i>County</i>	Fairfax
<i>Project Type</i>	Road - Add Capacity/Widening	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Lee Highway Widening Phase II				
<i>Project Limits</i>					
<i>Description</i>	Widen Route 29 from 4 lanes to 6 lanes from Union Mill Road to Buckley's Gate Drive, with added capacity, improved geometrics and pedestrian/bicycle facilities. Corresponding Debt Service UPC is 111986.				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	NHPP	-	\$259,128	-	-	-	-	\$259,128
PE	NHPP	-	\$4,737,813	-	-	-	-	\$4,737,813
PE	NHPP	-	-	\$664,814	\$1,993,783	\$2,079,216	-	\$4,737,813
PE	NHPP	-	-	\$-664,814	\$-1,993,783	\$-2,079,216	-	\$-4,737,813
<i>Total Preliminary Engineering</i>		-	\$4,996,941	-	-	-	-	\$4,996,941
ROW	NHPP	-	\$26,996,326	-	-	-	-	\$26,996,326
ROW	NHPP	-	-	-	-	\$1,425	\$26,994,901	\$26,996,326
ROW	NHPP	-	-	-	-	\$-1,425	\$-26,994,901	\$-26,996,326
<i>Total Right of Way</i>		-	\$26,996,326	-	-	-	-	\$26,996,326
CON	NHPP	-	\$21,118,574	-	-	-	-	\$21,118,574
CON	NHPP	-	-	-	-	-	\$21,118,574	\$21,118,574
CON	NHPP	-	-	-	-	-	\$-21,118,574	\$-21,118,574
CON	P3	-	\$41,912,664	-	-	-	-	\$41,912,664
CON	P3	-	-	-	-	-	\$41,912,664	\$41,912,664
CON	P3	-	-	-	-	-	\$-41,912,664	\$-41,912,664
<i>Total Construction</i>		-	\$63,031,238	-	-	-	-	\$63,031,238
<i>Total Programmed</i>		-	\$95,024,505	-	-	-	-	\$95,024,505



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00 Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21-26 Amendment 2021-2024	06/04/2021	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update, Schedule Change(s)

Funding Change(s):

Total project cost decreased from \$95,767,000 to \$95,024,505

* ACCP is not part of the Total

<i>TIP ID</i>	5601	<i>Agency Project ID</i>	PRTC0004	<i>Total Cost</i>	\$43,520,000
<i>Lead Agency</i>	VDOT	<i>Municipality</i>	Region-wide	<i>County</i>	
<i>Project Type</i>	Transit - Maintenance	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	PRTC - Preventive Maintenance				
<i>Project Limits</i>	Not Location Specific				
<i>Description</i>	Maintenance of the Omniride and Omnilink fleet.				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
CON	LOCAL	\$6,567,720	\$880,000	\$1,106,000	-	-	-	\$8,553,720
CON	SECT. 5307	\$19,928,800	\$2,560,000	\$3,856,000	-	-	-	\$26,344,800
CON	SECT. 5337- SGR	\$6,192,000	\$960,000	\$569,000	-	-	-	\$7,721,000
CON	STATE	\$150,080	-	-	-	-	-	\$150,080
CON	STBG	\$750,400	-	-	-	-	-	\$750,400
	<i>Total Construction</i>	\$33,589,000	\$4,400,000	\$5,531,000	-	-	-	\$43,520,000
	<i>Total Programmed</i>	\$33,589,000	\$4,400,000	\$5,531,000	-	-	-	\$43,520,000

*Not Location Specific

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00 Adoption	2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21-26 Amendment	2021-2024	06/04/2021	<i>Pending</i>	N/A	<i>Pending</i>

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update, Additional year of funding from recent appropriation.

Funding Change(s):

Total project cost increased from \$38,509,000 to \$43,520,000

Amendment Summary for TIP Action 21-26
Virginia Department of Transportation
Approved by TPB Steering Committee on June 4, 2021

TIP ID	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	NARRATIVE DESCRIPTION
6604	Lee Highway Widening Phase II	6	\$5,390,505	\$89,634,000	\$95,024,505	Cost change(s), Programming Update, Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>National Highway Performance Program</p> <ul style="list-style-type: none"> ▶ Delete \$174,000 in FFY 18 in PE ▶ Add funds in FY 2021 for PE for \$259,128 <p>National Highway Performance Program (AC)</p> <ul style="list-style-type: none"> ▶ Delete \$5,478,000 in FFY 18 in PE <p>+ Increase funds in FFY 21 in PE from \$4,576,000 to \$4,737,813</p> <p>+ Increase funds in FFY 21 in ROW from \$25,020,000 to \$26,996,326</p> <p>+ decrease funds in FFY 21 in CON from \$54,073,000 to \$21,118,574</p> <p>National Highway Performance Program (ACCP)</p> <ul style="list-style-type: none"> ▶ Delete 481,000 in FFY 18 in PE ▶ decrease funds in FFY 2022 in PE from \$795,000 to \$664,814 ▶ decrease funds in FFY 2023 in PE from \$2,403,000 to \$1,993,783 ▶ increase funds in FFY 2024 in PE from \$1,378,000 to \$2,079,216 ▶ delete \$1,130,000 in FFY 2023 in ROW ▶ add funds in FFY 2024 in ROW for \$1,425 <p>▶ Add funds in FUTURE in ROW for \$26,994,901, + CON for \$21,118,574</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 24 in PE for \$2,079,216 ROW for \$1,425 ▶ Add funds in FFY 23 in PE for \$1,993,783 <p>Public-Private Partnership (AC)</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 21 in CON for \$41,912,664 <p>Public-Private Partnership (ACCP)</p> <ul style="list-style-type: none"> ▶ Add funds in FUTURE in CON for \$41,912,664 <p>Total project cost decreased from \$89,634,000 to \$95,024,505</p> <p>* ACCP is not part of the Total</p>
5601	PRTC - Preventive Maintenance	13	\$5,011,000	\$38,509,000	\$43,520,000	Programming Update, Additional year of funding from recent appropriation.	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>Local</p> <ul style="list-style-type: none"> - Decrease funds in FFY 21 in CON from \$984,000 to \$880,000 ▶ Add funds in FFY 22 in CON for \$1,106,000 <p>Sect. 5337 - State of Good Repair Program</p> <p>+ Increase funds in FFY 21 in CON from \$616,000 to \$960,000</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 22 in CON for \$569,000 <p>Sect. 5307 - Urbanized Area Formula Program</p> <ul style="list-style-type: none"> - Decrease funds in FFY 21 in CON from \$3,320,000 to \$2,560,000 ▶ Add funds in FFY 22 in CON for \$3,856,000 <p>Total project cost increased from \$38,509,000 to \$43,520,000</p>



MEMORANDUM

TO: Transportation Planning Board Steering Committee
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Fall Meeting In-Person/Virtual Logistics: Discussion of Options and Preferences
DATE: May 28, 2021

COG has advised staff of plans to return to the office (with an increase to its previous telework frequency) starting September 1, 2021. We expect COG offices to be open to members and the public starting post Labor Day in September 2021. While a decision on in-person meetings at COG is yet to be made, we anticipate resuming in-person meetings post Labor Day as well. The Steering Committee will discuss the return to in-person meeting options and opportunities.

Staff anticipates that flexibility will be needed, as TPB member agency representatives reconcile personal and professional needs as they enter their office and resume routine daily activities. As such, staff suggests an interim arrangement for committee meetings for the remainder of 2021 to facilitate employee and employer transitions to new work arrangements. Staff will continue to reevaluate what is working and what needs further attention throughout the Fall. An assessment of the experience through 2021 to determinate plans for 2022 could be completed in December.

OPTIONS UNDER CONSIDERATION

Options for future meeting formats include, but are not limited to:

1. All virtual with no in-person option
2. Alternate in-person and all virtual meetings, monthly
3. In-person meetings, with WebEx and camera in the meeting room (Hybrid)
4. In-person meetings, with WebEx and no camera (how some meetings were conducted prior to pandemic)
5. In-person meetings, with audio only via conference call (how some meetings were conducted prior to pandemic)
6. Others?

Given the large number of committees, the diverse meeting and event schedules, and number of attendees, staff expects a diverse set of options to be chosen by different committees. Staff seeks Steering Committees guidance on the options and concurrence to conduct an anonymous survey later this summer to gather member feedback on preferences and comfort with returning to in-person committee meetings at COG. Additionally, COG staff plans to test some of the above options (particularly the Hybrid option) during the summer months in preparation for the post labor day return to office and meetings.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: June 10, 2021

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



National Capital Region
Transportation Planning Board

June 1, 2021

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

Re: RAISE Program Grant Application for Old Bridge Road/Gordon Boulevard Intersection
Improvements by Prince William County, Virginia

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 Prince William County for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to improve the intersection of Old Bridge Road/Gordon Boulevard.

This project will construct a grade separated interchange at the intersection of Gordon Boulevard (Route 123) and Old Bridge Road. This project is under an active Virginia DOT Strategically Targeted Affordable Roadway Solutions (STARS) study to develop an innovative, cost effective design solution that will work holistically with the Route 123 intersections at I-95 and Route 1 to improve operations along the corridor. Improvements to this intersection will eliminate dangerous weaving movements and would reduce congestion on Route 123 and at I-95 Exit 160: consistently ranked one of the top bottlenecks in the region. The project includes pedestrian and bicycle facilities on Route 123 and Old Bridge Road and would reconfigure the Old Bridge Commuter Lot to enhance access between the Commuter Lot and the I-95 Express Lanes for transit vehicles. The RAISE grant will provide funding to construct the intersection and to implement the recommended accessibility improvements of the solutions study.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported safety, transit accessibility, and targeted congestion spot improvements that provide a broad range of public and private transportation choices for our region while maximizing safety and improving accessibility and affordability for everyone.

The TPB requests your favorable consideration of this request by Prince William 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,

A handwritten signature in blue ink, appearing to read "Charles Allen".

Charles Allen
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Paolo Belita, Prince William County Department of Transportation



National Capital Region
Transportation Planning Board

June 1, 2021

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

Re: RAISE Program Grant Application for Prince William Parkway/Minnieville Road Intersection
Improvements by Prince William County, Virginia

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 Prince William County for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to improve the intersection of Prince William Parkway/Minnieville Road.

The Prince William Parkway (State Route 294) and Minnieville Road Intersection Project will construct a grade separated interchange to relieve congestion, improve safety and enhance connectivity and access to the regional network. This intersection serves key OmniRide bus transit routes and the project area is the focus of an active feasibility study for a dedicated bus/HOV lane to improve travel times between underutilized commuter lots in the project area and I-95 to increase transit and carpooling as commuter modes. The project includes pedestrian and bicycle facilities. The RAISE grant will provide funding for construction and to implement the recommended improvements of the feasibility study for this significant intersection.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported safety, transit accessibility, and targeted congestion spot improvements that provide a broad range of public and private transportation choices for our region while maximizing safety and improving accessibility and affordability for everyone.

The TPB requests your favorable consideration of this request by Prince William 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,

A handwritten signature in blue ink, appearing to read "Charles Allen".

Charles Allen
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Paolo Belita, Prince William County Department of Transportation



National Capital Region
Transportation Planning Board

June 8, 2021

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

Re: RAISE Program Grant Application by Arlington County, Virginia for the Arlington National Cemetery (ANC) Wall Trail Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Arlington County, Virginia for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the Arlington National Cemetery (ANC) Wall Trail Project.

The ANC Wall Trail will construct a ten-foot wide pedestrian and bicycle trail on the west side of Virginia Route 110, outside the boundary wall of Arlington National Cemetery, connecting Memorial Avenue with Columbia Pike. The project will complete a missing link of the National Capital Regional Trail Network, and when connected together with existing segments will provide a “crosstown” bicycle and pedestrian connection between all three of Arlington’s major radial development corridors: Rosslyn-Ballston, Crystal City, and Columbia Pike. The ANC Wall Trail will also provide a safe, direct connection between Arlington and the District of Columbia via the Memorial Bridge.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region’s long-range transportation plan, Visualize 2045. The ANC Wall Trail is part of the TPB’s adopted National Capital Trail Network, completion of which is one of the seven Aspirational Initiatives of Visualize 2045. 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. 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 Arlington 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,

Charles Allen
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Dennis Leach, Director of Transportation, Arlington County Department of Environmental Services



National Capital Region
Transportation Planning Board

June 8, 2021

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

Re: RAISE Program Grant Application by Loudoun County, Virginia for the Washington and Old Dominion (W&OD) Trail Overpass Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Loudoun County, Virginia for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to construct an overpass for bicyclist and pedestrians on the W&OD Trail.

The W&OD Trail is a 45-mile-long regional trail in Northern Virginia that starts in Arlington County and ends in the Town of Purcellville, Loudoun County used daily by thousands of people for walking, running, cycling, roller skating, horseback riding, commuting, and recreational purposes. In response to safety concerns, the W&OD crossing at Sterling Boulevard was identified through a prioritization process as the number one priority for trail safety in the County with 222 potential conflicts. Daily volumes on the trail are about 820 on weekdays and over 2,000 users on weekends, with vehicular traffic of about 27,000 vehicles a day. The requested RAISE grant funding will be used to build a grade-separated pedestrian and cyclist overpass above Sterling Boulevard.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The W&OD Trail is part of the TPB's adopted National Capital Trail Network, completion of which is one of the seven Aspirational Initiatives of Visualize 2045. 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. 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 Loudoun County. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the project would be added to the region's transportation improvement program (TIP).

Sincerely,

Charles Allen
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Joe Kroboth, Director, Loudoun County Department of Transportation and Capital Infrastructure



National Capital Region
Transportation Planning Board

June 8, 2021

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

Re: RAISE Program Grant Application for Virginia Railway Express (VRE) L'Enfant Station and Fourth Track Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Virginia Railway Express (VRE) for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program planning grant for the L'Enfant Station (Washington, DC) and Fourth Track (Virginia) Project.

The L'Enfant Station and Fourth Track Project includes the planning, design, permitting, and construction for an expanded VRE L'Enfant Station and an additional mainline track between the Virginia (VA) and L'Enfant (LE) interlockings in Washington, DC. The expanded station will support simultaneous boarding of two full-length trains. The project will aim to improve station access and customer convenience at the station while also improving service reliability through the provision of additional track capacity in the LE to VA rail corridor. The requested RAISE planning grant funding will be used to complete the final design for the project and will supplement Commonwealth of Virginia Rail Enhancement Fund and VRE capital funds currently committed for project planning, development and final design.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported investment in public transportation and improved transit accessibility to provide a broad range of public and private transportation choices for our region. This planning 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 Virginia Railway Express. 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,

Charles Allen
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Rich Dalton, CEO, Virginia Railway Express



National Capital Region
Transportation Planning Board

June 8, 2020

Paul J. Wiedefeld
General Manager
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, D.C. 20001-2693

Re: Street Smart FY 2022 funding

Dear Mr. Wiedefeld:

On behalf of the Transportation Planning Board (TPB) I am happy to inform you that the TPB will be renewing its “Street Smart” Pedestrian and Bicycle Safety Campaign in federal FY 2022. This region-wide campaign promotes safety for Pedestrians and Bicyclists including WMATA’s transit riders as they walk or bike to and from bus stops and Metrorail stations. The campaign is funded by DDOT, the Maryland Highway Safety Office, the Virginia Highway Safety Office, and WMATA. I am now asking that you consider renewing WMATA’s contribution of \$150,000 for FY 2022.

The Street Smart campaign cautions drivers to slow down and watch out for people walking and biking. Messages are delivered in both English and Spanish via online media, news stories, on-the-ground outreach, and outdoor media, including transit ads.

WMATA is a valued partner and funder of the campaign. WMATA’s financial contribution of \$150,000 accounted for 18% of the FY 2021 budget of \$820,000. WMATA also ran pro bono transit advertising when space was available. For the Spring 2021 campaign wave WMATA hosted a video testimonial wall at six Metro stations – Tysons, Suitland, Minnesota Avenue, Wheaton Avenue, Rhode Island Avenue, and Eisenhower Avenue. WMATA staff also served on the advisory committee and helped shape the development of the video testimonials which were launched in Fall 2019.

The Street Smart campaign benefits to WMATA include passenger safety messaging, advertising revenue, and partnership in a major public service program. The Street Smart campaign places advertising on WMATA buses, which often served corridors with heavy pedestrian activity. See the attached Fall 2020 Summary and the FY 2020 Annual Report for more details.

The Street Smart campaign has been successful in terms of increasing public awareness of the consequences of unsafe behaviors, changing reported pedestrian and motorist behavior, and leveraging earned media and local law enforcement. The transit advertising has been particularly effective.

As a unified regional campaign, Street Smart benefits from economies of scale in production and purchase of advertising, greater leveraging of federal funding from multiple recipients, and greater media attention than would be possible for an individual agency safety campaign.

For funds to be available for the Fall 2021 campaign wave, funding commitment letters should be sent to Director of Transportation Planning, Kanti Srikanth, at the address below by July 31, 2021. In addition, please also email a copy of the funding commitment letter to ksrikanth@mwkog.org.

Paul J. Wiedefeld
June 5, 2020

Should you have any questions about the campaign or the requested voluntary contribution, please contact Kanti Srikanth at (202) 962-3257. Thank you for your participation in this program that addresses one of our region's most critical needs: pedestrian and bicyclist safety.

Sincerely,

A handwritten signature in blue ink, appearing to read "Charles Allen".

Charles Allen
Chair, National Capital Region
Transportation Planning Board

cc: Kanti Srikanth, Director of Transportation Planning, MWCOG
James Wojciechowski, Vice President and Assistant Chief Safety Officer
James Carrington, Senior Planner, Office of Planning, WMATA



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: June 10, 2021

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Jon Schermann, Transportation Planner
SUBJECT: FY 2021 Regional Roadway Safety Program Technical Assistance Funding Recommendations
DATE: June 4, 2021

This memo provides information on the recommendations of the Selection Panel for the initial round of technical assistance under the Regional Roadway Safety Program (RSPP). The panel met in May and recommended 5 projects for funding. It is anticipated that the TPB will vote on the panel's recommendations at the July 21 meeting.

FUNDING RECOMMENDATIONS FOR FY 2021

A total of \$250,000 in FY 2021 Unified Planning Work Program (UPWP) funding was authorized for the Regional Roadway Safety Program. The RSPP Selection Panel recommends 5 projects for funding.

The recommended slate of projects supports the key TPB safety priorities:

- All 5 projects address one or more of the funding priorities outlined in TPB Resolution R3-2021.
- All 5 projects either directly or indirectly encourage improved road user behavior.
- All 5 projects work to identify and/or design safety countermeasures.
- Four projects are either entirely within or connect to Equity Emphasis Areas.

Projects recommended for funding:

MD 650 High Injury Network Safety Study and Design

Montgomery County, \$60,000

This project will conduct a roadway safety audit and subsequent design of selected recommendations for safety improvements along MD 650 (New Hampshire Avenue) from I-495 (Capital Beltway) to MD 320 (Piney Branch Road) in Montgomery and Prince George's Counties.

Roadway Safety Audits and Design Recommendation for County Maintained High Injury Network

Prince George's County, \$40,000

This project will conduct roadway safety audits to identify traffic safety issues faced by pedestrians and bicyclists on several county-maintained roadway segments. The project will also provide design recommendations for safety improvements along these roadway segments.

Bowie Road Safety Audit

City of Laurel, \$30,000

This project will conduct a roadway safety audit on Bowie Road, a 0.7-mile roadway that connects US 1 to MD 197 in City of Laurel. The audit will examine all aspects of roadway safety and traffic signal effectiveness to eliminate hazards for all road users, including motorists, pedestrians, and bicyclists.

Arlington / Virginia School Zone Speed Camera Guidelines

Arlington County, \$60,000

This project will develop guidelines to help identify, prioritize, and implement speed cameras in school zones. The project will include review and incorporation of best practices and lessons learned from other jurisdictions that have undertaken similar efforts. Guidelines will be data driven and equitable.

Herndon Parkway (Van Buren to Spring) Complete Street Safety Improvements

Fairfax County, \$60,000

This project will prepare a Complete Street multimodal design for Herndon Parkway, between Van Buren Street and Spring Street, that includes applicable safety countermeasures resulting in safer infrastructure for pedestrians, bicyclists, drivers and transit users travelling between the W&OD Trail, Herndon Metrorail Station, adjacent Equity Emphasis Area (EEA) and the surrounding region.

APPLICATION PROCESS

On January 19, 2021, the TPB issued a call for projects for the initial round (FY 2021) of Regional Roadway Safety Program technical assistance. The deadline for application submissions was March 22, 2021. Applicants were invited to submit optional abstracts which provided them an opportunity for TPB staff to review project concepts and provide feedback on how to develop stronger applications.

Like the TLC program, technical assistance was offered in amounts between \$30,000 and \$60,000 for planning projects, and up to \$80,000 for 30% design projects. The Call for Projects and the application form itself placed a focus on TPB priorities, including those described in TPB Resolution R3-2021.

The TPB received 11 applications (4 from Maryland jurisdictions and 7 from Virginia jurisdictions) totaling \$700,000 in funding requests for this round. \$250,000 is authorized. This includes three funding sources:

- \$150,000 from the TPB's FY 2021 UPWP core regional planning funds
- \$35,000 of Maryland UPWP Technical Assistance
- \$35,000 of Virginia UPWP Technical Assistance
- \$30,000 of District of Columbia UPWP Technical Assistance

SELECTION PROCESS

The selection panel included the following members:

- Usman Ali, Federal Highway Administration – DC Division
- Tim Kerns, Maryland Highway Safety Office
- Azadeh Norouzi, District Department of Transportation
- Stephen Read, Virginia Department of Transportation
- Jon Schermann, COG/TPB staff

The selection panel met on May 6 to review the project applications and develop a list of recommended projects for this round of technical assistance. The selection panel applied TPB funding priorities as well as their own extensive knowledge of roadway safety to assess the proposed projects. The selection panel members individually reviewed and scored each application in advance of the meeting and then used their scores to assign each application a high, medium, or low score. The rankings served as a starting point for the panel's collective discussion.

Based upon a consensus developed at the May 6 meeting, the selection panel developed a list of five projects to recommend to the TPB for approval. The panel believes this package of projects will result in safety improvements, including fewer deaths and injuries. In developing the list, the panel strove to equitably allocate the funding distribution between Maryland and Virginia.

In some cases, the panel chose to recommend funding at a lower level than requested on the application. These changes were made in accordance with information on scalability provided in the applications.

PROPOSED PROJECT COMPLETION TIMELINE

On July 21, 2021, the TPB will be asked to approve the proposed slate of 5 projects for technical assistance funding under the FY 2021 Regional Roadway Safety Program. Upon approval of the projects, TPB staff will begin to coordinate with the jurisdictions to begin the consultant selection process from a pre-qualified list of consultants. All projects will begin soon after consultant contracts are signed. The projects will be scheduled for completion by June 30, 2022.

For further questions regarding the Regional Roadway Safety program, contact Jon Schermann (jschermann@mwkog.org; 202-962-3317).



MEMORANDUM

TO: Transportation Planning Board
FROM: Karen Armendariz, TPB Public Engagement Specialist
Abigail Zenner, TPB Communications Specialist
SUBJECT: Overview of the “Aspiration to Implementation” Outreach Activity
DATE: June 10, 2021

This memo provides information about the background, purpose, and logistics about the Aspiration to Implementation activity that will begin on the last week of June and will culminate by July 31. An official email will be sent to the TPB prior to officially launching the outreach activity.

BACKGROUND

In 2017, while developing Visualize 2045, the TPB looked at more than 80 projects, programs, and policies that are not currently funded, but could potentially address key challenges the region is facing. Some of these ideas were packed into initiatives that were analyzed for their impacts on future transportation conditions.

Based upon analysis and discussion, the TPB endorsed seven initiatives in early 2018 for future concerted action and inclusion in the aspirational element of Visualize 2045.

The seven initiatives are:

- Bring Jobs and Housing Closer Together
- Expand Bus Rapid Transit 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 Trail Network

PURPOSE OF THE ASPIRATION TO IMPLEMENTATION ACTIVITY

The purpose of the Aspiration to Implementation activity is to reaffirm the importance and impact that the Aspirational Initiatives have in the region. TPB is doing this by highlighting examples of projects that align with the Aspirational Initiatives and have successfully been implemented throughout the region. By highlighting physical examples of these projects, TPB staff seeks to:

- Raise awareness of the TPB Aspirational Initiatives by allowing people to see how these concepts can be implemented.

- Meet people where they are and ask for feedback as they interact with projects that align with the Aspirational Initiatives.
- Allow the public to contribute to the TPB’s discussion and analysis about these initiatives by providing input about how these initiatives have been useful and what they need to continue accessing them in the future.

DETAILS

Project Related Posters:

Staff will highlight projects that align with a specific Aspirational Initiative by placing a poster with a QR code that can be scanned to access the webpages on the Visualize 2045 website. Once on the website, participants will be able to watch an informational video about the TPB’s Aspirational Initiatives and respond to a series of questions that ask how the specific project has impacted them. The figure below shows the respondent’s journey after finding a poster.



A web page will also be available on the Visualize 2045 website. This page will be able to be accessed by any member of the public without having to encounter a poster or having to scan a QR code.

PROMOTION AND AMBASSADORS

To get the word out about this outreach, staff will also be promoting the activity on social media and word of mouth. Staff will provide Visualize 2045 ambassadors with talking points, sample text for newsletters, and sample social media posts to share.

The ambassadors, as influencers in the region will be asked to participate in the social media campaign. The campaign will include a digital passport that can be filled out by visiting selected sites in the region. Ambassadors will also be asked to share pictures of the signs when they encounter them around the region. Staff will also ask ambassadors to share the campaign with their networks, neighbors, and constituents to spread the word and encourage participation.



MEMORANDUM

TO: Transportation Planning Board
FROM: Stacy Cook, TPB Transportation Planner
SUBJECT: Summary: TPB Work Session: Facilitated Review of Technical Inputs (May 19, 2021)
DATE: June 10, 2021

This memorandum summarizes the comments made by the members of the National Capital Region Transportation Planning Board (TPB) on the technical inputs for the update to Visualize 2045 and the Transportation Improvement Program (TIP) during the TPB's May 19, 2021 work session. This memorandum also summarizes the information and responses provided by TPB member agency technical staff and TPB staffs. The memorandum is organized into two sections, general comments, and project-specific comments.

INTRODUCTORY REMARKS

Welcoming members to the work session, board Vice-Chair Ms. Pamela Sebesky noted that the work session was a follow-up to the April work session. She noted the purpose of the session as a review of proposed inputs to be included in the Air Quality Conformity Analysis. The work session began where the April meeting left off, reviewing projects proposed by the state and local jurisdictions. The review order was noted as Maryland projects, followed by Virginia and the District of Columbia, and ending with other regional projects.

Director Srikanth reviewed a slide deck that summarized the regional policy documentation provided to the board for all projects in the constrained element of the plan and thanked the more than fifty technical staff members across the region for providing the information that is included in this documentation. The presentation was posted on the meeting page:

<https://www.mwco.org/events/2021/5/19/transportation-planning-board/>

Ms. Cook then began facilitating the review.

MARYLAND PROJECTS

Mr. Earl Lewis and Ms. Caryn Brookman of the Maryland Department of Transportation began by briefing the members on the changes to the I-495/I-270 Express (HOT) Lanes project that had recently been announced by the Governor of Maryland. The most significant change was the proposed construction of HOT lanes on I-495 from I-270 to Woodrow Wilson Bridge was being changed to a study. This meant that the project would no longer be included in the regional air quality conformity analysis. The presentation can be found at the end of this memorandum.

Mr. Marc Korman, Maryland House of Delegates, asked a question about Table 2 of the Appendix E of the regional policy documentation. He questioned why none of the Maryland projects denotes "expand bus rapid transit and transitways regionwide" and "move more people on Metrorail." He

commented that the Purple Line would move more people on Metrorail and the HOT lanes project and that is not noted in the project's description. He also said that the HOT lanes project has been presented to provide busses access to the rapid lanes and also expansion of bus capacity at Shady Grove Metro station yet did not see any of these in the description here. Mr. Lewis agreed that both projects would benefit transit and transit ridership and said he would look into the project descriptions. He said that Maryland invests a significant amount of funding on transit and will continue to do so given that transit is a critical element of the transportation system..

Mr. Korman followed up asking if MDOT is required to investment in transit by law. Mr. Lewis responded noting its more than the law and that they are working not only for compliance but also to meet expectations of the constituency by investing to increase transit usage and to make it successful.

Mr. Victor Weissberg, Prince George's County, added to the comments that the inclusion of transit to the American Legion Bridge I-270 to I-70 Traffic Relief Plan is essential to the regional balance and connectivity especially considering the connection to Northern Virginia across the Woodrow Wilson Bridge.

Ms. Kacy Kostiuk, Takoma Park, asked about what changes occurred in the project submission for the American Legion Bridge in regard to the I-495 section, particularly with regard to conformity analysis. Ms. Cook noted that the comment period packet includes an updated conformity analysis table that shows the changes to the HOT lanes project made during the comment period. Mr. Lewis noted the project between American Legion Bridge and I-270 will proceed with construction while remainder on I-495 will remain under study. MDOT is planning to work with local jurisdictions and stakeholders on how to address congestion across the Maryland component of I-495.

Ms. Cook asked Ms. Jane Posey, TPB, if she would like to speak on the study being done for the I-495 project in relation to the air quality conformity analysis inputs. Ms. Jane Posey noted that portion of the beltway that is under study would not be able to move forward into construction until it comes back through a conformity analysis and approved as part of project inputs for the TPB. Mr. Weissberg asked if that includes the transit component as well. Ms. Posey confirmed it does.

Ms. Bridget Newton noted that the City of Rockville submitted a letter to TPB with concerns about the proposal for HOT lanes on I-270. She mentioned taking I-495 off the table does not help the entire situation and another analysis is needed to see if the southern portion of I-270 will have positive impacts. Ms. Newtown also noted that significant costs will be incurred along the project that have yet to be accounted for and commented that MDOT-SHA has not responded to the City's requests for information from November 2020. She ended her comments noting that the problem isn't in the lower portion of the project but is rather located at the bottleneck where the 6-lane portion becomes 2-lane. The City of Rockville would be severely impacted.

Ms. Kostiuk asked about the assumptions on the vehicle miles traveled (VMT) for the expansion project. She wanted to know to what extent VMT analysis looks at the potential for increased congestion on other streets. Mr. Lewis noted MDOT's goal at managing VMT, as Maryland continues to reduce VMT per capita, they will continue to monitor the impact that COVID and post-pandemic life will have on VMT per capita. He mentioned the importance to continue of transit to help relieve congestion and help reduce emissions.

In response to Ms. Newton, Mr. Lewis added that congestion in that corridor is from the bridge and up to I-270. He noted that previous studies identified the congestion and recognize it as an important issue that needs to be addressed.

Mr. Mark Phillips, WMATA, noted that he found discrepancies in Tables 1 and 2 for multiple projects in different jurisdictions. Mr. Phillips asked Ms. Cook, between the project text and tables, which are likely to be more accurate or if staff needs more time to review and make corrections. Ms. Cook acknowledged the discrepancies and noted that most of the available information is correct but to defer to text, in the case of discrepancies. Due to the technical nature of the questions, she also noted that there is the possibility for different interpretations of the checkboxes in the tables. She ended by noting that staff will review the documentation. Mr. Phillips asked if Mr. Lewis had any comments on how the I-270/I-495 project would address greenhouse gasses and VMT. Mr. Lewis replied noting that the data in the tables and text will be reviewed. He mentioned that there is a long-term trend towards the electrification of vehicles which will drive emissions down and reduce congestion and greenhouse gasses from idling vehicles. He said that more research will be done to see how to meet MDOT's GHG objectives.

Mr. Lewis noted MDOT's participation with the Maryland Commission on Climate Change and gave some insight on the work being done to address climate change and greenhouse gas emissions. He ended his statements mentioning no concern that the I-270/I-495 project will impact MDOT's ability to meet their GHG objectives.

Mr. Shyam Kannan, WMATA, stated that the responsibility of the Board is to make sure that the project submissions are fully completed. He stressed the importance of completeness when considering approval of investments. He noted difficulties in the ability to approve of projects that contain discrepancies or lack information to support data. Mr. Lewis noted that the manage lane study is part of the Traffic Relief Plan and the project is a private-public partnership which does not use state funds to build the project. He noted that it's a critical infrastructure project that will help relieve congestion.

Ms. Cook noted that the technical transportation staff across the region have taken the time to provide narrative and binary responses to the project submissions. She noted the binary responses for the 400+ projects and the narrative responses are complete, except for a few projects for which questions may not apply. Ms. Cook asked the board members to reach out to her if there is specific information needed on a particular project.

VIRGINIA PROJECTS

Ms. Maria Sinner, of the Virginia Department of Transportation, began by speaking about VDOT's work to complete all the project regional policy documentation packages and descriptions and thanked all of the sister agencies who contributed to gather all of the data. She noted that VDOT is very focused on reducing greenhouse gasses and VMT per capita through projects, policies, and strategies. She also noted that VDOT was questioned about their efforts in helping to mitigate climate change issues during the April Work Session. To address those questions, VDOT prepared a presentation during which Mr. Norman Whitaker briefed the participants about VDOT's environmental activities. He went over the Statewide Vision and discussed efforts VDOT is participating in to mitigate greenhouse gas emissions. He also provided examples of efforts in place

and strategies being encouraged that would help reduce greenhouse gas emissions and address VMT, specifically looking at the multi-modal express lane system, Performance-Based Planning, and emerging clean technologies. Mr. Whitaker noted the Regional Multi-Modal Mobility Program (RM3P) for which VDOT is partnered with NVTA. It was described as a technology that combines travel demand management with intelligent transportation systems using artificial intelligence. The presentation can be found at the end of the memorandum.

Ms. Jeanette Rishell, Manassas Park, noted that individuals or groups can misrepresent facts and thanked Mr. Whitaker for his presentation and hopes it clears up any misinformation.

DISTRICT OF COLUMBIA PROJECTS

Ms. Lezlie Rupert of the District Department of Transportation commented that the DDOT program reflects and is committed to the District's goals, federal requirements, and the region's goals and aspirations. DDOT is working to utilize their right of way to create a safe and connected network for all modes of transportation. Ms. Rupert noted that none of DDOT's projects increase capacity and are not anticipated to increase VMT or have any adverse impact to the regional climate. No questions were received by DDOT since the April Work Session where there was discussion on H & I Street.

No questions or comments were asked by the participants.

OTHER PROJECTS/TECHNICAL INPUTS

No questions or comments were asked by the participants.

Mr. Srikanth ended the meeting by inviting Board members to reach out to the TPB if there are any questions or comments in the next 10 days.



American Legion Bridge I-270 to I-70 Relief Plan

Transportation Planning Board

Work Session #2

May 19, 2021



American Legion Bridge I-270 to I-70 Relief Plan

- **Phase 1 South** is I-495 from George Washington Parkway to MD 187 and then I-270 from I-495 to I-370 including the I-270 east spur from MD 187 to I-270 – part of the I-495 & I-270 Managed Lanes Study (MLS)
- **Phase 1 North** is I-270 from I-370 to I-70 and is a separate study that is in Pre-NEPA





MLS Project Update *Continuous Collaboration*

Since the January IAWG, MDOT SHA has continued to address DEIS comments and has been meeting with individual agencies and stakeholders to hear concerns and work towards a resolution of critical study topics.

- Held over 20 office and field agency coordination meetings with various agencies and stakeholders, including but not limited to:
 - FHWA, EPA, NCPC, NPS, USACE, US Navy
 - DNR, MDE
 - M-NCPPC, Montgomery County DOT, Prince George's County DPW&T
 - City of Rockville
 - Washington Biologists' Field Club
- Held Section 106 Consulting Parties Meeting
- Established Executive Steering Committee
- Continued Economic Working Group efforts
- Established Environmental Justice Working Group
- Re- initiated Community Meetings



Recommended Preferred Alternative (RPA)

- Announced in January, **Alternative 9 was identified as the RPA** based on results of traffic, engineering, financial and environmental analyses and public comment
- After several months of further coordination with and listening to our agencies and stakeholders on Alternative 9 as the RPA, MDOT is **now aligning the MLS to be consistent with the phased delivery and permitting approach**
- MDOT and FHWA have identified a **new RPA, Alternative 9 – Phase 1 South** to include the same two new HOT managed lanes in each direction as described in Alternative 9 included within the Phase 1 South limits only.
- No action at this time on I-495, east of the I-270 east spur.



Alternative 9 – Phase 1 South

Two HOT Lanes: I-495 from George Washington Memorial Parkway (GWMP) to MD 187 and then I-270 from I-495 to I-370 including I-270 east spur from MD 187 to I-270

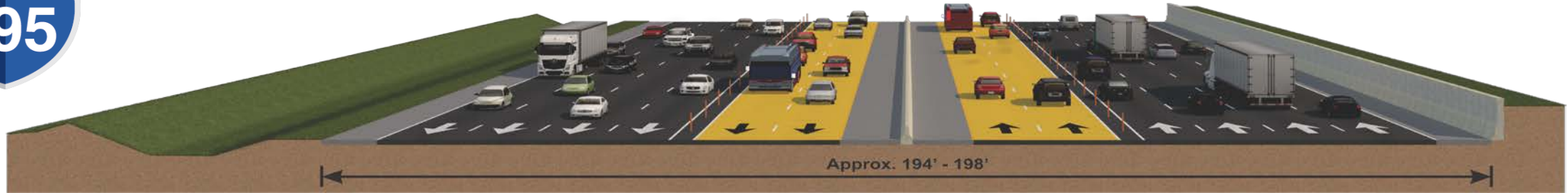
No Action: On I-495 From MD 187 to West of MD 5





New Recommended Preferred Alternative

Add two HOT managed lanes in each direction on I-495 from the GWMP to MD 187



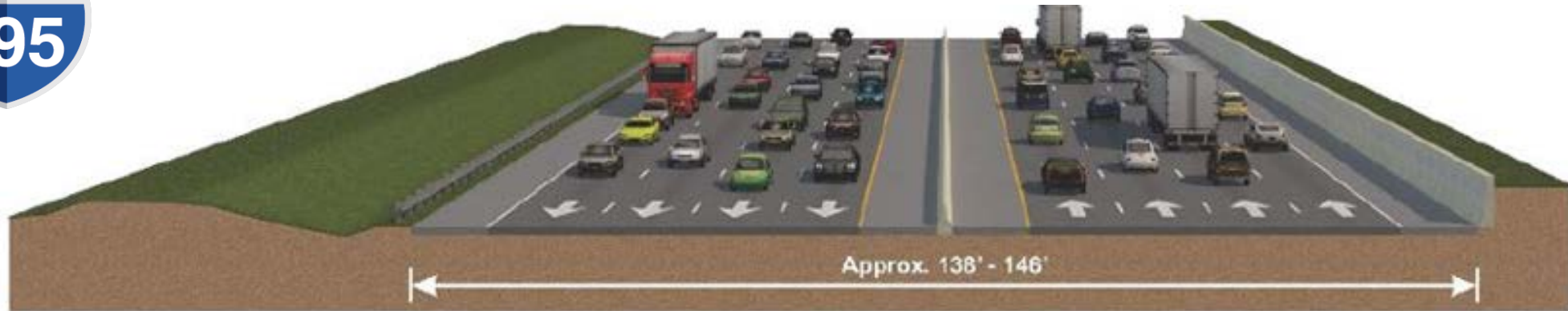
Convert existing HOV lane to HOT managed lane and add one HOT managed lane in each direction on I-270 between I-495 and I-370 and the I-270 East Spur from MD 187 to I-270





New Recommended Preferred Alternative

No Action on I-495 from MD 187 to West of MD 5





New Recommended Preferred Alternative- Key Points

- Further aligned with the ***phased delivery and permitting approach***
- Focuses the improvements on Phase 1 South including the ALB which is the ***biggest traffic chokepoint in the region and the area that has broad regional support***
- ***Does not include improvements to the remaining parts of the interstate system*** within the scope of the MLS area. This does not mean improvements will not be needed on these remaining parts of the system. Only that if the new RPA is selected at the conclusion of the study, then consideration of improvements to those remaining parts would have to ***advance separately, subject to additional environmental studies, analysis and collaboration*** with the public, stakeholders and agencies.
- ***Avoids ALL residential and commercial property displacements, avoids significant NPS resources and avoids approximately 22 acres of M-NCPPC parkland*** including Rock Creek Park, Sligo Creek Park and Northwest Branch Stream Valley Park
- New RPA is ***responsive to and addresses comments*** heard from the public and some partner agencies and gives the ability to ***continue to work through issues*** raised outside of Phase 1 South ***through further collaboration*** with agencies and the public in future environmental studies.



New Recommended Preferred Alternative- Key Points

- Includes replacing the ALB which is part of a **bi-state effort to improve mobility** and would **provide a seamless regional system of managed lanes** by connecting to Virginia over the ALB
- **Waiting to replace the American Legion Bridge is not an option.** There are no State funds available for this work and MDOT must address the **need for a new deck by 2030.**
- **Transit, bicycle/pedestrian and environmental commitments and enhancements, above and beyond mitigation,** that have been previously coordinated within Phase 1 South **will remain** and will be developed further.
- Continues to provide **options for travel** and **reduces reliance on single occupancy vehicles** by keeping all **existing general-purpose lanes free** and permitting **buses, carpool, vanpool and personal vehicles with three or more** people to **travel faster and more reliability** in the new HOT lanes **free of charge any time of the day.**
- A **Supplemental Draft Environmental Impact Statement (SDEIS)** is being completed and will be of limited scope to focus on new information relative to the **new RPA, Alternative 9 – Phase 1 South.**



Updated Air Quality Conformity Determination

- February 2021 revisions to the project submissions for inclusion in the Air Quality Conformity Analysis **remain unchanged**- changing Express Toll Lanes (ETL) to High Occupancy Toll (HOT) lanes
- **Additional changes now proposed** based on new RPA:
 - Changing the phases on I-495 East of MD 187 to the Woodrow Wilson Bridge and I-270 east spur from east of MD 187 to I-495 **from construction to study status**- These areas **will not** be included in the modeling effort
 - Remaining phase on I-495 from American Legion Bridge to east of MD 187 and I-270 from I-495, including the I-270 west spur to I-70 will **remain as construction**. This area **will** be included in the modeling effort.
 - The new estimated cost is \$6.0 billion.



Questions?



COMMONWEALTH OF VIRGINIA: ENVIRONMENTAL STEWARDSHIP AND TRANSPORTATION

S

Norman Whitaker AICP, VDOT NoVA District Transportation Planning Director

5/19/21

Commonwealth of Virginia Environmental Stewardship

- **Statewide Vision:**
 - Legislation and Executive Orders
 - Wide range of initiatives from litter pickup to clean electric grid legislation
- **Greenhouse Gas Mitigation**
 - Studies – statewide analysis and corridor specific pilot
 - Environmental Mitigation Trust (VW Trust)
 - Regional Greenhouse Gas Initiative and Transportation Climate Initiative
 - Multi-modal approach to major projects
 - Complete Streets policy
 - DRPT multimodal transportation and land use planning guidelines
 - Expanding commuter rail system
 - Regional transit funding from Commonwealth and local governments

- **Multi-modal Express Lane System**
 - Tolls as a funding stream for transit
 - Intelligent Transportation Systems (ITS), Travel Demand Management (TDM)
 - Discourage SOVs. HOVs and buses ride free
 - System of park-and-ride lots
- **Performance Based Planning : VTRANS and Smart Scale**
 - Emphasis on cost effective solutions, multi-modalism, operational improvements, connectivity and continuity, congestion abatement
 - NVTA uses similar performance based metrics
- **Emerging Clean Technologies**
 - Electric vehicles, automated and connected vehicles
 - Bus Rapid Transit (BRT)
 - Regional Multi-Modal Mobility Program ([RM3P](#)) partnership with NVTA



MEMORANDUM

TO: Transportation Planning Board
FROM: Nicole McCall, TPB Transportation Planner
John Swanson, TPB Transportation Planner
SUBJECT: Solicitation for Applications: The Transit Within Reach Program
DATE: June 10, 2021

The application period for the TPB's new Transit Within Reach Program opened on Monday May 3. The deadline for applications is July 1.

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

PROGRAM OVERVIEW

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

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

Cost estimates of improvements

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

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

The program complements the Transportation Land-Use Connections (TLC) Program, which also funds technical assistance for local governments throughout the region. But unlike Transit Within Reach, the TLC Program funds planning projects, as well as design. And, while the TLC Program also promotes access to transit, its projects typically address other topics as well.

BACKGROUND

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

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

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

APPLICATION PROCESS

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

The current application period will be open between May 3, 2021 and July 1, 2021. Applicants may submit an optional abstract by May 18, 2021. TPB staff will provide preliminary feedback on the abstracts approximately one week after their submittal. In advance of convening a selection panel, TPB staff will ask state and regional agencies to comment on the applications.

The selection panel will include individuals with pedestrian, bicycle, and transit expertise. The panel will be encouraged to select projects representing a variety of different types of transit – Metrorail, commuter rail, bus rapid transit, etc. The TPB is scheduled to approve projects for funding in September or October of 2021.

SCHEDULE

- Application period opens: May 3, 2021
- Abstracts due (optional): May 18, 2021
- Applications due: July 1, 2021
- Selection panel recommendations: July to August 2021
- TPB approves projects: September to October 2021
- Task Orders developed for projects: November to December 2021
- Project kickoff meetings: January 2022
- Project completion: December 2022

FUNDING PRIORITIES

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

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

FOR MORE INFORMATION

The Transit Within Reach application can be downloaded at:

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

For more information, contact

- Nicole McCall, nmccall@mwcog.org
- John Swanson, jswanson@mwcog.org



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, Transportation Planner
Arianna Koudounas, Regional Planner
SUBJECT: Virginia Solicitation for Applications for the Transportation Alternatives Set-Aside Program
DATE: June 10, 2021

For Virginia, the application period for the Transportation Alternatives Set-Aside (TA Set-Aside) Program began on May 17, 2021. The application deadlines are listed below:

- Virginia Transportation Alternatives Set-Aside:
 - Pre-applications: May 17 – July 1, 2021 (Note: Pre-applications are mandatory)
 - Applications: Due October 1, 2021 (Note: Virginia is on a two-year funding cycle)
- See www.virginiadot.org/business/prehancegrants.asp

The TA Set-Aside 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/.

Applications must be submitted through the state DOTs, which are responsible for selecting projects on a statewide basis using some TA Set-Aside funding. However, under federal law, another portion of the program's funds are suballocated to the TPB, which is responsible for selecting additional projects for our region's portions of DC, Maryland, and Virginia. The FY 2022 application periods for Maryland ends on May 17. For DC, the application period ended on May 12. The TPB is currently expected to approve funding on July 21, 2021 for projects in D.C. and Maryland.

For Virginia, the TPB is tentatively scheduled to approve the next of projects in February of 2022.

Past recipients of technical assistance through the TPB's Transportation Land Use Connections (TLC) Program are encouraged to consider seeking funding for capital improvements through the TA Set-Aside Program. The TPB also encourages TA Set-Aside applications that support policies highlighted in Visualize 2045, our region's adopted long-range transportation plan.

For more information about the TPB's role in this program, please contact John Swanson (jswanson@mwkog.org; 202-962-3295) or Arianna Koudounas (akoudounas@mwkog.org; 202-962-3312).

ITEM 7 – Action

June 16, 2021

Visualize 2045: Approval of the Project Submissions for Inclusion in, and the Scope of Work for, the Air Quality Conformity Analysis for the 2022 Update to Visualize 2045 and The FY 2023-2026 TIP

Action: Adopt Resolution R19-2021 to approve the project submissions for inclusion in, and the scope of work for, the Air Quality Conformity Analysis for the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP.

Background: The TPB’s long-range transportation plan, Visualize 2045, adopted in 2018 and amended in 2020, must be updated, reviewed, and approved by federal agencies by the end of 2022 along with a new FY 2023-2026 TIP. Given the federal status of the planning area (designated as “non-attainment” of the federal 2015 Ozone Standard), the projects proposed to be included in the constrained element of the updated plan and new TIP must undergo a regional air quality conformity determination analysis.

The board will be briefed on the status of its request for a deadline extension to complete this update (subsequently denied by USDOT) and will receive an overview of the various federally prescribed tasks completed, including assessment of the fiscal constraint of the updated plan, to support commencing the regional air quality conformity analysis.

All elements of the inputs for the air quality conformity analysis have gone through committee and/or formal public review process during the months of April and May. The TPB held two work sessions during April and May to review the proposed updates to the projects.

TPB R19-2021
June 16, 2021

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

**RESOLUTION ON INCLUSION OF PROJECT SUBMISSIONS IN THE
AIR QUALITY CONFORMITY ANALYSIS FOR THE
CONSTRAINED ELEMENT OF THE UPDATE TO VISUALIZE 2045 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 metropolitan area, has the responsibility under the provisions of Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the federal metropolitan planning regulations (23 CFR.450) assign TPB the responsibility to cooperatively develop the long-range metropolitan transportation plan (LRTP) and transportation improvement program (TIP) specified in Sections 450.324 and 450.326; and

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

WHEREAS, the Statewide and Metropolitan Transportation Planning rule as published in the May 27, 2016 Federal Register by the FTA and FHWA requires that the LRTP and the TIP be reviewed and updated at least every four years; and

WHEREAS, federal conformity regulations, originally published by the Environmental Protection Agency in the November 24, 1993 Federal Register and with latest amendments published in April 2012, based on the federal Clean Air Act (CAA Section 176(c)), require that the metropolitan transportation plan, program and projects in metropolitan areas not in attainment of national ambient air quality standards, demonstrate conformity to the area's state implementation plan; and

WHEREAS, federal conformity regulations require that the conformity analysis of the plan, program and projects be reviewed and updated at least every four years; and

WHEREAS, on October 17, 2018, the TPB adopted resolution R4-2019 determining that the Visualize 2045 Plan and FY 2019-2024 TIP conform with the requirements of the Clean Air Act Amendments of 1990, resolution R5-2019 approving the Visualize 2045 Plan, and resolution R6-2019 approving the FY 2019-2024 TIP, and the Visualize 2045 Plan and FY 2019-2024 TIP were approved by the FTA and FHWA on December 13, 2018; and

WHEREAS, on March 18, 2020, the TPB adopted Resolution R14-2020 determining that the FY 2021-2024 TIP and the 2020 Amendment to the Visualize 2045 Plan conform with the requirements of the Clean Air Act Amendments of 1990, resolution R15-2020 approving the Visualize 2045 Plan, the FY 2019-2024 TIP; and

WHEREAS, the TPB has to complete its four year review and update of the plan, program, and projects along with the conformity analysis and receive federal approval by December 2022, therefore the TPB issued the Technical Inputs Solicitation Submission Guide, approved an update schedule with final plan approval anticipated in June 2022, and asked for inputs and updates to develop the FY 2023-2026 TIP and the updated Visualize 2045 Plan on December 16, 2020; and

WHEREAS, on April 2, 2021, the inputs to the Air Quality Conformity Analysis for the update to Visualize 2045 and the FY 2023-2026 TIP and the Air Quality Conformity Analysis Scope of Work were released for a 30-day public comment period and inter-agency review; and

WHEREAS, the submitted inputs for the update to the Visualize 2045 Plan and the FY 2023-2026 TIP and the Air Quality Conformity Analysis Scope of Work have been reviewed by the Technical Committee at its meetings on March 5, 2021; April 2, 2021; and June 4, 2021; and

WHEREAS, the TPB was briefed on the submissions for the update to the Visualize 2045 Plan and the FY 2023-2026 TIP at its April and May 2021 meetings and two board work sessions were conducted to provide a facilitated review of those inputs; and

WHEREAS, the project submissions for the update to the Visualize 2045 Plan and the FY 2023-2026 TIP have been developed to meet the financial constraint requirements in the Metropolitan Planning Rules and show the consistency of the proposed projects with already available and projected sources of transportation revenues.

NOW, THEREFORE, BE IT RESOLVED THAT: the National Capital Region Transportation Planning Board approves:

1. The Air Quality Conformity Analysis Scope of Work, as described in Attachment 1; and
2. The project submissions of the TPB member agencies, listed in tables in Attachment 2, for inclusion in the Air Quality Conformity Analysis for the proposed FY 2023-2026 TIP and update to the Visualize 2045 Plan; and
3. The draft Round 9.2 Cooperative Forecasts of employment, population and households developed by COG's Planning Director's Technical Advisory Committee for use in the Air Quality Conformity Analysis, as described in Attachment 3.



June 4, 2021

**AIR QUALITY CONFORMITY ANALYSIS:
2022 UPDATE TO VISUALIZE 2045 & FY 2023-2026 TIP**
DRAFT SCOPE OF WORK

I. INTRODUCTION

The list of projects solicited for the 2022 Update to the Visualize 2045 Long-Range, Transportation Plan (LRTP) and FY 2023-2026 Transportation Improvement Program (TIP) is scheduled to be finalized at the June 16, 2021 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. Provide expeditious implementation of Transportation Control Measures (TCMs)
3. 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 mobile emissions budgets in the 2008 Ozone NAAQS¹ Maintenance Plan. In August 2018 EPA found these budgets adequate for use in conformity analyses, and the budgets were used in the 2020 Amendment to Visualize 2045 conformity analysis. 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.

¹ The region did not develop mobile emissions budgets for the 2015 ozone NAAQS when the region was designated as “marginal” non-attainment because marginal non-attainment areas are not required to develop mobile emissions budgets. Therefore the current mobile emissions budgets are from the 2008 Ozone NAAQS Maintenance Plan.

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

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

³ Staff will analyze the region’s attainment date for the 2015 Ozone Standard. It is currently 2021 but may be changed to 2023 or 2024 if the region’s non-attainment designation is changed from “marginal” to “moderate”.

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. WORKTASKS

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 2019 (most recent available transit service prior to COVID restrictions)
 - Fares current to March 1, 2021
3. Determine Characteristics of the Motor Vehicle Fleet by Preparing 2020 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 9.2 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:
 - 2021 (and/or 2023 or 2024), 2025, 2030, 2040, and 2045 highway networks
 - 2021 (and/or 2023 or 2024), 2025, 2030, 2040, and 2045 transit network input files
 - Update highway tolls and transit fares as necessary
 6. Execute travel demand modeling for years 2021 (and/or 2023 or 2024), 2025, 2030, 2040, and 2045
 7. Derive mobile emissions estimates for years 2021 (and/or 2023 or 2024), 2025, 2030, 2040, and 2045 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

Plan and TIP Update Schedule

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

**INPUTS TO THE AIR QUALITY CONFORMITY ANALYSIS of
the 2022 UPDATE TO VISUALIZE 2045 and the
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

District of Columbia TRANSIT projects.....	1
Maryland TRANSIT projects.....	1
Virginia TRANSIT projects	2
District of Columbia HIGHWAY projects.....	5
Maryland HIGHWAY projects	10
Virginia HIGHWAY projects	21

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

DRAFT 6/09/2021

	ConID	Scenario	Improvement	Facility	From	To	Projected	PIT Project ID
							Complete	
DDOT								
1	613	DCSTHST2	Construct	Benning Road Streetcar Extension	Oklahoma Avenue NE	45th Street/Benning Road Metro	2023-2026	5754
2	793	WATEREXT	Implement	DC Circulator Expansion	Navy Yard Route Realignment	36th St.	2018 Complete	6103
3	794	UHOWEXT	Implement	DC Circulator Expansion	Rosslyn to Dupont Circle Route	Extension to U St./Howard University	2018-2026	6103
4			Implement	DC Circulator Realignment	Potomac Ave.	Skyland	2018 Complete	6103
5	822	HIBUS	Implement	H St. NW Peak Period Bus-Only Lanes Pilot Project	19th St NW	14th St NW	2019 Complete	CE3196
6	823	HIBUS	Implement	I St. NW Peak Period Bus Only Lanes Pilot Project	13th St. NW	Pennsylvania Ave. NW	2019 Complete	CE3196
7			Construct	K St. NW Transitway	9th St. NW	21st St. NW	2024-2025	CE3081
8	610	DCSTGTWN	Construct Implement	Union Station/Georgetown Streetcar	K Street/34th Street NW	3rd Street/H Street NE	2030-2040	CE3081
9	989		Implement	16th St. Bus Priority Improvements	H St. NW	Arkansas Ave NW	2020-2022	6638
10			Implement	H St. and I St Bus lanes Phase 2	13th St. NW	Pennsylvania Ave NW	2021	3212
11	7823		Study	7th St. NW Bus Improvements	Massachusetts Avenue	Pennsylvania Ave.	Not Coded	3212
12	7835		Study	H St. NW Bus Improvements	14th St. NW	North Capitol St.	Not Coded	3212
13	7834		Study	Minnesota Avenue SE Bus Improvements	Pennsylvania Avenue SE	East Capitol Street	Not Coded	3212
14	10614		Study	MLK Ave SE Bus Improvements	Good Hope Road	Redwood Street	Not Coded	3212
MDOT/MTA								
15	617	MARCFRQ	Implement	Brunswick Line Service Improvements			2029	CE3427
16	618	MARCFRQ	Implement	Camden Line Service Improvements			2029	CE3427
17	481	CCTBRT	Construct	Corridor Cities BRT	Shady Grove	Comsat	2028-2035	CE1649
18	619	MARCFRQ	Implement	Penn Line Service Improvements			2029	CE3427

NOTE: Shaded areas represent changes from the 2020 Amendment to Visualize 2045. Pink shading indicates technical corrections made since the beginning of the comment period.

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

DRAFT 6/09/2021

	ConID	Scenario	Improvement	Facility	From	To	Projected	PIT Project ID
							Complete	
19	479	PURPLE	Construct	Purple Line Transitway	Bethesda	New Carrollton	2020 2023	2795
20	480	SSTCTR	Construct	Silver Spring Transit Center	Phase II		2017 complete	
Montgomery County								
21	669		Study	Countywide BRT	various corridors		Not Coded	
22		RANDBRT	Implement	Randolph Road BRT	US 29	MD 355	2040	CE3662
23	5062	NBETHBRT	Implement	North Bethesda Transitway BRT	Montgomery Mall Transit Center	White Flint	2035 2030	CE3663
24		MD355BRT	Implement	MD 355 BRT	MD 410 East-West Highway	Clarksburg Rd.	2045 2030	CE3424
25		VEIRSBRT	Implement	Veirs Mill Road BRT	MD 355 Rockville Pike	MD 97 Georgia Ave.	2030 2025	CE3103
26	982	NHBRT	Implement	New Hampshire Ave. BRT	Colesville Park and Ride	Takoma Metro Station	2045	CE3672
27		29BRT	Implement	US 29 BRT	Burtonsville	Silver Spring Transit Center	2020 Complete	CE3423
28	483	MCT7	Construct	Olney Transit Center	adjacent to or north of MD 108		2045	CE1249
29	487	TIGERVEIR	Construct	Veirs Mill Road Bus Enhancement	Rockville	Wheaton	2020 2021	CE1253
VDOT								
30	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	Not Coded 2030	
31	3680		Construct	VRE 4th Track Project	L'Enfant Interlocking	Virginia Interlocking	2028	CE3758
32	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	2025 2028	
33	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	

NOTE: Shaded areas represent changes from the 2020 Amendment to Visualize 2045. Pink shading indicates technical corrections made since the beginning of the comment period.

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

DRAFT 6/09/2021

	ConID	Scenario	Improvement	Facility	From	To	Projected	PIT Project ID
							Complete	
34			Construct	Broad Run Expansion- 3rd Track Project	Broad Run	Manassas (Wellington Road)	2025	CE2420
35	504	VREFREQ	Implement	VRE Service Improvements (Reduce Headways) - associated with 3rd and 4th Track Projects	Fredericksburg and Manassas lines		2028 2035	CE2832
36	795	US1VABUS	Widen	US 1 (bus/right-turn lanes)	VA 235 North	SCL Alexandria (I-95 Capital Beltway)	2035	CE1942
37	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)	2022	CE3521
38		MWAYEXT2	Construct	Crystal City Transitway: Southern Extension - complete dedicated lanes	South Glebe Road	Alexandria city line	2025	
39		MWAYROW	Construct	Crystal City/Potomac Yard Transitway-realign with dedicated right-of-way	East Glebe Road	Evans Lane	2030	
40	677		Study	US 1 Corridor Streetcar Conversion	Four Mile Run	Braddock Road	Not Coded	CE2685
41	489	POTYDS	Construct	Metro Station	Potomac Yard		2021 2022	CE3013
42	493		Construct	Park-and-Ride Lot-Garage	Springfield CBD	vic. I-95 & Old Keene Mill Road	2022 2023	CE2188
43	670		Construct	Park-and-Ride Lot	Dulles Town Center	300 Spaces	2014 2019 complete	CE2871
44	499		Construct	Park and Ride Lot	Arcola Center 300 spaces		2015 2024	
45	503	SILVER 2	Construct	Dulles Corridor Metrorail	Wiehle-Reston East Station	Ashburn Station	2020 2022	CE1981
46	1018	SILVER 2	Construct	Park-and-Ride Garage	Herndon-Monroe Station		2020	CE3700
47	1019	SILVER 2	Construct	Park-and-Ride Garage	Innovation Station	2000+ parking spaces	2020	CE3700
48	629	POTSHRS	Construct	VRE - Potomac Shores Commuter Rail Station	Potomac Shores	Prince William County	2020 2022	CE2831

NOTE: Shaded areas represent changes from the 2020 Amendment to Visualize 2045.
Pink shading indicates technical corrections made since the beginning of the comment period.

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

DRAFT 6/09/2021

	ConID	Scenario	Improvement	Facility	From	To	Projected	PIT Project ID
							Complete	
49	505	VANDBRT	Construct	West End Transitway (City Funded)	Van Dorn Street Metro	Pentagon & Landmark	2026 & 2035	CE2930
50	1034	VANDBRT2	Construct	West End Transitway Phase II (Southern Segment)	Van Dorn Street Metro	Landmark Mall	2026	CE2930
51	507	NRS	Construct	Landmark Transit Center	Duke Street and Van Dorn Street		2023	CE3071
52	508	ALEXBUS	Implement	DASH Service Expansion	citywide		2020 2030	CE2933
53	820	BELTHOT	Implement	Beltway HOT lanes transit service			2020	
54	821	BELTHOT	Implement	Beltway HOT lanes transit service			2030	
55	509	DUKEBUS	Construct	Duke Street Transitway	King Street Metro	Fairfax County Line	2024 2027	CE2932
56	672		Construct	Leesburg Park and Ride Lot (new location)	Crosstrails Blvd (approx)	300 Spaces	2018	CE2695
57	673		Construct	Sterling Park and Ride Lot		200 Spaces	2014- 2019 complete	CE3357
58	674		Construct	One Loudoun Park and Ride Lot	VA 7 & Loudoun County Parkway	200 Spaces	2019	
59	675		Study	Western Loudoun Park and Ride Lot		250 Spaces	Not Coded	CE3359
60	797	I66HOTI	Implement	I-66 Corridor Enhanced Bus Service (details shown with project description sheet)	Inside the beltway		2025	CE3484
61	798	I66HOTI	Implement	I-66 Corridor Enhanced Bus Service (details shown with project description sheet)	Inside the beltway		2030 2040	CE3484
62	799	I66HOTO	Implement	I-66 Corridor Enhanced Bus Service (details shown with project description sheet)	Outside the beltway		2021 2022	CE3448
63	800	I66HOTO	Implement	I-66 Corridor Enhanced Bus Service (details shown with project description sheet)	Outside the beltway		2025-2030 & 2040	CE3448
64	801		Construct	I-66 Corridor Park and Ride lot	Haymarket		2021	CE3448
65	802		Construct	I-66 Corridor Park and Ride lot	University Blvd. in Gainesville		2021	CE3448
66	803		Construct	I-66 Corridor Park and Ride lot	Balls Ford Road in Manassas		2021	CE3448
67	804		Expand	I-66 Corridor Park and Ride lot	Prince William Pkwy (Cushing Rd)		2021 2040	CE3448
68	806	NRS	Construct	I-66 Corridor Park and Ride garage	Monument Drive	garage replaces surface lot	2021 2023	CE3448
69	808	US1BRT	Construct	Bus Rapid Transit (BRT)	US 1 Richmond Highway	Huntington Metro to Hybla Valley to Ft. Belvoir to Woodbridge VRE	2030	CE3496

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

DRAFT 6/09/2021

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								Fr	To	Fr	To	
DDOT												
70	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						2020 2022
71	CE2813	604		Construct	F Street NW	2nd Street NW	3rd Street NW			0	2	2018 2019 Complete
72	3423	541	DP9A	Widen	South Capitol Street Corridor: Frederick Douglas Bridge	Independence Avenue (East)	Martin Luther King, Jr. Blvd. (west)	2	2	5	6	2024 2025
73	5803	542	DP9C	Construct	South Capitol Street Intersection	at Potomac Avenue						2024 2022
74	6038	543	DP9D	Construct	Suitland Parkway interchange	at Martin Luther King, Jr. Boulevard to complete movements						2021
75	CE3196	582	DS27	Reduce Capacity	H St. NW Peak Period Bus-Only Lanes Pilot Project	19th St NW	14th St NW	3	3	5	4	2019 Complete
76	CE3196	583	DP38	Reduce Capacity	I St. NW Peak Period Bus Only Lanes Pilot Project	13th St. NW	Pennsylvania Ave. NW	2	2	4	3	2019 Complete
77	3212	11116		Reduce Capacity Bus Lanes	H Street NW	Pennsylvania Ave	Connecticut Ave	2	2	4	3	2021
78	3212	11117		Reduce Capacity Bus Lanes	H Street NW	Connecticut Ave	Vermont Ave	2	2	4	2	2021
79	3212	11118		Reduce Capacity Bus Lanes	H Street NW	Vermont Ave	15th Street	2	2	4	3	2021
80	3212	11119		Reduce Capacity Bus Lanes	H Street NW	15th Street	14th Street	2	2	3	2	2021
81	3212	11120		Reduce Capacity Bus Lanes	I Street NW	13th Street	14th Street	2	2	3	2	2021
82	3212	11121		Reduce Capacity Bus Lanes	I Street NW	16th Street	Connecticut Ave	2	2	3	2	2021
83	3212	11122		Reduce Capacity Bus Lanes	I Street NW	17th Street	18th Street	2	2	3	2	2021

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

DRAFT 6/09/2021

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								Fr	To	Fr	To	
84	3212	11123		Reduce Capacity Bus Lanes	I Street NW	19th Street	20th Street	2	2	3	2	2021
85	CE3077	558	DP42	Reduce Capacity	C Street/N. Carolina Avenue	Oklahoma Avenue	14th Street NE			5	3	2020 2022
86	6315	567	DP16	Reduce Capacity	East Capitol Street	40th Street	Southern Ave			6	4	2021
87	CE3075 6014	585	DS6	Reduce Capacity	Maryland Ave. NE	6th St. NE	15 St. NE			4	2	2019 2021
88	CE3399	608		Reconstruct	New Jersey Avenue NW 1-way to 2-way	H Street NW	N Street NW					2020 2021
89	6114	609		Reduce Capacity	South Capitol Street	Firth Sterling Ave.	Southern Ave Maryland state line			5	4 5	2015 2022
90	3232	663		Reduce Capacity	Adams Mill Rd. NW	Kenyon	Klinge			3	2	2016 Complete
91	3232	701	DS8	Reduce Capacity	6th Street NE	Florida Avenue	K Street			2	1	2016 Complete
92	3232	702	DS9	Reduce Capacity	7th Street NW	New York Avenue	N Street			4	2	2016 2021
93	3232	704	DS11	Reduce Capacity	14th Street NW	Florida Avenue	Columbia Road			4	2	2016 Complete
94	3232	705	DS12	Reduce Capacity	Brentwood Parkway NE	6th Street/Penn Street	9th Street			2	1	2016 Complete
95	6195	717	DS13	Reduce Capacity	Florida Avenue NE	3rd Street	West Virginia Avenue			6	4	2019 2023
96	6195	710		Reduce Capacity	Florida Avenue NE	2nd Street	3rd Street			6	5	2019 2023
97	3232	707	NRS	Reduce Capacity	New Jersey Avenue NW	H Street	Louisiana Ave			4	2	2020 2021
98	CE3447	713	DS14	Reduce Capacity	Pennsylvania Avenue NW	18th Street	20th Street			5	4	2020 2025
99	CE3447	712	DS15	Reduce Capacity	Pennsylvania Avenue NW	17th Street	18th Street			6	4	2021 2025
100	CE3447	715	DS16	Reduce Capacity	Pennsylvania Avenue NW	26th Street	28th Street			5	4	2021 2040
101	CE3447	716	DS17	Reduce Capacity	Pennsylvania Avenue NW	28th Street	29th Street			4	2	2021 2040
102	CE3447	714	DS18	Reduce Capacity	Pennsylvania Avenue NW	20th Street	26th Street			6	4	2021 2040
103	3232	709	DS19	Reduce Capacity	Wheeler Road SE	Alabama Avenue	Southern Avenue			4	2	2020 2021
104	3232	829	DS21	Reduce Capacity - bike lanes	6th Street NW	Constitution Avenue	Massachusetts Avenue			6 peak- 4 offpeak	4 peak - 2 offpeak	2019 2030
105	3232	830	DS22	Reduce Capacity - bike lanes	6th Street NW	Massachusetts Avenue	Florida Ave NW			4	3	2019 2030

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

DRAFT 6/09/2021

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
106	3232	832	in base	Reduce Capacity - bike lanes	Blair Road NW	Peabody St. NW	Aspen St. NW			3	2	2021
107	3232	860	DS23	Reduce Capacity - bike lanes	Harewood Road NW	Rock Creek Church Road NW	North Capitol Street			2	1	2020 2022
108	3232	835	DP22	Reduce Capacity - bike lanes	Louisiana Avenue NW	Columbus Circle NE/ Mass Ave NE	Constitution Avenue NW			4	3	2020 2040
109	CE3651	944	DP32	Reduce Capacity - bike lanes	17th Street NW	New Hampshire Avenue	Massachusetts Avenue NW	3	3	2	1	2020- 2021
110	CE3652	946	DP34	Reduce Capacity - bike lanes	K Street NW	3rd Street NW 7th St NW	1st Street NE			6 4	4 2	2020- 2021
111	CE3654	947	DP35	Reduce Capacity - bike lanes	Pennsylvania Ave	2nd Street SE	14th Street SE	2	2	6	4	2020 2023
112	CE3654	948	DP36	Reduce Capacity - bike lanes	Pennsylvania Ave SE	14th Street SE	Barney Circle			8	6	2020 2024
113	CE3653	949	DP37	Reduce Capacity - bike lanes	Irving Street NE/NW	Michigan Avenue NE	Warder Street NW			6	4	2020 Completed
114	3232	1013		Reduce Capacity - bike lanes	9th St NW	New York Avenue NW	H Street NW			3	2	2030
115	3232	1013 831	NRS	Reduce Capacity - bike lanes	9th St NW	Massachusetts Ave	Florida Ave			4	2 3	2019 2030
116	3232	1012	DP39	Reduce Capacity - bike lanes	9th St NW	Constitution Ave	Massachusetts Ave			6/4	4/2	2019 2030
117	3232	1010	DP40	Reduce Capacity - bike lanes	Nebraska Ave NW	New Mexico Ave	Loughboro Road			4	3	2020 2022
118	3232	1009		Reduce Capacity - bike lanes	Pennsylvania Ave SE	2nd St	17th St.			8	6	2021

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DRAFT 6/09/2021

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								Fr	To	Fr	To	
119	3232	1008	DS28	Reduce Capacity - bike lanes	Dalecarlia Pkwy NW	Loughboro Road	Westmoreland Circle			4	2	2020 2040
120	3232	1007	DS29	Reduce Capacity - bike lanes	K St NE	1st St	8th St			3	2	2019 Complete
121	3232	1006	DS30	Reduce Capacity - bike lanes	Mount Olivet Rd NE	Brentwood	West Virginia Ave			4	3	2020 2022
122	3232	1005	DS31	Reduce Capacity - bike lanes	M St SE	Half St	11th St			6	5	2020 2022
123	3232	1004	DP41	Reduce Capacity - bike lanes	Florida Ave NE	West Virginia Ave	14th St			3	2	2019 Complete
124	3212	7820		Reduce Capacity - bike lanes	15th Street Cycletrack	Pennsylvania Ave NW	East Basin Dr. SW	3	3	4	3	2021
125	3212	7838		Reduce Capacity - bike lanes	17th St. Bike Lanes	New Hampshire Avenue NW	K St. NW	3	3	4	2	2021
126	3212	7821		Reduce Capacity - bike lanes	20th St. NW Bike Lanes	G St.	Massachusetts Ave.	4	4	4	2	2022
127	3212	7827		Reduce Capacity - bike lanes	21st St. NW	Constitution Ave NW	Massachusetts Ave NW	3	3	3	2	2021
128	3212	7839		Reduce Capacity - bike lanes	Kenyon St NW, Irving, St NW and Michigan St NE Protected Bike Lanes	Warder St NW	4th St NE	3	3	8	6	2020 Completed
129	3212	10675		Reduce Capacity - Bus Lanes	M Street SE	10th Street	Half Street	3	3	6	4	2020 Completed
130	3212	7824		Reduce Capacity - Bus Lanes	Martin Luther King Jr. Ave SE	W Street	Redwood Street	3	3	4	2	2020 Completed
131	3212	7836		Reduce Capacity -	Park Place/5th Street NW	Grant Circle	Kenyon St NW	3	3	2	1	2022

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

DRAFT 6/09/2021

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
132	3212	7825		Reduce Capacity -	Virginia Ave NW	Rock Creek and Potomac Pkwy NW	18th St NW	3	3	6	5	2021
133	3212	7837		Reduce Capacity - bike lanes	Warder Street/7th Street NW	Kenyon St NW	New Hampshire Ave NW	4	4	2	1	2022
134	6638	839	DP23	Reduce Capacity - Bus Priority	16th Street NW	Arkansas Avenue NW	Columbia Road NW			6	4	2020 2022
135	6638	840	DP24	Reduce Capacity - Bus Priority	16th Street NW	Columbia Road NW	W Street NW			5	4	2020 2022
136	6638	838	NRS	Reconstruct	16th Street NW	W Street NW	H Street NW			4	4	2022
137	CE3081	841	DP25	Reduce Capacity - Streetcar	H Street NE/NW	3rd Street NE	New Jersey Ave NW			6	4	2030 2040
138	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	2030 2040
70	CE3081	844	DP26	Reduce Capacity - Streetcar	K Street NW	New Jersey Avenue NW	7th Street NW			3	2	2030 2040
139	CE3081	845	DP27	Reduce Capacity - Transitway	K Street NW	9th Street NW	12th St NW			4	2	2021 2025
140	CE3081	846	DP28	Reduce Capacity - Transitway	K Street NW	12th St NW	21st St NW			6	4	2021 2025
141	CE3081	847	DP29	Reduce Capacity - Streetcar	K Street NW	21st St NW	25th Street NW			4	2	2030 2040
142	CE3081	848	DP30	Reduce Capacity - Streetcar	K Street NW	25th Street NW	29th Street NW			6/4	4	2030 2040

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

DRAFT 6/09/2021

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								Fr	To	Fr	To	
143	CE3081	849	DP31	Reduce Capacity - Streetcar	K Street NW	29th Street NW	Wisconsin Avenue NW			4	2	2030 2040
MDOT												
Interstate												
144		126	MI2Q	Construct	I 270 Interchange	at Watkins Mill Road		1	1	8	8	2020
145	6432 CE1186	125	MI2U1	Construct/Widen	I 270 Toll Lanes	I 495	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 +2 HOV +4 ETL	2025
146	6432 CE1186	892	MI2U2	Construct/Widen	I 270 Toll Lanes	I 270Y	I 370	1	1	10 + 2 HOV	10 + 4 HOT +2 HOV +4 ETL	2025
147	6432 CE1186	893	MI2U3	Construct/Widen	I 270 Northbound Toll Lanes	I 370	Middlebrook Road	1	1	3 + 1 HOV NB	3 + 2 HOT NB ETL	2025 2030
148	6432 CE1186	893	MI2U4	Construct/Widen	I 270 Southbound Toll Lanes	Middlebrook Road	I-370	1	1	4 SB	4 + 2 HOT SB +2 ETL	2025 2030
149	6432 CE1186	894	MI2U5	Construct/Widen	I 270 Northbound Toll Lanes	Middlebrook Road	MD 121	1	1	2 + 1 HOV NB	2 + 2 HOT NB +1 HOV NB +2 ETL	2025 2030
150	6432 CE1186	894	MI2U6	Construct/Widen	I 270 Southbound Toll Lanes	MD 121	Middlebrook Road	1	1	3 SB	3 + 2 HOT SB +2 ETL	2025 2030
151	6432 CE1186	895	MI2U7	Construct/Widen	I 270 Toll Lanes	MD 121	I 70 / US 40	1	1	4	4 + 4 HOT +4 ETL	2025 2030
152	6444	952	MI2TSB6	Construct	I270 southbound auxiliary lane (innovative congestion management)	South of Shady Grove Rd local slip ramp	South of Shady Grove Rd express lanes slip ramp	1	1			2019 complete

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(highway)**

DRAFT 6/09/2021

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
153	6444	953	MI2TSB7	Construct	I270 southbound auxiliary lane (innovative congestion management)	Md 28 on-ramp	MD 189 off-ramp	1	1			2019 2021
154	6444	954	MI2TSB8	Construct	I270 southbound (innovative congestion management)	MD 189 on-ramp	Montrose Road off-ramp	1	1			2019 complete
155	6444	955	MI2TSB12	Construct	I270 southbound (innovative congestion management)	North of Montrose Road	Democracy Boulevard	1	1			2019 complete
156	6444	956	MI2TNB1	Construct	I270 northbound (innovative congestion management)	Democracy Boulevard on-ramp	North of Montrose Road slip ramp to local lanes	1	1			2019 complete
157	6444	957	MI2TNB2	Construct	I270 northbound auxiliary lane (innovative congestion management)	MD 189 on-ramp	MD 28 off-ramp	1	1			2019 2021
158	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			2019 2021
159			MI2TNB3	Construct	I270 northbound (innovative congestion management)	Shady Grove Road	I-370 off-ramp	1	1			2019
160			MI2TNB4	Construct	I270 northbound (innovative congestion management)	MD 124 on-ramp	Watkins Mill Road off-ramp	1	1			2019
161			MI2TNB4	Construct	I270 northbound auxiliary lane (innovative congestion management)	Watkins Mill Road on-ramp	Middlebrook Road westbound off-ramp	1	1			2019
162	6444	962	MI2TNB5	Construct	I270 northbound (innovative congestion management)	MD 121	Comus Road Bridge	1	1			2019 2021 complete
163		210	MI4	Widen	I 70	Mt. Phillip Road	West of I 270	1	1	4	6	2035
164	CE2250	151	MI4a	Reconstruct	I 70	at MD 144FA, Meadow Road, and Old National Pike		1	1	6	6	2025 2022
165				Study	I-295 Toll Lanes- planning study	US 50	I-95 (in Baltimore)					Not Coded
166	CE1479	108	MI1P MI1PR	Construct	I-95/I-495	at Greenbelt Metro Station		1	1	8	8	2030
167	6432 CE3281	696	MI1Q	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 ETL HOT	2025
168	6432 CE3281	856	MI1R	Construct/Widen	I 495 Toll Lanes		I 270Y - western spur	1	1	6	6 + 4 ETL HOT	2025
169	6432 CE3281	905	MI1S	Construct/Widen- Study	I 495 Toll Lanes		MD 355	1	1	8	8 + 4 ETL HOT	2025 2030 not coded
170	6432 CE3281	906	MI1T	Construct/Widen- Study	I 95 / I 495 Toll Lanes		I 95	1	1	8	8 + 4 ETL HOT	2025 2030 not coded

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

DRAFT 6/09/2021

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171	CE1182	907	MI1U	Construct/Widen Study	I 95 / I 495 Toll Lanes	Baltimore Washington Parkway	Glenarden Parkway	1	1	8	8 + 4 ETL HOT	2025 2030 not coded
172	CE1182	908	MI1V	Construct/Widen Study	I 95 / I 495 Toll Lanes	Glenarden Parkway	MD 202F	1	1	10	10 + 4 ETL HOT	2025 2030 not coded
173	CE1182	909	MI1W	Construct/Widen Study	I 95 / I 495 Toll Lanes	MD 202F	Potomac River (not including Wilson Bridge)	1	1	8	8 + 4 ETL HOT	2025 2030 not coded
Primary												
174	3108	139	MP10A	Reconstruct	US 1	College Avenue	MD 193	2	2	4	4	2023
175	CE1202	935 936	NRS	Reconstruct	US 1	MD 193	I 95 / I 495	2	2	4	4	2030 2035
176	CE1200	370	MP9	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	2040 2045
177	CE1200	913	NRS	Construct	MD 2 / MD 4 Interchange	at Stoakley Road/Hospital Drive and at MD 765A (south junction)		2	5	4	6	2040 2045
178	CE2246	645	NRS	Reconstruct	MD 4 Interchange	at MD 235		2	2	2	2	2031
179		127	MP2C	Widen	MD 3 Robert Crain Highway	I595/US 50/US 301	Anne Arundel County Line	2	2	4	6	2035
180	CE1194	355	NRS	Construct	MD 4	at Westphalia Road		2	5	4	6	2040
181	3547	393	NRS	Construct	MD 4 Pennsylvania Avenue	at Suitland Parkway		5	5	4	4	2020
182	CE1194	933	NRS	Construct	MD 4 Interchange	at Dower House Road		5	5	4	6	2040
183	CE1194	212	MP3A	Widen	MD 4 Pennsylvania Avenue	I-95/I-495	MD 223	5	5	4	6	2040
184	CE1196 3469	440	NRS	Construct	MD 5	at Earnshaw/Burch Hill Roads		2	5	4	6	2030 2035
185	3469 CE1196	205	MP4F	Widen/Upgrade	MD 5 Branch Avenue	US 301 at T.B.	North of I95 / I 495	2	5	4	6	2030 2035
186		354	NRS	Construct	MD 5	at MD 373 and Brandywine Road		2	5	4	6	2019

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DRAFT 6/09/2021

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187	3469 CE1196	441	NRS	Construct	MD 5 Branch Avenue	at Surratts Road		2	5	4	6	2030 2035
188	CE3567	914	MP15B	Construct/Widen	US 15	MD 26	North of Biggs Ford Road	5	5	4	6	2045 2040
189	CE3566	915	MP15A	Construct/Widen	US 15	US 340 / South Jefferson Street	MD 26	5	5	4	6	2030
190	CE913	358	MP15	Construct	US 15 Interchange	at Monocacy Blvd./Christophers Crossing		3	3	4	4	2019 2018 complete
191	3641 CE1197	211	NRS	Construct	US 29 Columbia Pike	at Musgrove/Fairland Road				6	6	2035
192	CE1197	551		Construct	US 29 Columbia Pike	at Tech Road / Industrial Road		5	5	6	6	2030
193	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
194		647	MP5e-NRS	Study	US 29 Columbia Pike	North of MD 650 New Hampshire Avenue	Howard County Line	5	5	6	6	2045
195	CE3425	941	NRS	Reconstruct	US 50	District of Columbia line	I 95 / I 495	2	2	4	4	2035
196	CE1210	858	FP2B	Widen	MD 85	South of English Muffin Way	Crestwood Drive/Shockley Drive	2	2	2/4	4	2035
197	6483	391	FP2A	Construct/Widen	MD 85 Buckeystown Pike	Crestwood Drive/Shockley Drive	Spectrum Drive	2	2	4	6	2022
198	CE1210	859	FP2C	Construct/Widen	MD 85 Buckeystown Pike	Spectrum Drive	North of Grove Road	2	2	4	6	2035
199	CE1190	387	MP14	Reconstruct	MD 202	at Brightseat Road		2	2	6	6	2045
200		353	NRS	Upgrade	MD 210	at Kerby Hill Road/Livingston Road		5	5	6	6	2021
201	4879	124	MP6D	Upgrade	MD 210 Indian Head Highway	I-95/495	MD 228	2	5	6	6	2040
202	5527	384	MP18	Construct	US 301 Gov. Nice Bridge	Charles County, MD	King George County, VA	2	2	2	4	2023
203	CE1004	940	MP8E	Widen	US 301	Harry Nice Bridge	I-595 / US 50	2	5	4/6	6	2045
204	CE2239	939	NRS	Reconstruct	US 301 Interchange	at MD 5 Business/MD 228		2	5	6	6	2030 2040
205	CF2239	938	NRS	Reconstruct	US 301	at MD 5 (south junction)		2	5	6	6	2030 2035
206	CE1619	937	NRS	Construct	US 301 Interchange	at MD 197		5	5	6	6	2030 2035
Secondary												
207	3476 CE1462	206	MS2F	Widen	MD 28 Norbeck Road	MD 97	MD 182	2	2	2	2-4	2045
208	3476 CE1462	925	NRS	Reconstruct	MD 28 Norbeck Road	MD 182	Norwood Road	2	2	4	4	2045

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

DRAFT 6/09/2021

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
209	3476 CE1462	926	NRS	Reconstruct	MD 198	Norwood Road	MD 650	2	2	2	2	2045
210	3476 CE1462	927	NRS	Reconstruct	MD 198	MD 650	Old Columbia Pike	2	2	2	2	2045
211	3476 CE1462	928	NRS	Reconstruct	MD 198	Old Columbia Pike	US 29A	2	2	4	4	2045
212	3476 CE1462	929	NRS	Reconstruct	MD 198	US 29A	I 95	2	2	4	4	2045
213	3106	137	MP12C	Construct	MD 97 Brookeville Bypass	Gold Mine Road	North of Brookville	0	2	0	2	2021
214	CE2618	931	NRS	Widen Reconstruct	MD 97	MD 390	MD 192 / Forest Glen Road	2	2	6/7	7/8 6/7	2025 2030
215	CE1211	392	NRS	Upgrade	MD 97 Georgia Avenue Interchange	at MD 28 Norbeck Road		2	2	6	6	2035
216		135	NRS	Upgrade	MD 97 Georgia Avenue Interchange	at Randolph Road		2	2	6	6	2018
217	CE1203	115	MS32	Widen Reconstruct	MD 117 Clopper Road	I270	Metropolitan Grove Road	2/3	2/3	2/4 4	4	2030
218	CE1203	921	NRS	Reconstruct	MD 117 Clopper Road	Metropolitan Grove Road	West of Game Preserve Road	3	3	2/4 2	2/4 3	2030 2035
219	3057 CE1206	118	MS6B	Widen	MD 124 Woodfield Road	Midcounty Highway	South of Airpark Drive	3	3	2	6	2035
220	3057 CE1206	1	MS6D	Widen	MD 124 Woodfield Road	North of Fieldcrest Road	Warfield Road	3	3	2	6	2035
221	CE2253	356	MS35	Widen	MD 197 Collington Road	MD 450	Kenhill Drive	2	2	2	4	2025 2030
222	CE2261	924	MS36A	Construct/Widen	MD 180	Greenfield Drive	I 70 (west junction)	4	4	2	4	2030 2035
223		857	MS36B	Construct/Widen	MD 180	I 70 (west junction)	Ballegger Center Drive	4	4	2/4	4	2021
224	CE1204	359	MS10B	Widen	MD 201 Edmonston Rd. / Old Baltimore Pike	Cherrywood Lane	Ammendale Way	3	3	2/3	4	2045
225	CE1204	965	MS10E	Construct/Widen	MD 201 Extended (Cedarhurst Dr.)	Muirkirk Road	US 1	3	3	2	4	2045
226	CE2248	942	NRS	Reconstruct	MD 223	MD 4	Steed Road	3	3	2	2	2045

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DRAFT 6/09/2021

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								Fr	To	Fr	To	
227	CE1207	175	MS18D	Widen	MD 450 Annapolis Road	Stonybrook Drive	west of MD 3	2	2	2	4	2020 2030
228		516	same as MC15B	Construct	Montrose Parkway	Randolph Road	East of Parklawn Drive	0	2	0	4	2020
229	6384	152	BRAC nrs	Reconstruct	BRAC Intersection Improvements near the National Naval Medical Center, Bethesda			2	2			2020 complete
Frederick County												
Secondary												
230		648	MS36C	Widen/Upgrade	MD 180 Ballenger Creek Pike	Ballenger Center Drive	Corporate Drive	3	2	2	4	2020
231		993	in FS3	Widen/Upgrade	Christopher's Crossing	Whittier Drive	Poole Jones Road	3	3	2	4	2024
232		880	FS3	Expansion	Christopher's Crossing	Walter Martz Road	Thomas Johnson Drive	3	3	0 to 2	4	2020
233		879	NRS	Construct	Christopher's Crossing	Shookstown Road	Rocky Springs Road	3	3	0	4	2026
234		651	FS2a	Widen	Monocacy Boulevard	Schifferstadt Boulevard	Gas House Pike	3	3	2	4	2019
235		691	NRS	Construct	Spectrum Drive	Technology Way	MD 85 Buckeystown Pike	0	4	0	2	2030
Montgomery County												
Secondary												
236	3498	208	NRS	Construct	Burtonsville Access Road	MD 198 Spencerville Road	School Access Road in Burtonsville	0	4	0	2	2025
237	5944	597	NRS	Construct	Century Boulevard	Current terminus south of Oxbridge Tract	Intersection with future Dorsey Mill Road	0	3	0	4	2020 2013 Completed
238	CE1577	199	MC43	Construct	Dorsey Mill Road Bridge over I-270	Century Blvd.	Milestone Center Dr.	0	3	0	4	2020 2030
239	3049	112	MC7A	Widen	Goshen Road South	South of Girard Street	1000 feet north of Warfield Road	3	3	2	4	2025 2030
240				Widen	Little Seneca Parkway	MD355	Observation Drive	3	3	2	4	2035
241	CE1245	172	MC11A	Construct	M 83 Midcounty Highway Extended	MD 27 Ridge Road	Middlebrook Road	0	2	0	4-6	2025 2045
242	CE1245	204	MC11D	Construct	M 83 Midcounty Highway Extended	Middlebrook Road	Montgomery Village Avenue	0	2	0	4-6	2025 2045
243		113	MC12F	Widen	MD 118 Germantown Road Extended	MD 355	M 83 at Watkins Mill Road	2	2	3	4	2020
244	CE1229	161	MC14G	Widen	Middlebrook Road Ext.	MD 355	M 83	2	2	3	4	2025 2045

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(highway)**

DRAFT 6/09/2021

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								Fr	To	Fr	To	
245	3703	214	MC15B	Construct	Montrose Parkway East	Eastern Limit of MD 355/Montrose Interchange	Veirs Mill Road/Parkland Road Intersection	0	2	0	4	2022 2045
246				Construct	Extend Observation Drive	Waters Discovery Lane	West Old Baltimore Road	0	3	0	4	2035
247				Construct	Extend Observation Drive	Little Seneca Parkway	Existing Observation Drive near Stringtown Road	0	3	0	2	2045
248	CE2912	428	NRS	Construct	Platt Ridge Drive Extended	Jones Bridge Road	Montrose Driveway			0	2	2018 Completed
249	CE1236	119	MC34	Widen	Snouffer School Road	MD 124 Woodfield Road	Centerway Road	3	3	2	4	2019 2021
Urban												
250	5985	421		Construct	Executive Blvd Extended East	MD 355 Rockville Pike	New Nebel Street Extended			0	4	2020 2026
251	5985	422		Construct	Executive Blvd Extended West	MD 187 Old Georgetown Road	Marinelli Road			0	4	2020 2026
252	5986	424		Construct	Hoya Street	Executive Blvd	Montrose Parkway			0	4	2020 2030
253	5986	425		Construct	Main Street / Market Street	MD 187 Old Georgetown Road	MD 355 Rockville Pike			0	2	2020 2030
254	5986	423		Construct	MD 187 Old Georgetown Road	MD 187 Old Georgetown Road	Nicholson Lane/Tilden Lane			0	6	2020 2030
Prince George's County												
Secondary												
255	6367	361	PGS3a	Widen	Addison Road	Walker Mill Road	MD 214 Central Avenue	3	3	2	4	2023 2026
256	6367	362	NRS	Reconstruct	Addison Road	Sherieff Road	MD 704	4	4	2	2	2025 2028
257	CE1270	386	PGS5	Construct	Allentown Road Relocated	MD 210 Indian Head Highway	Brinkley Road		3		4	2025 2028
258	CE1320	365	PGS73	Widen	Ardwick-Ardmore Road	MD 704	91st Ave.	4	4	2	4	2025 2030
259	CE1272	388	PGS9a	Widen	Bowie Race Track Road	MD 450 Annapolis Road	Old Chapel Road Clearfield Road	4	4	2	4	2025 2024
260	CE1272	389	PGS9b	Widen	Bowie Race Track Road	MD 197 Laurel Bowie Road	Old Chapel Road	4	4	2	4	2025
261	CE1273	390	PGS10	Widen	Brandywine Road	Piscataway Road (north of)	Thrift Road	4	4	2	4	2020
262	CE1274	418	PGS12	Widen	Brinkley Road	MD 414 St. Barnabas Road	MD 337 Allentown Road	3	3	4	6	2020
263	CE1275	134	PGS13	Construct	Brooks Drive Extended	Marlboro Pike	Rollins Avenue	0	3	0	4	2020
264	CE1277	140	PGS16a	Construct	Campus Way North	Lake Arbor Way	south of Lottsford Road	0	4	0	4	2023

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DRAFT 6/09/2021

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								Fr	To	Fr	To	
265	CE1277	138	PGS16b	Construct	Campus Way North Extended	south of Lottsford Road	Evarts Drive	0	4	0	4	2020
266	CE1278	141	PGS17	Widen	Cherry Hill Road	Powder Mill Road	Selman Road	3	3	2	4	2019 Complete
267	CE1279	142	PGS18	Widen	Church Road	Woodmore Road	Central Ave. (MD 214)	4	4	2	4	2021 2028
268	CE1280	144	PGS20b	Widen	Columbia Park Road	US 50	Cabin Branch Road	4	4	2	4	2020 2014 Complete
269	CE1280	143	PGS20a	Widen	Columbia Park Road	Cabin Branch Road	Columbia Terrace	4	4	2	4	2020
270	CE1281	145	PGS21a	Widen	Contee Road	US 1	MD 201 Virginia Manor Road	4	4	2	4	2018 Complete
271	CE1282	146	PGS22	Widen	Dangerfield Road	Cheltenham Avenue	MD 223 Woodyard Road	4	4	2	4	2020
272	CE1283	147	PGS24b	Widen	Dower House Road	Foxley Road	MD 4 Pennsylvania Avenue	4	4	2	6	2025
273	CE1283	155	PGS24a	Widen	Dower House Road	MD 223 Woodyard Road	Foxley Road	4	4	2	4	2025
274	CE1284	156	PGS25	Widen	Fisher Road	Brinkley Road	Holton Lane	4	4	2	4	2025
275	CE1285	157	NRS	Construct	Forbes Boulevard Extended	south of Amtrak	MD 193 Greenbelt Road	0	4	0	4	2020
276	CE1287	159	PGS29	Widen	Fort Washington Road	Riverview Road	MD 210 Indian Head Highway	4	4	2	4	2025
277	CE1288	160	PGS30b	Widen	Good Luck Road	Cipriano Road	MD 193 Greenbelt Road	4	4	2	4	2025
278	CE1288	162	PGS30a	Widen	Good Luck Road	MD 201 Kenliworth Avenue (east of)	Cipriano Road	4	4	2	4	2025
279	3132	164	PGS34a	Widen	Hill Road	MD 214 Central Avenue Consideration Lane	MD 704 ML King Jr Highway	4	4	2	4	2018 complete
280	3132	163	PGS34B	Widen	Hill Road	Consideration Lane	MD 214 Central Avenue	4	4	2	4	2018 2028

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								Fr	To	Fr	To	
281	CE1015	416	NRS	Construct	Iverson Street-Extended	Wheeler Road	19th Avenue	0	4	0	4	2018
282	CE3438	666	PGS35	Widen	Karen Boulevard	Walker Mill Road	MD 214 Central Avenue	4	4	2	4	2020
283	5806	165	PGS38b	Widen	Livingston Road	Piscataway Creek	Farmington Road	4	4	2	4	2020 2025
284	CE1291	417	PGS38a	Widen	Livingston Road	MD 210 Indian Head Highway at Eastover	Kerby Hill Rd.	4	3	2	4	2025 2028
285		213	PGS40a	Widen	Lottsford Road	Archer Lane	MD 193 Enterprise Road	3	3	2	4	2021
286			PGS40b	Reduce Capacity - bike lanes	Lottsford Road	MD 202 (Landover Rd.)	Largo Dr. West	3	3	6	4	2020
287	CE1292	166	PGS39b	Widen	Lottsford Vista Road	MD 704 ML King Jr Highway	Ardwick-Ardmore Road/Relocated	4	4	2	4	2020
288	CE1295	360	PGP4a	Construct	MD 193 Greenbelt Road	Baltimore-Washington Parkway (ramp to)		0	5	0	4	2025
289	CE1294	167	PGS42	Widen	MD 223 Woodyard Road	Rosaryville Road	Dower House Road	2	2	2	4	2020 2017 Complete
290	CE1294	2	PGS42C	Widen	MD 223 Woodyard Road Relocated	Piscataway Creek/Floral Park Road	MD 4 /Livingston Road	3	3	2	4	2017
291	CE1295	169	PGS44b	Widen	Metzerott Road	Adelphi Road	MD 193 University Boulevard	4	4	2	4	2020
292	CE1295	168	PGS44a	Widen	Metzerott Road	MD 650 New Hampshire Avenue	Adelphi Road	4	4	2	4	2020
293	CE1296	171	PGS46	Widen	Murkirk Road	US 1 Baltimore Avenue (west of)	Ode!! Road	4	4	2	4	2020
294	CE1297	173	PGS47	Widen	Oak Grove and Leeland Roads	MD 193 Watkins Park Road	US 301 Robert Crain Highway	4	4	2	4	2020 2028
295	CE1298	174	PGS48	Widen	Old Alexandria Ferry Road	MD 223 Woodyard Road	MD 5 Branch Avenue	4	4	2	4	2025
296	CE1299	649	PGS50	Widen	Old Branch Avenue	MD 223 Piscataway Road (north of)	MD 337 Allentown Road	4	4	2	4	2020 2028
297	CE1533	395	PGS90	Construct	Old Fort Road-Extended	MD 223 Piscataway Road	Old Fort Road	4	4	0	4	2020
298		369	PGS51a	Widen	Old Gunpowder Road	Powder Mill Road	Greencastle Road	3	3	2	4	2018

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DRAFT 6/09/2021

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								Fr	To	Fr	To	
299	CE1324	193	PGS81	Construct	Presidential Parkway	Suitland Parkway	Melwood Road	0	3	0	6	2025 2020 Complete
300	CE1301	150	NRS	Reconstruct	Rhode Island Avenue	MD 193	US Route 1	4	4	2	2	2025
301	CE1302	176	PGS56a	Widen	Ritchie Road/Forestville Road	Alberta Drive	MD 4 Pennsylvania Avenue	3	3	2	4	2020
302	CE2623	153	PGS55b	Widen	Ritchie-Marlboro Road	White House Road	Old Marlboro Pike	2	2	2	4	2020 2028
303	CE1303	177	PGS57	Widen	Rollins Avenue	MD 214 Central Avenue	Walker Mill Road	4	4	2	4	2020
304	CE1304	178	PGS58	Widen	Rosaryville Road	US 301	MD 223 Woodyard Road	3	3	2	4	2020
305	CE1305	179	PGS60B	Widen	Spine Road	MD 5 Branch Avenue / US 301	MD 381 Brandywine Road	3	3	2	4	2025 2020 Complete
306	CE1306	109	PGS61	Widen	Springfield Road	Lanham-Severn Road	Good Luck Road	4	4	2	4	2020
307	CE1307	122	PGP2	Construct	Suitland Parkway Interchange at	Rena/Forestville Roads		5	5			2025 2021 Complete
308	CE1309	181	PGPS63	Widen	Sunnyside Avenue	US 1	MD 201 Kenilworth Avenue	4	4	2	4	2022
309	CE1313	185	PGP5a	Construct	US 50 Columbia Park Road Ramp	wb ramp to Columbia Park Rd						2025 2014 Complete
310	CE1314	187	PGS67a	Widen	Van Dusen Road	Contee Road	MD 198 Sandy Springs Road	3	3	2	4	2020
311	CE1314	186	PGS67b	Construct	Van Dusen Road Interchange at	Contee Road						2025
312		188	PGS68	Widen	Virginia Manor Road	Muirkirk Road	Old Gunpowder Road	4	4	2	4	2014
313	CE1316	429	PGS69a	Widen	Walker Mill Road	Silver Hill Road	I 95	3	3	2	4	2020 2028
314	CE2624	154	PGS91	Widen	Westphalia Road	MD 4 Pennsylvania Avenue	Ritchie-Marlboro Road	2	2	2	4	2020 2028
315	3166	189	PGS70	Widen	Wheeler Road	DC Limits	St. Barnabas Road	3	3	2	4	2018 complete
316	CE1318	437	PGS71	Widen	White House Road	Ritchie-Marlboro Road	MD 202 Largo-Landover Road	3	3	2	6	2020
317	CE1319	190	PGS72	Widen	Whitfield Chapel Road	CE1319	Ardwick-Ardmore Road	4	4	2	4	2020
318		436	PGS40b	Construct	Woodmore Road	MD 193 Enterprise Road	Church Road	3	3	2	4	2025
Anne Arundel County												
319			AA14C	Widen	US 50 EB only	MD 70	MD 2 NB	1	1	6	7	2019
320			AA14D	Widen	US 50	I-97	MD 2	1	1	6	8	2045
321			AA15a	Widen	I-295	I-195	MD 100	1	1	4	6	2035
322			AA3E	Widen	MD 2	US 50	I-695			4	6	2035
323			AA4e	Widen	MD 3	MD 32	St. Stephen's Church Rd.	2	2	4	6	2025
324			AA6e	Widen	MD 100	Howard Co. Line	I-97		5/1	4	6	2035
325			AA8b	Widen	MD 175	MD 170	National Business Parkway		2	4	6	2025

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								Fr	To	Fr	To	
326			AA35	Widen	MD 177	MD 2	Lake Shore Dr.			2	4	2045
327			AA30	Widen	MD 198	MD 32	BW Parkway	2	2	2	4	2030
328				Widen	MD 214	MD 424	Shoreham Beach Dr.			2	4	2045
329			AA34a	Widen	MD 713	MD 175	Stoney Run Dr.		2	2	4	2040
Carroll County												
330			CA1B	Widen	MD 140	Sullivan Road	Market St.		1	4/6	8	2035
331			NRS	reconstruct	MD 140 (w/ intchg @ MD-191)	Baltimore County Line	Kays Mill Rd.			4	4	2035
332			CA2a	Widen	MD 26	MD 32	Liberty Reservoir			4	6	2035
333			CA4A	widen	MD 32	MD 26	Howard County Line		2	2	4	2040
334			CA5	Widen	MD 97	MD 140	Bachmans Valley Rd.		2	2	4	2035
Howard County												
335			HW1b	Widen	I-70	US 29	MD 32	1	1	4	6	2035
336			HW19	Widen	I-95 Peak period shoulder use	MD 32	MD 100	1	1	4	4+1	2035
337			HW20	Widen	US 1	Howard/PG line	Howard/Balt. Co. line			4	6	2045
338			HW10b	Widen	US 29 NB	Middle Patuxent River	Seneca Dr.		5	4	6	2030
339			HW10F	Widen	US 29 NB	Seneca Dr.	MD 100	5	5	5	6	2017
340			HW3c	Widen	MD 32	Cedar Lane	Anne Arundel County Line Brock Bridge Rd		1	4/6	8	2045
341			HW3B	Widen	MD 32	MD 108	I-70		2	2	4	2021
342			HW3D	Widen	MD 32	I-70	Howard/ Carroll County Line Rd			2	4	2045
343			HW5F	Widen	MD 100	I-95	AA/Howard Line	1	1	4	6	2035
344			HW6c	Widen	MD 108	Trotter Rd.	Guilford Rd.	2	2	2	4	2035
345			HW7C	Widen	MD 175	Oceano Ave	Howard/AA Col Line			2	4	2045
346			HW8b	Widen	MD 216	High School Access Rd.	Maple Lawn Blvd.		3	2	4	2015
347			HW14c	Widen	Snowden River Parkway	Oakland Mills Road	Broken Land Parkway		3	4	6	2023
348			NRS	Widen	Dorsey Run Rd.	MD 175	CSX RR spur			2	4	2021
349			nrs	Widen	Guilford Rd.	US 1	Dorsey Run Road			2	4	2020
Calvert-St. Mary's MPO												
350	CE2246	644	MP9B	Construct	Thomas Johnson Bridge replacement	over the Patuxent River		2	2	2	4	2031
351			MP9C	Widen	MD 4 (in St. Mary's County)	Thomas Johnson Bridge	MD 235	2	2	2	4	2031
352			nrs	Construct	MD 4/ MD 235 Interchange	in Lexington Park		2	2	--	--	2028
353			MP9D	Widen	MD 4 (in Calvert County)	Thomas Johnson Bridge	Patuxent Point Parkway	2	2	2	4	2031

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DRAFT 6/09/2021

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								Fr	To	Fr	To	
VDOT												
Federal Lands												
354	CE3061	433	FED3a	Construct	Manassas Battlefield Bypass	US 29 West of Centreville	East of Gainesville, via 234	0	1	0	4	2035 2040
355	CE3061	434	FED3b	Remove/Close	US 29 Lee Highway	Pageland Lane	Bridge over Bull Run	2	2	2/4	0	2035 2040
356	CE3061	435	FED3c	Remove/Close	VA 234 Sudley Road	Southern Park Boundary	Sudley Springs (north of park)			2	0	2030
Interstate												
357	CE1759	399	VI1AJ	Construct	I 66 Vienna Metro Station bus ramp (duplicate project with ConID 759, below)	Transit Ramps- from EB & to WB	Saintsbury Dr. @Vaden Dr.	1	1	0	2	2021 2022
358	CE2096	271	VI1AF	Reconstruct	I 66 WB Operational/Spot Improvements	Westmoreland Dr. / Washington Blvd Exit	Haycock Rd /Dulles Access Highway	1	1	3	4	2020 2016 complete

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								Fr	To	Fr	To	
359	CE2096	350	VI1AG	Reconstruct	I 66 WB Operational/Spot Improvements	Lee Highway/Spout Run On-Ramp	Glebe Road Off-Ramp	1	1	2	3	2020 2022
360	CE3448	718	VI1Y	Widen / Revise Operations	I-66		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	2021
361	CE3448	851	VI1Z	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)	2021

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DRAFT 6/09/2021

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								Fr	To	Fr	To	
362	CE3448	852	VI1ZA	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 direction	3 general purpose + 2 HOT in each direction	2021
363	CE3448	852	VI1ZA1	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	3 general purpose + 2 HOT in each direction (+1 Auxiliary each direction between	2021
364	CE3448	853	VI1ZB	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 +	3 general purpose + 2 HOT in each direction (+1 Auxiliary	2040
365	CE3484	740	VI1X	Revise Operations	I-66	I-495	US 29 near Rosslyn	1	1	HOV 2 in peak direction during peak period	HOT 2 in peak direction during peak period	2017 complete
366	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	2021 2022

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

DRAFT 6/09/2021

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
367	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
368	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
369	CE3484	788	VI1XB	Construct/Widen	I 66 Eastbound	VA 267 DTR	Washington Blvd. Off-Ramp	1	1	3	4	2020
370	CE3484	789	VI1XC	Construct/Widen	I 66 Eastbound	Washington Blvd. Off-Ramp	North Fairfax Drive	1	1	2	3	2020
371	CE3484	786	VI1XD	Construct/Widen	I 66 Westbound	Sycamore Street	Washington Blvd. On-Ramp	1	1	2	3	2040
372	CE3448	752	I66R31 I66R32 I66R34	Construct	I-66 Express Lanes Interchange Ramps	EB Expr to SB GP NB GP to WB Expr SB Expr to WB Expr EB Expr to NB GP SB GP to WB Expr	I-495 Interchange (Capital Beltway GP and Express Lanes)	0	1	0	1	2022
373	CE3448	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
374	CE3448	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
375	CE3448	755		Reconstruct	I-66 Interchange	EB GP to SB GP WB GP to SB GP WB GP to SB Expr NB GP to EB GP SB GP to WB GP	@ I-495	1	1	—	—	2022
376	CE3448	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
377	CE3448	757	NRS	Reconstruct	I-66 Interchange	Cloverleaf interchange converted to diverging diamond interchange	@ Nutley Street (VA 243)	1	1	—	—	2022
378	CE3448	759	I66R27 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		1	1		Bus / HOV-3 / HOT from proposed Express Lanes	2022
379	CE3448	983	I66R43	Remove	I-66 ramp	remove existing EB on-ramp from Saintsbury Dr. at Vaden Dr.						2022

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								Fr	To	Fr	To	
380	CE3448	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
381	CE3448	763	I66R25 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
382	CE3448	765	I66R23 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
383	CE3448	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
384	CE3448	767	I66R19A I66R20A I66R21A 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
385	CE3448	768	I66R19 I66R20 I66R21 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
386	CE3448	769	I66R17 I66R18	Revise Operations	I-66 Express Lanes Interchange Ramps	Existing reversible HOV ramp converted to HOT EB on-ramp only, 24 hrs/day; Construct new flyover ramp for HOT WB off-ramp from I-66 Express Lanes, operating 24 hrs/day 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
387	CE3448	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

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								Fr	To	Fr	To	
388	CE3448	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
389	CE3448	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
390	CE3448	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
391	CE3448	776	I66R11 I66R12 I66R13 I66R14 I66R40	Construct	I-66 Express Lanes Interchange Ramps	EB Expr to NB GP WB Expr to NB GP SB GP to EB Expr SB GP to WB Expr NB GP to EB Expr	Route 28 Interchange	0	1	0	1	2022
392	CE3448	781?	I66R61	Construct	I-66 Express Lanes Interchange ramps	SB HOV to WB Expr	Route 28 Interchange	0	1	0	1	2040
393	CE3448	917		Construct	I-66 flyover ramp	EB general purpose to EB Express Lanes	.65 miles east of VA Bus 234	0	1	0	1	2022
394	CE3448	920		Construct	I-66 flyover ramp	WB Express Lanes to WB general purpose	.65 miles east of VA Bus 235	0	1	0	1	2022
395	CE3448	778	I66R9 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
396	CE3448	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
397	CE3448	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
398	CE3448	781	I66R5 I66R6	Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ University Boulevard .75 mile east of US 29	0	1	0	1	2022
399	CE3448	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
400	CE3448	785	VSP49C	Construct	I-66 Express Lanes Access Connector Road	Heathcote Boulevard Extension	John Marshall Highway (VA 55)	0	1	0	1	2040
401	CE3179	444	VI2T	Widen	I 395 southbound	VA 236 Duke Street (north of)	VA 648 Edsall Road (south of)	1	1	3	4	2018 Complete
402		854	VI2V	Widen/Revise Operations	I-395 reversible HOV lanes	Turkeycock Run	vicinity of Eads Street	1	1	2 reversible HOV-3+ lanes during peak periods	3 reversible HOT-3+ lanes operating nb in am and sb in pm	2019 complete
403				Revise Operations	I-395 Flyover Ramp South of Duke Street (NB)	I-395 NB GP lanes	I-395 HOV lanes	1	1	HOV-3+ in am peak period	HOT-3+ in morning hours	2019 complete

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DRAFT 6/09/2021

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								Fr	To	Fr	To	
404				Revise Operations	I-395 HOV nb on-ramp at Seminary	Seminary Road	I-395 HOV lanes	1	1	HOV-3+ in am peak period	HOT-3+ in morning hours	2019 complete
405				Revise Operations	I-395 HOV sb off-ramp at Seminary	I-395 HOV lanes	Seminary Road	1	1	HOV-3+ in pm peak period	HOT-3+ in evening hours	2019 complete
406				Revise Operations	I-395 HOV nb on-ramp at Shirlington Circle	Shirlington Circle	I-395 HOV lanes	1	1	HOV-3+ in am peak period	HOT-3+ in morning hours	2019 complete
407				Revise Operations	I-395 HOV sb off-ramp at Shirlington Circle	I-395 HOV lanes	Shirlington Circle	1	1	HOV-3+ in pm peak period	HOT-3+ in evening hours	2019 complete
408				Revise Operations	I-395 HOV sb off-ramp near Edsall Rd.	I-395 HOV lanes	I-395 SB GP lanes	1	1	HOV-3+ in pm peak period	HOT-3+ in evening hours	2019 complete
409				Revise Operations	I-395 NB HOV Ramp to Washington Blvd.	I-395 NB HOV lanes	Washington Blvd. NB	1	1	HOV-3+ in am peak period	HOT-3+ in morning hours	2019 complete
410				Revise Operations	I-395 SB HOV Ramp from Washington Blvd.	Washington Blvd. SB	I-395 SB HOV lanes	1	1	HOV-3+ in pm peak period	HOT-3+ in evening hours	2019 complete
411				Revise Operations	I-395 HOV nb off ramp at Eads Street			1	1	HOV-3+ in am peak period	HOT-3+ in morning hours	2019 complete
412				Revise Operations	I-395 sb HOV on-ramp at Eads Street			1	1	HOV-3+ in pm peak period	HOT3+ in evening hours	2019 complete
413			VI2R47	Remove	I-395 HOV/HOT SB Slip Ramp to I-395 main lanes	Just south of Eads St		1	0	1	0	2019 complete
414	CE2147	270	VI2AC	Reconstruct	I 95 Interchange	VA 613 Van Dorn Street		1	1			2030
415	CE3556			Construct	I-95 HOT lanes ramp	.25 miles south of Russell Road (Exit 148)	Russell Road	0	1	0	1	2022
416	CE3093	6	NRS	Reconstruct	Boundary Chanel Drive	Old Jefferson Davis Highway (off of I-395 Boundary Chanel Interchange)						2020 2022
417	CE2667	378	BRAC	Construct	I 95 NB Off Ramp at Newington	I-95 NB	Fairfax County Parkway NB	1	1	0	1	2020

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								Fr	To	Fr	To	
418	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
419		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
420		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
421		969	VI2X	Construct	I-95 Auxiliary Lane SB	VA 123	VA 294	1	1	0	1	2022
422	CE3697	1011	VI2R48	Construct	I-95 Opitz Drive Reversible Ramp	I-95 Express Lanes at Opitz Drive	Optiz Drive	1	1	0	1	2022
423	CE3763			Study	I 95/I 495 Gap Study - Study HOT lanes, including potential ramp access at Van Dorn St. and US 1	East Side of Springfield Interchange	East of Wilson Bridge	1	1			not coded
424	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
425	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
426	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
427	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
428	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
429	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
430	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
431	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
432	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	2030 2025
433	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	2030 2035
434	CE2069	999	VI4IRMP1	Construct	I-495 Express Lanes On-Ramp	Dulles Connector Road WB	I-495 Express Lanes NB	0	1	0	1	2025
435	CE2069	1000	part of VI4KA	Construct	I-495 Express Lanes (Shoulder Lane) NB DIRECTION PEAK PERIODS ONLY	Dulles Connector WB On Ramp	GW Parkway Off Ramp	0	1	0	1	2025

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								Fr	To	Fr	To	
436	CE2069	1001	VI4IRMP2	Construct	I-495 NB Exchange Ramp	Interstate Ramp - I-495 NB GP Lanes at Dulles Toll Road	I-495 NB GP Express Lanes at Dulles Toll Road	0	1	0	1	2045
437	CE2069	1002	VI4IRMP3	Construct	I-495 SB Exchange Ramp	Interstate Ramp - I-495 SB GP Express Lanes at Dulles Toll Road	I-495 SB Express GP Lanes at Dulles Toll Road	0	1	0	1	2045
438	CE2069	40	VI4K	Construct	I 495 Capital Beltway HOT Lanes	American Legion Bridge	George Washington Parkway (south of)	1	1	8	8+4	2025
439	CE2069	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
440	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	2030 2045
441	CE3186	519	Part VI4IHOTa	Construct	I 495 Capital Beltway Interchange (Phase IV)	Provide SB HOT to EB HOV	at VA 267 Dulles Toll Road	1	1			2030 2035
442	CE3186	519	Part VI4IHOTa	Construct	I 495 Capital Beltway Interchange (Phase IV)	Provide EB DTR to NB HOT	at VA 267 Dulles Toll Road	1	1			2030 2025
443	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	2030 2045
444	CE3186	520	VI4Irm1	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	2030 2045
445	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	2020 2035
446	CE3680	991	VP21G	Widen	Dulles Greenway - eastbound only	Toll Plaza	Dulles Toll Road	1	1	2	3	2019
447				Widen	VA 267 Dulles Toll Road - eastbound only	Dulles Greenway	Centreville Rd. off-ramp	1	1	4	5	2019
448	CE3152	534	VP15E	Construct	VA 267 Dulles Toll Road Ramp	New Boone Boulevard Extension at Ashgrove		0	1	0	2	2037
449	CE3153	535	VP15B	Construct	VA 267 Dulles Toll Road Ramp	Greensboro Drive @ Tyco Road		0	1	0	2	2036
450	CE1965	236	MW1	Widen	Dulles Airport Access Road	Dulles Airport	VA 123	1	1	4	6	2030
Primary												
451	CE3291	549	VP1AH	Widen	US 1 Richmond Highway	Fuller Road	Stafford County Line	2	2	4	6	2040
452	CE2594	631	VP1AD	Widen	US 1 Fraley Blvd. (Town of Dumfries)	Brady's Hill Road	VA 234 Dumfries Road	2	2	4	6	2025
453	CE2594	632	VP1ADA	Widen	US 1 Richmond Highway	VA 234 Dumfries Road	Cardinal Drive/Neabsco Road	2	2	4	6	2030
454	CE3173	84	VP1AF	Widen	US 1 Richmond Highway	Featherstone Road	Mary's Way	2	2	4	6	2022
455	CE2161	239	VP1P	Widen	US 1 Richmond Highway	Mary's Way	Annapolis Way	2	2	4	6	2019
456	CE2161	633	NRS	Reconstruct	US 1 Richmond Highway	at VA 123 Gordon Boulevard (Interchange)						2028
457	CE2161	634	VSP63	Construct	Belmont Bay Drive Extension	US 1 Jefferson Davis Highway	Heron's View Way			0	4	2025

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458	CE3180	85	VP1AG	Widen	US 1 Richmond Highway	Annapolis Way	Lorton Road, Pohick Road	2	2	4	6	2035
459	CE1942	322	VP1U	Widen	US 1 Richmond Highway	VA 235 North Mt. Vernon Memorial Highway	VA 235 South VA 626 Sherwood Hall Ln	2	2	4	6	2025 2028
460	CE3331	653	VP2P	Construct	VA 7 Interchange	At VA 690		2	2	0	4	2025
461	CE1870	86	VP2JA	Widen	VA 7 Bypass	VA 7 West	US 15 South King Street South	5	1	4	6	2040
462	CE1870	299	VP2J	Widen	VA 7 Bypass	US 15 South King Street	VA7/US 15 East	5	1	4	6	2040
463	CE2105	221	VP2M	Widen	VA 7	Reston Avenue	West Approach to Bridge over Dulles Toll Road Jarrett Valley Dr.	2	2	4	6	2025 2024
464	CE2105	628	VP2Lb	Widen	VA 7 Leesburg Pike	VA 123 Chain Bridge Road	I 495 Capital Beltway	2	2	6	8	2030
465	CE3161	87	VP2N	Widen	VA 7 Leesburg Pike	I 495	I 66	2	2	4	6	2030
466	CE2175	347	VP2B	Widen	VA 7	Seven Corners	Bailey's Crossroads	2	2	4	6	2030
467	CE3701	1022	NRS	Study	VA 7 Interchange	VA 123 Dolly Madison Road						2030
468	CE3327	682	NRS	Construct	VA 7 Overpass at	George Washington Boulevard		0	4	0	4	2022 2024
469	CE2664	621	nrs	Construct	VA 7 Interchange	at VA 659 Belmont Ridge Road		2	2	6	6	2017 2020 complete
470	CE3523	1023	NRS	Construct	US 15 Bypass / Battlefield Parkway Interchange			2	2	4	4	2035
471	CE3162	253	VP4EA	Widen	US 15 James Madison Highway	US 29 Lee Highway	Haymarket Drive	3	3	2	4	2040
472	CE3162		VP4EC	Widen	US 15 James Madison Highway Overpass	1200' S of RR tracks	1000' N. of RR tracks	3	3	2	4	2030
473	CE3738	881	VP4G	Widen	US 15	Battlefield Parkway	Montresor Road	2	2	2	4	2022 2026
474	CE2045	88	VP6H	Widen	VA 28	Fauquier County Line	VA 652 Fitzwater Drive	3	3	2	4	2040
475	CE2045	309	VP6kA	Widen	VA 28	VA 652 Fitzwater Drive	VA 215 Vint Hill Road	3	3	2	4	2019

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								Fr	To	Fr	To	
476	CE2045	326	VP6MA	Widen	VA 28	Godwin Drive	Manassas City limits	3	2	4	6	2019
477	CE2045	89	VP6K	Widen	VA 28 Nokesville Road	Manassas City Limits	VA 619 Linton Hall Road	3	3	4	6	2022
478	CE1734	1037	VP6EDD	Convert	VA 28 PPTA Phase II- HOV	I-66	Westfields Blvd	5	5	8+ 2 aux	6 + 2aux + 2 HOV	2040
479	CE1734	873	VP6EDE	Convert	VA 28 PPTA Phase II- HOV	Westfields Blvd	Dulles Toll Road	5	5	8	6 + 2 HOV	2040
480	CE1734	310-791	VP6EAA	Widen	VA 28 PPTA Phase II	I 66	Westfields Blvd	5	5	6	8+ 2 aux	2021
481	CE1734		VP6EAB	Widen	VA 28 PPTA Phase II	Westfields	US 50	5	5	6	8	2025
482	CE1734		VP6EBB	Widen	VA 28 PPTA Phase II	US 50	Sterling Blvd.	5	5	6	8	2016
483	CE1734	310	VP6ECC	Widen	VA 28 PPTA Phase II	Sterling Blvd.	VA 7	5	5	6	8	2025
484	CE3181	656		Study	VA 28 Manassas Bypass /VA 411	VA 234 Godwin Drive/Route 234 on the western edge of the City of Manassas	I66 proposed interchange btwn Rt234 Business & Rt28 on I-66 Proposed Interchange					Not Coded
485	CE3479	737	VP6N	Widen	VA 28 Centreville Road	US 29	Prince William County Line	2	2	4	6	2023
486	CE1865	995	VP6O	Construct	VA 28 Manassas Bypass	VA 234 Sudley Road	VA 28 Centreville Road	0	5	0	4	2025
487	CE3383	730		Study	VA 28	US 29	Liberia Avenue					Not Coded
488		620	VP7s	Widen	US 29 (add NB lane)	I 66	Entrance to Conway Robinson MSF	3	2	4	5	2030
489	CE1933	620	VP7s	Widen	US 29 (add NB lane)	Legato Road	Shirley Gate/Waples Mill Rd.	3	2	4	5	2017- 2019 complete
490	CE1933	349	VP7AA	Widen	US 29	ECL City of Fairfax (vic. Nutley St.)	Espana Court	2	2	4	6	2025 2040
491	CE1933	625	VP7AB	Widen	US 29	Espana Court	I 495 Capital Beltway	2	2	4	6	2025 2040
492	CE3474	731	VP7T	Widen	US 29 Lee Highway	VA 659 Union Mill Road	Buckleys Gate Drive	2	2	4	6	2024
493	CE2182	319	VP8H	Widen	US 50	ECL City of Fairfax	Arlington County Line	2	2	4	6	2025 2035

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

DRAFT 6/09/2021

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
494	CE3739	2500		Construct	US50 North Collector Road	Tall Cedars Parkway	VA 28/ Air and Space Museum	2	2	2	4	2029
495		94	NRS	Construct	US 50 Interchange	VA 606 Loudoun County Parkway		2	2	6	6	2025
496		657	NRS	Construct	US 50 Interchange	West Spine/Gum Springs Road		2	2	6	6	2035
497		658	NRS	Construct	US 50 Interchange	South Riding Boulevard		2	2	6	6	2035
498		659	NRS	Construct	US 50 Interchange	Tall Cedars Parkway		2	2	6	6	2035
499	CE3603	885	NRS	Upgrade/ Intersection	Route 50 & Everfield Drive			2	2	2	2	2022 2026
500	CE3694	997	VP16	Widen	VA 55	Route 29	Town of Haymarket Fayette St.			2	4	2028
501	CE1723	245	VP10G	Widen	VA 123	US 1	Annapolis Way	2	2	4	6	2025
502	CE1784	235	VP10H	Widen	VA 123 Ox Road	Hooes Rd.	Fairfax Co. Parkway	2	2	4	6	2030
503	CE1784	337	VP10F	Widen	VA 123 Ox Road	Fairfax Co. Parkway	Burke Center Parkway	2	2	4	6	2030
504	CE1856	300	VP10R	Widen	VA 123	Burke Center Parkway	Braddock Road	2	2	4	6	2030
505		95	VP10S	Widen	VA 123	VA 677 Old Courthouse Road	VA 7 Leesburg Pike			4	6	2030
506	CE3376	595	VP10T	Widen	VA 123 Chain Bridge Road	VA 7 Leesburg Pike	I 495 Capital Beltway	2	2	6	8	2030
507	CE3698	1016	NRS	Upgrade	VA 123	I-495 Capital Beltway	VA 267 Dulles Access Road	2	2	6	6	2030
508	CE3698	1015	VP10U	Widen	VA 123	VA 267 Dulles Access Road	VA 634 Great Falls Street	2	2	4	6	2030
509	CE3371	590	VP24B	Widen	VA 215 Vint Hill Road	Kettle Run Drive	VA 1566 Sudley Manor Drive	4	4	2	4	2020
510	CE3641			Widen	VA 234 Sudley Road	Grant Road	Godwin Drive	2	2	2	3	2021
511	CE1897	286	VP12O	Construct	VA 234 Bypass Extension North	VA 234 Bypass@I-66 (Prince Wm. Co.)	US 50 (Loudoun Co.)		5		4	2040
512	CE3177	678		Construct	VA 234 Bypass Interchange	Balls Ford Road Relocated						2022
513	CE3178	660		Construct	VA 234 Bypass Interchange	Dumfries Road/Brentsville Road						2025 2024
514		739		Construct	VA 234 Byp-Prince William Parkway Interchange at	VA 840 University Boulevard						2030

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

DRAFT 6/09/2021

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
515	CE3703		NRS	Construct	VA 234 Bypass Interchange	Clover Hill Road						2026
516	CE3467	727	NRS	Construct	VA 234 Prince William Parkway Interchange at	VA 1566 Sudley Manor Dr.						2030
517	CE1760	311	VP13A	Widen	VA 236	Pickett Road	I 395	2	2	4	6	2025 2035
518	CE2106	264	VSF25aa	Convert	VA 286 Fairfax County Parkway HOV	VA 267 Dulles Toll Road	Sunrise Valley Drive	5	5	6	4+2	2035
519	CE2106	96	VSF25ea	Widen	VA 286 Fairfax County Parkway	Sunrise Valley	West Ox Road Rugby Road	5	5	4	6	2035
520	CE2106	97	VSF25e	Convert	VA 286 Fairfax County Parkway HOV	West Ox Road	US 50	5	5	6	4+2	2035
521	CE3702	1024	NRS	Widen/Construct	VA 286 Fairfax County Parkway Interchange	VA 654 Pope's Head Road		2	2	4	6	2025 2024
522	CE2106	98	VSF25y	Upgrade	VA 286 Fairfax County Parkway HOV	US 50	VA 7735 Fair Lakes Parkway	2	5	6	4+2	2035
523	CE2106	101	VSF25z	Widen/Upgrade	VA 286 Fairfax County Parkway HOV	VA 7735 Fair Lakes Parkway	I 66	2	5	6	6+2	2035
524	CE2106	320	VSF25g	Widen	VA 286 Fairfax County Parkway	US 29	Rolling Rd- VA 123 Ox Road	5	5	4	6	2030
525				Widen	VA 286 Fairfax County Parkway	VA 123	Sydenstricker Road	5	5	4	6	2030 2040
526	CE1833	304	VSF26	Construct	VA 289 Franconia-Springfield Parkway-HOV	VA 286 Fairfax County Parkway	VA 2677 Frontier Drive	5	5	6	6+2	2025
527	CE1833	104	NRS	Construct	VA 289 Franconia-Springfield Parkway Interchange	Neuman Street		1	1			2035
528	CE1833	105	VSF26b	Upgrade	VA 289 Franconia-Springfield Parkway-HOV	VA 638 Rolling Road	VA 617 Backlick Road	5	5	6	6+2	2025
529		408	VSP23d	Widen	VA 294 Prince William County Parkway	VA 776 Liberia Avenue	VA 642 Hoadly Road	2	2	4	6	2040
530	CE3704	1028	NRS	Construct	VA 294 Prince William Parkway Intersection Improvements	VA 641 Old Bridge Road						2028
531	CE3705	1027	NRS	Construct	VA 294 Prince William Parkway Interchange	VA 640 Minnieville Road						2028
532	CE3151	106	VP15CD	Construct	Collector-Distributor Rd Westbound (parallels Dulles Toll Rd.)	Route 7 Leesburg Pike	VA 828 Wiehle Avenue	0		0	+1	2035 2037
533	CE3154	107	VP15CDE	Construct	Collector-Distributor Rd Eastbound (parallels Dulles Toll Rd.)	VA 828 Wiehle Avenue	Route 7 Leesburg Pike	0		0	+1	2035 2036

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(highway)**

DRAFT 6/09/2021

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								Fr	To	Fr	To	
534	CE3154	1033	VP15CD2	Construct	Collector-Distributor Rd Westbound (parallels Dulles Toll Rd.)	Route 7 Leesburg Pike	Spring Hill Rd.			0	+2	2035
535	CE3151		VP15CDE2	Construct	Collector-Distributor Rd Eastbound (parallels Dulles Toll Rd.)	Spring Hill Rd.	Route 7 Leesburg Pike			0	+2	2035
Urban												
536	CE2139	313	VU28B	Construct	Battlefield Parkway	US 15 south of Leesburg	Dulles Greenway	0	2	0	4	2020
537	CE3222	52	VU30F	Widen/Reconstruct	East Elden Street	Monroe Street	Fairfax County Parkway	3	2	4	6	2020 2026
538	CE1783	328	VU52	Widen	Eisenhower Avenue	Mill Road	Holland Lane	3	3	4	6	2019 2023
539	CE3300	553	VU55	Widen	Evergreen Mills Road	US 15 S. King Street	South City Limits of Leesburg	4	4	2	4	2022 2021 Complete
540	CE3286	681	VU56	Construct	Farrington Avenue	Van Dorn Street at Eisenhower Avenue	Edsall Road	0	4	0	2	2035 2034
541	CE1952	267	VU10B	Widen/Reconstruct	Spring Street	Herndon Parkway (East)/Spring Street	Fairfax County Parkway Interchange	3	2	4	6	2021 2024
542	CE2073	232	VU33	Widen	Sycolin Road	VA7/US 15 Bypass	SCL of Leesburg	4	4	2	4	2020 2027
543	CE2671	382	NRS	Construct	US 15 Bypass Interchange	At Fort Evans Road and Edwards Ferry Road		5	2	4	4	2025
544	CE2020	290	VU45	Widen	VA 234 Dumfries Road Business	South Corporate Limits	Hastings Drive	3	3	2	4	2040
545	CE3375	594	NRS	Reconstruct	VA 234 Grant Avenue	Lee Avenue	Wellington Road	3	3	4	2	2020
546	CE3174	53	nrs	Construct	Intersection Improvement	King Street	Beauregard Street					2018 2025
547	CE3175	54	nrs	Construct	Ellipse	Seminary Road	Beauregard Street					2020 2028
548	CE3166	56	NRS	Reconstruct	Herndon Parkway (East): Transit Drop-off/Pick-Up Access to Herndon Metrorail Station	East of Rte 666/Van Buren Street (at 593 Herndon Parkway)	West of Rte 675 / Spring Street (at 575 Herndon Parkway)	2	2	4	4	2018 2023
549		725	NRS	Reconstruct	Herndon Parkway/Van Buren Street (south) intersection	Herndon Parkway/Van Buren Street (south)	Worldgate Drive/Van Buren Street (south)	2	2	4	4	2019 2022
550	CE3441	687	NRS	Reconstruct	VA 17 Intersection Improvements in Warrenton	South of Frost Ave.	South of Winchester St.					2021
Secondary												
Arlington County												
551	CE2830	411	AR17a	Widen	Washington Boulevard	Wilson	Kirkwood	3	3	3	4	2019 2022
552	CE3657	951	NRS	Construct	12th Street South	VA-120 (South Glebe Rd.)	South Monroe St	4	4	0	2	2019 2024

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								Fr	To	Fr	To	
553	CE3677	987	AR30	Convert to 2-way	27th Street South	US-1	Crystal Drive	4	4	4	4	2019
554	CE3678	988	AR31	Demolish	South Clark Street	12th Street South	20th Street South	4	0	2	0	2019
Fairfax County												
555	CE1849	336	FFX2a	Widen	VA 602 Reston Pkwy.	VA 5320 Sunrise Valley Dr.	VA 606 Baron Cameron Avenue Sunset Hills Road	3	3	4	6	2020 2040
556			FFX2c	Widen	VA 602 Reston Pkwy.	Sunset Hills Road	New Dominion Parkway	3	3	4	6	Complete
557	CE1849	4041	FFX2b	Widen	VA 602 Reston Pkwy.	New Dominion Parkway	VA 606 Baron Cameron Avenue	3	3	4	6	2040
558	CE3475	732	VSF44	Widen	VA 608 Frying Pan Road	VA 28 Sulley Road	VA 657 Centreville Road	3	3	2	4	2025 2030
559	CE2186	218	VSF4ca	Widen	VA 611 Telegraph Road	Leaf Road North	VA 635 Hayfield Road	3	3	2	4	2025 2040
560	CE2186	298	VSF4i	Widen	VA 611 Telegraph Road	VA 635 Hayfield Road	VA 613 (Van Dorn St.)	3	3	2	4	2025 2040
561	CE2186	62	VSF4h	Widen	VA 611 Telegraph Road	VA 613 S. Van Dorn	VA 644 Franconia Road	3	3	2	3	2025 2040
562	CE3275	63	VSF15b	Construct	VA 613 Van Dorn Interchange	VA 644 Franconia Road		0	0	0	0	2025 2035
563	CE2158	301	VSF8g	Widen	VA 620 Braddock Road	VA 286 Fairfax County Parkway	VA 123 Ox Road	3	3	4	6	2025 2040
564	CE3731	2484	VSF8K	Widen	VA 620 Braddock Road	Paul VI Eastern Entrance	Loudoun County Parkway	3	3	2	4	2028
565	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
566	CE3478	736	VSF45	Widen	VA 636 Hooes Road	VA 286 Fairfax County Parkway	VA 600 Silverbrook Road	3	3	2	4	2025
567	CE1936	302	VSF10a	Widen	VA 638 Rolling Road	VA 286 Fairfax County Parkway Viola St.	VA 644 Old Keene Mill Road	3	3	2	4	2025 2026
568	CE3301	586	VSF10E	Widen	VA 638 Rolling Road	Rt 5297 DeLong Drive	Fullerton Drive Virginia Dr.	3	3	2	4	2022 2035
569	CE2645	377	VSF10c	Widen	VA 638 Pohick Road	VA 1	I 95	3	3	2	4	2025
570	CE1859	217	FFX11a	Widen	VA 645 Stringfellow Road	US 50	VA 286 Fairfax County Parkway	3	3	2	4	2030 2040
571		64	VSF37a	Widen	VA 650 Gallows Road	VA 7 Leesburg Pike	VA 699 Prosperity Ave.	2	2	4	6	2038

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								Fr	To	Fr	To	
572	CE2833	65	VSF33a	Widen	VA 651 Guinea Road	VA 6197 Roberts Parkway	VA 4807 Pommeroy Drive	3	3	2	4	2025 2040
573	CE1748	255	FFX12a	Construct	VA 651 New Guinea Road	VA 123 Ox Road	Roberts Road	0	3	0	4	2025 2040
574	CE3442	688	VSF17b	Construct	VA 655 Shirley Gate Road	VA 286 Fairfax County Parkway	VA 620 Braddock Road	0	3	0	4	2030
575		346	VSF18C	Widen	VA 657 Centreville Road	VA 8390 Metrotech Dr.	VA 668 McLearen Road	3	3	4	6	2040
576	CE3150	66	NRS	Construct	Boone Boulevard Extension	VA 123 Chain Bridge Road	Ashgrove Lane			0	4	2036
577	CE3460	724	VSF46	Construct	VA 2677 Frontier Drive	Franconia-Springfield Transportation Center	VA 789 Loisdale Road	0	4	0	4	2024 2030
578	CE3155	69	NRS	Construct	Greensboro Drive WB	Spring Hill Road	Tyco Road	0	4	0	2	2034
579	CE3158	68	VSF43	Widen	Magarity Road	VA 7 Leesburg Pike	VA 694 Great Falls Street			2	4	2037
580	CE3157	67	NRS	Construct	New Bridge/Road Crossing- bike ped only	Tysons Corner Center Ring Road	Old Meadow Road			0	0	2036 2022
581	CE3609	882	VSF48	Construct	Rock Hill Road Overpass Davis Dr. Bridge	VA 5320 (Sunrise Valley Dr.)	VA 209 (Innovation Avenue)	0	4	0	4	2030
582	CE3450	722	VSF49	Construct	Soapstone Drive 4-Lane Overpass	Sunrise Valley Drive	Sunset Hills Road	0	4	0	4	2027
583	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
584	CE3060	442	VSF41	Construct/Widen	VA 8102 Scotts Crossing Rd	VA 123 Dolly Madison Blvd	Jones Branch Dr			0/2	4	2018
585	CE3759	4080		Construct	Worldgate Drive Extension	Van Buren Street	Herndon Parkway	0	3	0	4	2030
Loudoun County												
586	CE3355	661	NRS	Construct	VA 606 Ramp	VA 606 Eastbound	VA 789 Lockridge Road Northbound			0	2	2020
587		330	VSL1B	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
588	CE3315	566	VSL10E	Widen	VA 607 Loudoun County Parkway	US 50	VA 606 at new Arcola Blvd.	3	3	4	6	2030
589		275	VSL10bb	Widen/Upgrade	VA 607 Loudoun County Parkway	W&OD Trail	Redskin Park Drive	4	3	4	6	2025
590	CE3736	2493	VSL10F	Widen	VA 607 Loudoun County Parkway	Shellhorn Road	Ryan Road	3	3	4	6	2022

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DRAFT 6/09/2021

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								Fr	To	Fr	To	
591	CE3604	890	VSL2C	Widen	VA 620 Braddock Rd	VA 659	Fairfax County Line	3	3	2	4	2025
592	CE3605	889	VSL2D	Widen	VA 620 Braddock Rd	VA 659	Royal Hunter Drive	4	4	2	4	2025
593	CE3606	884	NRS	Reconstruct	VA 620 Braddock Road	Braddock Road	Summerall/Supreme	4	4	2	2	2020-2022
594	CE3601	887	NRS	ReAlign Intersections	VA 621 Evergreen Mills Rd	Watson Road	Reservoir Road	3	3	2	2	2020-2024
595	CE3311	578 580	VSL62	Widen	VA 621 Evergreen Mills Road (Eastern Segment)	VA 607 Loudoun County Parkway – Northstar Boulevard	VA 659 Belmont Ridge Road - Stone Springs Boulevard	4	4	2	4	2025
596	CE3312	578 580		Construct	VA 621 Evergreen Mills Road (Western Segment)	VA 842 Arcola Boulevard	VA 659 Belmont Ridge Road	4	4	2	4	2025
597	CE3333	683	NRS	Construct	VA 625 Waxpool Road/ VA 607 Loudoun County Parkway Interchange Improvements	Loudoun County Parkway	Waxpool Road	3	3	4	4	2019-2024
598	CE3443	689	VSL54	Widen	VA 640 Farmwell Road	VA 1950 Smith Switch Road	VA 641 Ashburn Road	4	4	4	6	2020-2022
599	CE2209	335	VSL45	Widen Study	VA 643	Leesburg Town Limits	Crosstrails Boulevard	3	3	2	4	2035 not coded
600	CE3502	827	VSL65	Construct	VA 643 Shellhorn Extended	VA 606 Loudoun County Parkway	VA 634 Moran Road	0	4	0	4	2020-2023
601	CE3499	825	VSL64	Construct	VA 645 Westwind Blvd Drive Extended	VA 607 Loudoun County Parkway	VA 606 Old Ox Rd.	0	4	0	4	2020-2026
602	CE3734	2489	VSL68	Widen	VA 645 Croson Ln.	Clairborn Parkway	Old Ryan Road			2	4	2027
603	CE1897	72	VSL4ac	Widen	VA 659 Belmont Ridge Road	VA 7 Leesburg Pike	VA 267 Dulles Greenway	4	3	2	4	2018
604	CE1897	746	VSL4AD	Widen/Upgrade	VA 659 Belmont Ridge Road	VA 645 Croson Lane	VA 267 Dulles Greenway	4	3	2	4	2025-2023
605	CE1897	2523	VSL4G	Widen	VA 659 Belmont Ridge Road	Arcola Mills Drive	Shreveport Drive			2	4	2028
606	CE1818	297	VSL4f	Widen	VA 659 Gum Spring Rd.	Prince William County Line	VA 620 Braddock Road	4	4	2	4	2035
607	CE3306 CE3307	573 574 575	VSL61	Construct	VA 842 Arcola Boulevard (Southern Segment)	US 50	VA 607 Loudoun County Parkway	0	4	0	4	2022
608	CE3067	76	VSL40F	Construct	VA 901 Clairborne Parkway	VA 645 Croson Lane	VA 772 Ryan Road	0	4	0	4	2019
609	CE3309	576	VSL63	Construct	VA 774 Creighton Road (completion of eastern end)	VA 659 Belmont Ridge Road - Northstar Boulevard	VA 621 Evergreen Mills Road	0	4	0	4	2025-2020

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								Fr	To	Fr	To	
610	CE3323	641	VSL58	Construct	Ashburn Silver Line Station Connector Bridge	VA 267 Dulles Greenway	Ashburn Silver Line Station	4	4	0	4	2019 Complete
611	CE3734	883	VSL66	Widen	Croson Ln	Clairborn	Mooreview Pkwy	4	4	2	4	2025
612		577	VSL56	Construct	Crosstrail Boulevard	VA 625 Sycolin Road	Kincaid Boulevard	0	4	0	4	2019 Complete
613	CE3735	2491	VSL56A	Construct	Crosstrail Boulevard	VA 625 Sycolin Road	Dulles Greenway	0	4	0	4	2026
614		662	NRS	Construct	VA 868 Davis Drive	VA 606 Old Ox Road	VA 846 Sterling Boulevard	0	4	0	4	2025
615	CE3313 & CE3314	564 & 565	VSL67A	Construct	Dulles West Blvd. Phase I & Phase II	Dulles Landing Drive - VA 607 Loudoun County Parkway	Arcola Blvd	0	4	0	4	2022
616	CE2582	1031	VSL67B	Construct	Dulles West Blvd. Phase III	Arcola Blvd	Northstar Dr.	0	4	0	4	2025
617		888	NRS	Reconstruct	Elk Lick Rd Intersections	US 50	Tall Cedars Pkwy	4	4	2	2	2020
618	CE3602	886	NRS	Construct	Moorefield Boulevard	Mooreview Parkway	Moorefield Station	0	4	0	3	2020
619	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
620	CE3318	570	VP12R	Construct	VA 3171 Northstar Boulevard (Missing Link #79)	Shreveport Drive	US 50	0	3	0	4	2022
621	CE3737	2495	VP12S	Construct	VA 3171 Northstar Boulevard	Tall Cedars Parkway	Braddock Road	0	3	0	4	2028
622	CE3320	572	VSL59	Construct	VA 1071 Prentice Drive (Western Segment)	VA 607 Loudoun County Parkway	Loudoun Station Drive	0	4	0	4	2019 2026
623	CE3321	556	VSL59	Construct	VA 1071 Prentice Drive Eastern Segment	VA 789 Lockridge Road	VA 607 Loudoun County Parkway	0	4	0	4	2019 2026
624	CE3501	826	VSL48B	Construct	VA 2401 Riverside Parkway	VA 607 Loudoun County Parkway	VA 2020 Ashburn Village Boulevard Extension	0	4	0	4	2018 2022

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								Fr	To	Fr	To	
625	CE3324	559	VSL49B	Construct	VA 1061 Russell Branch Parkway (Western Segment)	VA 659 Belmont Ridge Road	Tournament Parkway	0	4	0	4	2017 2024
626	CE3326	563	VSL55A	Construct	Shreveport Drive (Western Segment) Evergreen Mills Road	VA 621 Evergreen Mills Road	VA 659 Belmont Ridge Road	0	4	0	4	2025 2021 Completed
627	CE3329	562	VSL60	Construct	VA 846 Sterling Boulevard Extension	VA 1036 Pacific Boulevard	VA 634 Moran Road	0	4	0	4	2025
628	CE3332	555		Widen	VA 2119 Waxpool Road	VA 2070 Demott Road	VA 2020 Ashburn Village Boulevard	4	4	2	4	2018
Prince William County												
629	CE3187	82	VSP2i	Widen	VA 619 Fuller Road	US 1	VA 619 Fuller Heights Road Relocated			2	4	2025
630	CE3693	996	VSP3D	Widen	VA 621 Devlin Road	Linton Hall Road	Wellington Road			2	4	2028
631	CE2357	79	VSP3b	Widen/Upgrade	VA 621 Balls Ford Road	Sudley Rd	Doane Drive	4	3	2	4	2022
632	CE2357	690	VSP64		VA 621 Balls Ford Road Relocated	Doane Drive	Devlin Road	0	3	0	4	2022
633	CE3372	591	VSP66	Construct	VA 627 Van Buren Road	VA 234 Dumfries Road	VA 610 Cardinal Drive	0	4	0	4	2040
634	CE3374	593	VSP65	Widen	VA 638 Neabscos Mills Road	US 1 Jefferson Davis Highway	Smoke Ct.			2	4	2023
635		376	VSP5e	Widen	VA 640 Minnieville Road	VA 643 Spriggs Road	VA 234 Dumfries Road	3	3	2	4	2018
636	CE3695	998	VSP17C	Widen	VA 674 Wellington Road	University Boulevard	VA 621 Devlin Road/Balls Ford Road	3	3	2	4	2028
637	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
638	CE2145	338 589	VSP17b	Widen	VA 674 Wellington Road	VA 234 Bypass Prince William Parkway	VA 668 Rixlew Lane	3	3	2	4	2035
639	CE1754	308	VSP18	Widen	VA 676 Catharpin Rd.	VA 55 John Marshall Highway	Heathcote Blvd.	3	3	2	4	2040 2020
640	CE3753	4600		Construct	Annapolis Way Extension	VA 123 Commuter Lot Entrance	Current termini west of Marina Way			0	2	2028
641	CE3754	3520		Study	HOV lanes on Dale Blvd/PW Pkwy/Minnieville Rd	Dale Blvd / PW Pkwy / Minnieville Rd						not coded
642	CE3756	3580		Construct	Horner Road	VA 123 Gordon Blvd	Annapolis Way	0	4	0	2	2030
643	CE2876	4123		Widen	Liberia Avenue	VA 28	Richmond Avenue			4	6	2025
644	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
645	CE1921	219	VSP25b	Widen	VA 1781 New Telegraph Road/Summit School Road	Horner Road/Park'n'Ride Lot Access	VA 2190 Summit School Road Extension	4	4	2	4	2025

NOTE: Shaded areas represent changes from the 2020 Amendment to Visualize 2045.
Pink shading indicates technical corrections since the beginning of the comment period.

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

DRAFT 6/09/2021

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
646	CE3480	745	NRS	Construct	VA 234 Potomac Shores Parkway	US 1 Jefferson Davis Highway	VA 4700 River Heritage Boulevard	0	4	0	4	2020
647	CE2008	325	VSP20C	Widen/Upgrade	VA 1392 Rippon Boulevard Extension	West of Wigeon Way	Rippon VRE Station	4	3	2	4	2040 2030
648	CE3482	743	NRS	Widen	VA 4700 River Heritage Boulevard	VA 234 Potomac Shores Parkway	Dominica Drive	4	4	2	4	2020
649	CE3481	744	NRS	Construct	VA 4700 River Heritage Boulevard	Dominica Drive	VA 234 Potomac Shores Parkway	0	4	0	2	2020
650	CE3293	642	VSP62a	Construct	Rollins Ford Road	Wellington Road	Linton Hall Road	0	3	0	4	2040
651		643	VSP67	Construct	VA 2190 Summit School Road Extension	Telegraph Road	VA 2190 Summit School Road (south end of existing)	4	4	2	4	2025
652	CE1837	257	VSP25c	Widen	VA 1781 Telegraph Rd.	VA 294 (Prince William Pkwy)	VA 249 (Caton Hill Rd.) - Horner Road Park-n-Ride Lot Access	4	4	2	4	2025
653	CE3755	3560		Construct	Thorough Blvd.	VA 640 Minnieville Road	Elm Farm Road			0	2	2030
654		83	VSP47e	Construct	University Boulevard	Sudley Manor Drive	Wellington Rd/Progress Ct.	0	3	0	4	2035
655	CE2176	904		Construct	Williamson Blvd	Sudley Manor Drive	Portsmouth Road			0	4	2030
FAMPO												
656			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
657			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
658			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
659			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
660				Study	I 95 : HOV / Bus / HOT Lanes	VA 17 Warrenton Road (exit 133)	VA 17 in Spotsylvania County (exit 126)	1	1	0	2	not coded
661				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
662				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
663				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
664			VI2RFD	Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	At Courthouse Rd.	NB AM on-ramp	1	1	0	1	2022
665			VI2RFE	Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	at Courthouse Rd.	SB PM off-ramp	1	1	0	1	2022
666			FAI1F	Widen	I-95 northbound	Exit 126 (US 1/VA17)	Exit 130 (VA 3 Plank Rd.)	1	1	3	4	2035
667			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
668			FAI1H	Widen	I-95 northbound	Exit 133 (VA 17 Warrenton Rd.)	Exit 136 (Centerport Parkway)	1	1	3	4	2045
669			FAI1HA	Construct	I-95 4th auxiliary lane	Exit 133 (VA 17 Warrenton Rd.)	Exit 136 (Centerport Parkway)	1	1	X	X+1	2045
670			FAI1J	Widen	I-95 southbound	Exit 130	Exit 126 (US 1/VA17)	1	1	3	4	2035
671			FAI1K	Construct	I-95 southbound	1.3 miles south of Exit 130	.3 miles north of Truslow Rd	1	1	x	x+3cd	2025
672			FAS22A	Widen	VA-3 (William St)	Gateway Blvd.	William St./Blue Gray Parkway			4	6	2030
673			FAS22	Widen	VA 3 (Spotsylvania)	Chewing Lane	VA 627 (Gordon Rd.)	2	2	4	6	2013

NOTE: Shaded areas represent changes from the 2020 Amendment to Visualize 2045. Pink shading indicates technical corrections since the beginning of the comment period.

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

DRAFT 6/09/2021

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date	
								Fr	To	Fr	To		
674			FAP6E	Widen	Tidewater Trail 17 Business/VA 2	US	Beulah Salisbury Dr.	US 17 Bypass (Mills Dr.)	2	2	2	4	2035
675			FAP6	Widen	US 17		US 1	Hospital Blvd.	2	2		4	2025
676			FAP6C	Widen	US 17 (Warrenton Rd.)		McLane Drive	Stafford Lakes Parkway	2	2	4	6	2020
677			FAP7A	Widen	VA 218 (Butler Rd.)		Carter St.	Castle Rock Dr.	4	4	2	4	2045
Fredericksburg													
678				Construct	Carl D. Silver Pkwy Ext.		current terminus	Gordon Shelton Blvd.			0	4	2035
679			FAU1		Fall Hill Ave./ Mary Washington Blvd. Extension		Mary Wash. Blvd.	Gordon Shelton Blvd.			2	4	2020
680					Lafayette Blvd.		City Limit	VA-3 (Blue & Gray Parkway)				4	2045
681			FAU2		Gateway Blvd. Extended		William St. (PR-3)	Fall Hill Ave (UR-3965)			0	4	2035
Stafford County Secondary													
682			NRS		VA 610		Shenandoah Ln	Orville Rd				6	2021
683			FAS5b		VA 630 (Courthouse Rd)		Austin Ridge Dr.	VA 648 (Shelton Shop Rd)	4	4	2	4	2035
684			FAS13		VA 648 (Shelton Shop Rd.)		VA 610 (Garrisonville Rd)	VA 627 (Mountainview Rd)	4	4	2	4	2035
685			FAS3E	Widen	Garrisonville Rd.		Eustace Rd.	Shelton Shop Rd.			4	6	2045
Spotsylvania County Secondary													
686			FAS26A		VA 606		US 1	I-95				4	2025
687			FAS18B		VA-620 (Harrison Rd.)		US-1 BUS (Lafayette Blvd.)	VA-639 (Salem Church Rd.)			2	4	2035
688			FAS19		VA 636 (Mine Rd./ Hood Dr.)		VA 208 (Courthouse Rd.)	US 1	4	4	2	4	2025
689			FAS19B		VA 636 (Mine Rd./ Hood Dr.)		Falcon Dr. / Spotsylvania Ave	Landsdowne Rd	4	4		4	2035

NOTE: Shaded areas represent changes from the 2020 Amendment to Visualize 2045.
Pink shading indicates technical corrections since the beginning of the comment period.

ATTACHMENT 3

17-Dec-20

Summary of Employment Forecasts Draft Round 9.2 Cooperative Forecasts (Thousands)

Planning Directors
Technical Advisory
Committee
December 18, 2020

<i>(Changes Received in Italic)</i>								2015 to 2045	
JURISDICTION	2015	2020	2025	2030	2035	2040	2045	Number	% Change
District of Columbia	798.3	846.3	895.1	937.9	978.2	1,011.8	1,045.4	247.1	31.0%
<i>Arlington County</i>	<i>209.1</i>	<i>229.4</i>	<i>240.1</i>	<i>258.1</i>	<i>280.1</i>	<i>287.5</i>	<i>290.8</i>	81.7	39.0%
<i>City of Alexandria</i>	<i>106.0</i>	<i>107.1</i>	<i>115.4</i>	<i>115.5</i>	<i>119.8</i>	<i>126.1</i>	<i>130.1</i>	24.1	22.8%
Central Jurisdictions	1,113.4	1,182.7	1,250.6	1,311.5	1,378.2	1,425.3	1,466.3	352.9	31.7%
Montgomery County	520.2	543.5	572.5	604.5	627.4	653.9	678.8	158.6	30.5%
City of Rockville (1)	76.9	78.4	80.4	82.4	86.6	90.9	96.4	19.5	25.3%
City of Gaithersburg (1)	46.4	47.6	50.0	52.7	56.1	61.1	65.7	19.3	41.5%
Prince George's County	338.6	349.0	366.3	375.7	385.5	393.3	402.1	63.6	18.8%
<i>Fairfax County (2)</i>	<i>654.1</i>	<i>700.9</i>	<i>748.6</i>	<i>793.2</i>	<i>827.7</i>	<i>864.8</i>	<i>890.6</i>	236.5	36.2%
City of Fairfax	22.8	22.9	23.0	23.1	23.2	23.3	23.4	0.6	2.6%
<i>City of Falls Church</i>	<i>13.5</i>	<i>13.7</i>	<i>14.4</i>	<i>16.7</i>	<i>17.8</i>	<i>18.7</i>	<i>19.6</i>	6.1	44.9%
Inner Suburbs	1,549.2	1,630.0	1,724.9	1,813.2	1,881.5	1,954.0	2,014.4	465.3	30.0%
<i>Loudoun County</i>	<i>167.1</i>	<i>191.1</i>	<i>205.3</i>	<i>224.8</i>	<i>240.4</i>	<i>252.9</i>	<i>261.3</i>	94.2	56.4%
Prince William County	143.1	164.8	184.5	203.8	222.5	240.9	257.0	113.9	79.6%
<i>City of Manassas</i>	<i>25.7</i>	<i>26.5</i>	<i>28.0</i>	<i>29.4</i>	<i>30.0</i>	<i>30.6</i>	<i>31.2</i>	5.5	21.4%
City of Manassas Park	4.6	4.7	4.8	4.9	5.0	5.1	5.2	0.6	12.5%
Charles County	46.6	47.0	49.2	52.2	55.4	58.8	61.5	14.9	32.0%
Frederick County	111.8	117.3	123.2	128.6	135.3	141.1	145.5	33.7	30.1%
City of Frederick (3)	50.7	52.4	54.2	56.1	58.0	60.0	62.0	11.3	22.3%
Outer Suburbs	499.0	551.4	595.0	643.7	688.6	729.3	761.8	262.8	52.7%
<i>Anne Arundel County (4)</i>	<i>369.6</i>	<i>382.8</i>	<i>397.2</i>	<i>413.0</i>	<i>431.3</i>	<i>451.4</i>	<i>474.5</i>	104.9	28.4%
<i>Carroll County (4)</i>	<i>74.3</i>	<i>77.4</i>	<i>79.8</i>	<i>82.3</i>	<i>84.4</i>	<i>86.8</i>	<i>89.3</i>	15.0	20.2%
<i>Howard County (4)</i>	<i>204.0</i>	<i>219.1</i>	<i>234.0</i>	<i>249.0</i>	<i>259.0</i>	<i>269.0</i>	<i>279.0</i>	75.0	36.8%
Modeled Region - Baltimore Area Jurisdictions	647.9	679.2	711.0	744.4	774.8	807.2	842.8	194.9	30.1%
King George County (5)	11.7	12.2	13.0	13.8	14.8	16.0	17.5	5.8	49.6%
Spotsylvania County (5)	34.8	37.1	39.1	40.9	43.0	45.5	48.5	13.7	39.3%
Modeled Portion Only	32.4	34.6	36.5	38.1	40.0	42.3	45.0	12.6	38.7%
Stafford County (5)	41.3	43.5	47.5	51.0	55.5	61.5	70.0	28.7	69.4%
City of Fredericksburg (5)	27.8	29.7	31.8	34.3	37.2	40.8	45.3	17.5	62.9%
Modeled Region - Fredericksburg Area Jurisdictions	113.3	120.0	128.8	137.2	147.5	160.6	177.9	64.6	57.0%
Calvert County (6)	34.0	36.8	39.5	40.9	41.9	43.1	44.3	10.3	30.3%
<i>St. Mary's County (6)</i>	<i>66.0</i>	<i>74.7</i>	<i>78.2</i>	<i>80.3</i>	<i>82.6</i>	<i>85.1</i>	<i>87.6</i>	21.6	32.7%
Clarke County	4.2	4.3	4.7	5.1	5.5	5.9	6.3	2.0	48.4%
Fauquier County	24.2	25.8	27.4	28.9	30.5	32.0	33.6	9.4	38.6%
Jefferson County	17.2	18.7	20.0	21.2	22.4	23.6	24.7	7.4	43.1%
Modeled Region - Other Jurisdictions	145.7	160.3	169.7	176.4	182.9	189.6	196.4	50.7	34.8%
Virginia Jurisdictions	1,487.9	1,611.1	1,725.0	1,840.7	1,949.9	2,048.3	2,126.9	639.1	43.0%
Maryland Jurisdictions	1,765.1	1,847.5	1,940.0	2,026.6	2,102.9	2,182.5	2,262.6	497.5	28.2%
COG / TPB PLANNING AREA	3,161.5	3,364.1	3,570.5	3,768.5	3,948.4	4,108.7	4,242.5	1,081.0	34.2%
TPB Model Region Total	4,068.5	4,323.6	4,580.1	4,826.3	5,053.5	5,266.1	5,459.6	1,391.2	34.2%

(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.

(4) Source: Baltimore Metropolitan Council, Round 9A. Endorsed by the Baltimore Regional Transportation Board on July 28, 2020.

(5) Source: George Washington Regional Commission / Fredericksburg Area MPO, 2050 Socioeconomic Data Projections revised in November 2018.

(6) Projections from 2015 to 2040 prepared by the Maryland Department of Planning, Historical and Projected Total Jobs by Place of Work, January 2015.

ATTACHMENT 3

17-Dec-20

Summary of Household Forecasts Draft Round 9.2 Cooperative Forecasts (Thousands)

Planning Directors
Technical Advisory
Committee
December 18, 2020

<i>(Changes Received in Italic)</i>								2015 to 2045	
JURISDICTION	2015	2020	2025	2030	2035	2040	2045	Number	% Change
District of Columbia	297.1	319.3	341.0	362.5	380.6	396.2	411.9	114.8	38.6%
<i>Arlington County</i>	<i>103.2</i>	<i>109.2</i>	<i>117.9</i>	<i>123.8</i>	<i>129.7</i>	<i>135.8</i>	<i>141.4</i>	38.2	37.0%
<i>City of Alexandria</i>	<i>71.2</i>	<i>73.3</i>	<i>80.6</i>	<i>85.8</i>	<i>98.8</i>	<i>103.9</i>	<i>114.5</i>	43.3	60.9%
Central Jurisdictions	471.5	501.8	539.4	572.1	609.1	635.9	667.8	196.3	41.6%
Montgomery County	374.9	391.2	405.7	422.3	438.1	450.9	461.9	87.1	23.2%
City of Rockville (1)	26.4	28.8	31.1	33.5	35.2	37.4	39.4	12.9	48.9%
City of Gaithersburg (1)	24.7	26.0	27.5	28.9	30.5	32.1	33.4	8.8	35.5%
Prince George's County	321.1	334.3	343.9	355.5	363.3	370.0	376.8	55.6	17.3%
<i>Fairfax County</i>	<i>403.9</i>	<i>418.1</i>	<i>433.5</i>	<i>454.9</i>	<i>479.9</i>	<i>503.0</i>	<i>521.7</i>	117.7	29.1%
City of Fairfax	8.9	9.6	11.1	12.1	12.5	13.0	13.5	4.5	50.9%
<i>City of Falls Church</i>	<i>5.8</i>	<i>7.0</i>	<i>8.7</i>	<i>10.1</i>	<i>11.0</i>	<i>11.7</i>	<i>12.4</i>	6.6	114.5%
Inner Suburbs	1,114.6	1,160.1	1,202.8	1,254.9	1,304.8	1,348.6	1,386.3	271.6	24.4%
<i>Loudoun County</i>	<i>121.1</i>	<i>137.6</i>	<i>151.7</i>	<i>165.5</i>	<i>172.2</i>	<i>177.2</i>	<i>180.8</i>	59.7	49.3%
Prince William County	142.9	153.9	167.1	177.0	185.2	191.9	197.2	54.3	38.0%
<i>City of Manassas</i>	<i>12.7</i>	<i>13.1</i>	<i>13.9</i>	<i>14.3</i>	<i>14.7</i>	<i>15.0</i>	<i>15.3</i>	2.6	20.2%
City of Manassas Park	4.5	5.0	5.0	5.0	5.0	5.0	5.0	0.5	11.7%
Charles County	53.7	60.3	65.5	72.9	78.6	83.4	92.2	38.5	71.8%
<i>Frederick County</i>	<i>89.9</i>	<i>98.4</i>	<i>106.3</i>	<i>115.4</i>	<i>122.4</i>	<i>128.1</i>	<i>132.1</i>	42.1	46.8%
<i>City of Frederick (2)</i>	<i>27.3</i>	<i>28.6</i>	<i>29.1</i>	<i>32.0</i>	<i>34.2</i>	<i>36.2</i>	<i>38.0</i>	10.7	39.4%
Outer Suburbs	424.9	468.3	509.5	550.1	578.1	600.7	622.6	197.7	46.5%
<i>Anne Arundel County (3)</i>	<i>209.1</i>	<i>215.4</i>	<i>224.7</i>	<i>232.4</i>	<i>238.8</i>	<i>245.0</i>	<i>247.1</i>	38.0	18.2%
<i>Carroll County (3)</i>	<i>61.0</i>	<i>62.7</i>	<i>64.4</i>	<i>66.5</i>	<i>68.0</i>	<i>69.1</i>	<i>70.3</i>	9.3	15.2%
<i>Howard County (3)</i>	<i>111.8</i>	<i>118.9</i>	<i>127.0</i>	<i>133.4</i>	<i>138.1</i>	<i>139.8</i>	<i>139.9</i>	28.2	25.2%
Modeled Region - Baltimore Area Jurisdictions	381.9	397.0	416.0	432.3	444.9	453.9	457.4	75.5	19.8%
King George County (4)	8.6	8.8	9.0	9.2	9.6	10.0	10.5	1.9	22.1%
Spotsylvania County (4)	43.0	44.6	49.2	54.0	58.6	64.5	71.6	28.5	66.4%
Modeled Portion Only	33.5	34.6	37.9	41.0	45.5	50.9	57.6	24.1	71.8%
Stafford County (4)	44.6	49.6	54.7	60.9	68.6	78.2	90.8	46.2	103.7%
City of Fredericksburg (4)	10.2	11.1	11.6	12.3	13.0	13.9	15.0	4.9	47.7%
Modeled Region - Fredericksburg Area Jurisdictions	96.9	104.1	113.2	123.5	136.6	153.1	173.9	77.0	79.5%
Calvert County (5)	31.9	33.9	35.7	36.9	37.6	37.7	37.9	6.0	18.9%
<i>St. Mary's County (5)</i>	<i>40.3</i>	<i>44.1</i>	<i>47.7</i>	<i>52.2</i>	<i>55.3</i>	<i>58.3</i>	<i>61.4</i>	21.1	52.4%
Clarke County	5.6	5.7	5.9	6.2	6.3	6.5	6.7	1.1	18.9%
Fauquier County	24.6	26.4	28.3	30.1	31.9	33.7	35.6	11.0	44.5%
Jefferson County	21.6	23.5	25.1	26.7	28.3	29.7	31.2	9.6	44.3%
Modeled Region - Other Jurisdictions	124.0	133.6	142.7	152.1	159.4	165.9	172.7	48.7	39.3%
Virginia Jurisdictions	1,001.5	1,063.0	1,136.8	1,208.2	1,283.9	1,349.8	1,418.0	416.6	41.6%
Maryland Jurisdictions	1,293.7	1,359.1	1,420.7	1,487.5	1,540.1	1,582.3	1,619.6	325.9	25.2%
COG / TPB PLANNING AREA	2,011.1	2,130.2	2,251.8	2,377.1	2,492.0	2,585.1	2,676.7	665.6	33.1%
TPB Model Region Total	2,613.8	2,764.9	2,923.7	3,084.9	3,232.9	3,358.0	3,480.7	866.8	33.2%

(1) Included in Montgomery County total.

(2) Included in Frederick County total.

(3) Source: Baltimore Metropolitan Council, Round 9A. Endorsed by the Baltimore Regional Transportation Board on July 28, 2020.

(4) Source: George Washington Regional Commission / Fredericksburg Area MPO, 2050 Socioeconomic Data Projections revised in November 2018.

(5) Projections from 2015 to 2045 prepared by the Maryland Department of Planning, Historical and Projected Households for Maryland's Jurisdictions, August 2017.

ATTACHMENT 3

17-Dec-20

Summary of Population Forecasts Draft Round 9.2 Cooperative Forecasts (Thousands)

Planning Directors
Technical Advisory
Committee
December 18, 2020

<i>(Changes Received in Italic)</i> JURISDICTION	2015	2020	2025	2030	2035	2040	2045	2015 to 2045	
								Number	% Change
District of Columbia	672.2	729.5	787.1	842.2	893.9	940.7	987.2	315.0	46.9%
<i>Arlington County</i>	<i>219.1</i>	<i>231.2</i>	<i>249.2</i>	<i>261.6</i>	<i>273.9</i>	<i>287.2</i>	<i>299.5</i>	80.4	36.7%
<i>City of Alexandria</i>	<i>147.6</i>	<i>164.3</i>	<i>180.8</i>	<i>192.2</i>	<i>218.4</i>	<i>229.5</i>	<i>253.1</i>	105.4	71.4%
Central Jurisdictions	1,039.0	1,125.0	1,217.1	1,296.0	1,386.1	1,457.4	1,539.8	500.9	48.2%
Montgomery County	1,015.3	1,052.0	1,087.3	1,128.8	1,167.7	1,197.1	1,223.3	208.1	20.5%
City of Rockville (1)	66.3	72.2	78.2	83.3	86.7	91.8	96.1	29.8	44.9%
City of Gaithersburg (1)	67.1	70.7	74.6	78.7	82.4	86.1	89.3	22.2	33.0%
Prince George's County	904.4	923.1	938.0	953.0	967.8	982.8	995.9	91.4	10.1%
<i>Fairfax County</i>	<i>1,125.4</i>	<i>1,172.4</i>	<i>1,207.8</i>	<i>1,255.7</i>	<i>1,312.0</i>	<i>1,363.8</i>	<i>1,405.9</i>	280.5	24.9%
City of Fairfax	24.1	25.6	29.2	31.6	32.7	33.9	35.2	11.1	46.1%
<i>City of Falls Church</i>	<i>13.6</i>	<i>15.6</i>	<i>18.4</i>	<i>20.8</i>	<i>22.3</i>	<i>23.4</i>	<i>24.5</i>	10.8	79.5%
Inner Suburbs	3,082.8	3,188.7	3,280.7	3,389.9	3,502.6	3,601.1	3,684.8	602.0	19.5%
<i>Loudoun County</i>	<i>368.7</i>	<i>423.0</i>	<i>466.9</i>	<i>508.4</i>	<i>526.5</i>	<i>540.0</i>	<i>549.4</i>	180.7	49.0%
Prince William County	444.8	467.9	503.6	529.6	551.4	569.3	584.0	139.2	31.3%
<i>City of Manassas</i>	<i>41.5</i>	<i>42.6</i>	<i>45.3</i>	<i>46.7</i>	<i>48.1</i>	<i>49.2</i>	<i>50.3</i>	8.9	21.4%
City of Manassas Park	14.3	15.9	15.9	15.9	15.9	15.9	15.9	1.6	11.1%
Charles County	150.8	167.0	178.2	194.7	207.5	218.6	236.5	85.7	56.8%
<i>Frederick County</i>	<i>246.5</i>	<i>263.9</i>	<i>284.3</i>	<i>304.5</i>	<i>320.2</i>	<i>334.6</i>	<i>346.6</i>	100.1	40.6%
<i>City of Frederick (2)</i>	<i>70.4</i>	<i>73.6</i>	<i>77.5</i>	<i>82.1</i>	<i>86.9</i>	<i>91.7</i>	<i>96.2</i>	25.8	36.6%
Outer Suburbs	1,266.5	1,380.4	1,494.1	1,599.7	1,669.6	1,727.6	1,782.8	516.2	40.8%
<i>Anne Arundel County (3)</i>	<i>564.4</i>	<i>578.9</i>	<i>595.0</i>	<i>609.0</i>	<i>620.4</i>	<i>632.2</i>	<i>645.2</i>	80.8	14.3%
<i>Carroll County (3)</i>	<i>167.5</i>	<i>169.2</i>	<i>171.7</i>	<i>175.2</i>	<i>178.5</i>	<i>181.8</i>	<i>185.2</i>	17.6	10.5%
<i>Howard County (3)</i>	<i>313.4</i>	<i>330.0</i>	<i>346.1</i>	<i>358.9</i>	<i>366.6</i>	<i>370.8</i>	<i>371.2</i>	57.9	18.5%
Modeled Region - Baltimore Area Jurisdictions	1,045.3	1,078.1	1,112.8	1,143.0	1,165.5	1,184.8	1,201.6	156.2	14.9%
King George County (4)	25.1	25.9	26.8	28.0	29.3	30.9	32.9	7.8	31.1%
Spotsylvania County (4)	128.4	132.9	145.8	160.1	176.5	199.6	231.0	102.5	79.9%
Modeled Portion Only	101.5	104.7	113.6	122.9	132.9	147.7	168.2	66.7	65.8%
Stafford County (4)	141.9	154.6	165.5	178.7	195.2	216.1	243.4	101.5	71.5%
City of Fredericksburg (4)	27.1	30.2	32.0	33.4	34.9	36.6	38.6	11.5	42.3%
Modeled Region - Fredericksburg Area Jurisdictions	295.6	315.4	338.0	362.9	392.3	431.4	483.1	187.5	63.4%
Calvert County (5)	90.7	94.6	97.4	99.2	100.1	100.5	100.9	10.2	11.3%
<i>St. Mary's County (5)</i>	<i>112.2</i>	<i>121.2</i>	<i>130.1</i>	<i>141.5</i>	<i>148.8</i>	<i>155.9</i>	<i>163.3</i>	51.1	45.6%
Clarke County	14.2	14.3	14.8	15.3	15.6	16.0	16.3	2.1	14.8%
Fauquier County	67.8	72.8	77.8	82.9	87.9	92.9	97.9	30.1	44.3%
Jefferson County	57.9	62.7	67.1	71.2	75.3	79.1	82.8	24.9	43.1%
Modeled Region - Other Jurisdictions	342.8	365.7	387.2	410.0	427.6	444.2	461.2	118.4	34.5%
Virginia Jurisdictions	2,776.7	2,961.1	3,147.5	3,323.5	3,496.9	3,652.7	3,815.1	1,038.4	37.4%
Maryland Jurisdictions	3,565.2	3,700.0	3,828.2	3,964.6	4,077.7	4,174.2	4,268.1	702.9	19.7%
COG / TPB PLANNING AREA	5,388.3	5,694.1	5,991.9	6,285.5	6,558.4	6,786.2	7,007.4	1,619.1	30.0%
TPB Model Region Total	7,072.0	7,453.3	7,829.9	8,201.5	8,543.8	8,846.6	9,153.2	2,081.2	29.4%

(1) Included in Montgomery County total.

(2) Included in Frederick County total.

(3) Source: Baltimore Metropolitan Council, Round 9A. Endorsed by the Baltimore Regional Transportation Board on July 28, 2020.

(4) Source: George Washington Regional Commission / Fredericksburg Area MPO, 2050 Socioeconomic Data Projections revised in November 2018.

Population for FAMPO jurisdictions does not include Group Quarters Population.

(5) Projections from 2015 to 2045 prepared by the Maryland Department of Planning, Historical and Projected Total Population, August 2017.

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

**RESOLUTION ON INCLUSION OF PROJECT SUBMISSIONS IN THE
AIR QUALITY CONFORMITY ANALYSIS FOR THE
CONSTRAINED ELEMENT OF THE UPDATE TO VISUALIZE 2045 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 metropolitan area, has the responsibility under the provisions of Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the federal metropolitan planning regulations (23 CFR.450) assign TPB the responsibility to cooperatively develop the long-range metropolitan transportation plan (LRTP) and transportation improvement program (TIP) specified in Sections 450.324 and 450.326; and

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

WHEREAS, the Statewide and Metropolitan Transportation Planning rule as published in the May 27, 2016 Federal Register by the FTA and FHWA requires that the LRTP and the TIP be reviewed and updated at least every four years; and

WHEREAS, federal conformity regulations, originally published by the Environmental Protection Agency in the November 24, 1993 Federal Register and with latest amendments published in April 2012, based on the federal Clean Air Act (CAA Section 176(c)), require that the metropolitan transportation plan, program and projects in metropolitan areas not in attainment of national ambient air quality standards, demonstrate conformity to the area's state implementation plan; and

WHEREAS, federal conformity regulations require that the conformity analysis of the plan, program and projects be reviewed and updated at least every four years; and

WHEREAS, on October 17, 2018, the TPB adopted resolution R4-2019 determining that the Visualize 2045 Plan and FY 2019-2024 TIP conform with the requirements of the Clean Air Act Amendments of 1990, resolution R5-2019 approving the Visualize 2045 Plan, and resolution R6-2019 approving the FY 2019-2024 TIP, and the Visualize 2045 Plan and FY 2019-2024 TIP were approved by the FTA and FHWA on December 13, 2018; and

WHEREAS, on March 18, 2020, the TPB adopted Resolution R14-2020 determining that the FY 2021-2024 TIP and the 2020 Amendment to the Visualize 2045 Plan conform with the requirements of the Clean Air Act Amendments of 1990, resolution R15-2020 approving the Visualize 2045 Plan, the FY 2019-2024 TIP; and

WHEREAS, the TPB has to complete its four year review and update of the plan, program, and projects along with the conformity analysis and receive federal approval by December 2022, therefore the TPB issued the Technical Inputs Solicitation Submission Guide, approved an update schedule with final plan approval anticipated in June 2022, and asked for inputs and updates to develop the FY 2023-2026 TIP and the updated Visualize 2045 Plan on December 16, 2020; and

WHEREAS, on April 2, 2021, the inputs to the Air Quality Conformity Analysis for the update to Visualize 2045 and the FY 2023-2026 TIP and the Air Quality Conformity Analysis Scope of Work were released for a 30-day public comment period and inter-agency review; and

WHEREAS, the submitted inputs for the update to the Visualize 2045 Plan and the FY 2023-2026 TIP and the Air Quality Conformity Analysis Scope of Work have been reviewed by the Technical Committee at its meetings on March 5, 2021; April 2, 2021; and June 4, 2021; and

WHEREAS, the TPB was briefed on the submissions for the update to the Visualize 2045 Plan and the FY 2023-2026 TIP at its April and May 2021 meetings and two board work sessions were conducted to provide a facilitated review of those inputs; and

WHEREAS, the project submissions for the update to the Visualize 2045 Plan and the FY 2023-2026 TIP have been developed to meet the financial constraint requirements in the Metropolitan Planning Rules and show the consistency of the proposed projects with already available and projected sources of transportation revenues

WHEREAS, the TPB and its member jurisdictions are committed to mitigating climate change through actions to achieve climate goals established by COG and the local government plans;

WHEREAS, the TPB is undertaking a Climate Change Mitigation Study which is expected to identify actions that can be taken to reduce the transportation sector's greenhouse gas emissions and to be complete by the end of 2021.

NOW, THEREFORE, BE IT RESOLVED THAT: the National Capital Region Transportation Planning Board approves:

Part A

1. The Air Quality Conformity Analysis Scope of Work, as described in Attachment 1; and
2. The project submissions of the TPB member agencies, listed in tables in Attachment 2, for inclusion in the Air Quality Conformity Analysis for the proposed FY 2023-2026 TIP and update to the Visualize 2045 Plan; and
3. The draft Round 9.2 Cooperative Forecasts of employment, population and households developed by COG's Planning Director's Technical Advisory Committee for use in the Air Quality Conformity Analysis, as described in Attachment 3.

NOW, THEREFORE, BE IT FURTHER RESOLVED THAT: the National Capital Region Transportation Planning Board will initiate a full update to the Long-Range Transportation Plan upon completion and adoption of the Visualize 2045 Plan with a target completion date of 2024, and that—

Part B

- 1. The development of such plan will include the consideration of multiple build scenarios and an analysis of each scenario's impact on the region's adopted goals and targets, including reduction of greenhouse gas emissions;*
- 2. The development of such plan will be based on the concept of 'zero-based budgeting' where all projects, including those currently included in the Plan, must be resubmitted for consideration in such Plan, provided that projects currently under construction or currently funded with federal, state, regional, local or private funds shall be exempt from such requirement; and,*
- 3. TPB will use the above scenario analysis to inform the development of the 2024 and future updates of the Long-Range Transportation Plan.*

ITEM 7 – Action

June 16, 2021

Visualize 2045: Approval of the Project Submissions for Inclusion in, and the Scope of Work for, the Air Quality Conformity Analysis for the 2022 Update to Visualize 2045 and The FY 2023-2026 TIP

Action: Adopt Resolution R19-2021 to approve the project submissions for inclusion in, and the scope of work for, the Air Quality Conformity Analysis for the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP.

Background: The TPB’s long-range transportation plan, Visualize 2045, adopted in 2018 and amended in 2020, must be updated, reviewed, and approved by federal agencies by the end of 2022 along with a new FY 2023-2026 TIP. Given the federal status of the planning area (designated as “non-attainment” of the federal 2015 Ozone Standard), the projects proposed to be included in the constrained element of the updated plan and new TIP must undergo a regional air quality conformity determination analysis.

The board will be briefed on the status of its request for a deadline extension to complete this update (subsequently denied by USDOT) and will receive an overview of the various federally prescribed tasks completed, including assessment of the fiscal constraint of the updated plan, to support commencing the regional air quality conformity analysis.

All elements of the inputs for the air quality conformity analysis have gone through committee and/or formal public review process during the months of April and May. The TPB held two work sessions during April and May to review the proposed updates to the projects.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Schedule to Update the Long-Range Transportation Plan, TIP and Conformity
DATE: June 10, 2021

The National Capital Region Transportation Planning Board (TPB) recently sought permission from the U.S. DOT for an extension to the December 2022 deadline for submitting an updated long-range transportation plan.¹ Unfortunately, the U.S. DOT denied the request.² This memorandum provides context and additional information on the options and consequences for delaying the planned update of the TPB's long-range transportation plan, Visualize 2045.

BACKGROUND

The TPB adopted an updated long-range transportation plan (LRTP), as required by federal regulations, in 2018. The TPB christened the plan "Visualize 2045" and, in a substantial change with past practice, added an aspirational element to compliment the federally required, financially constrained element. The aspirational element of the plan reflected a unanimously agreed upon set of policy principles to support projects, programs and policies that would significantly improve the performance outcomes of the region's transportation system and help the region meet its mobility and accessibility goals, which were not being met, in the view of the TPB, by the previous plan, which consisted only of a constrained element. The aspirational element of the 2018 plan was intended to reflect the types of transportation and land use projects, programs and policies desired by the TPB, but not required to be in the federally approved plan and subject to federal fiscal constraint and conformity requirements.

Federal metropolitan transportation planning regulations ([23 U.S.C. 134](#) and [135](#); [49 U.S.C. 5303](#), and [42 U.S.C. 7410](#)) govern the process and, in most cases, what is included in the plan/products, and requires that the regional LRTP ("Visualize 2045" in this instance) be updated at least once every 4 years (23 CFR 450.324(c)). Additionally, federal metropolitan planning regulations require that, for areas that are not in attainment of federal clean air standards (for specific pollutants that do not include greenhouse gases), the projects in the LRTP be fiscally constrained (23 CFR 450.324(f)(11)) and undergo a regional air quality analysis (40 CFR Parts 51 and 93) to determine that the anticipated emissions (of specific pollutants) conform to the limits (emissions budgets) approved by the U.S. EPA.

¹ Charles Allen et al. to Joseph C. Lawson et al., "Request for Extension of Due Date to Complete Quadrennial Update of MPO LRTP, TIP, and Air Quality Conformity Analysis," May 10, 2021.

² Terry Garcia Crews et al. to Charles Allen, National Capital Region Transportation Planning Board, and Kanti Srikanth, "Request for Extension - Update of LRTP, TIP, and Air Quality Conformity," May 25, 2021.

Accordingly, the TPB began its quadrennial update of Visualize 2045 in December 2020, and took action to approve a schedule (Attachment 1) to accommodate the federal review of the plan update, including the revised air quality conformity analysis, to be federally approved by the mandated four-year deadline (December 2022).

TPB DISCUSSIONS ABOUT DELAYING THE UPDATE OF VISUALIZE 2045

Following the published schedule to update Visualize 2045, the TPB solicited, from implementing agencies, updates to projects, programs and policies to be included in the constrained element of Visualize 2045, which, in turn, would be included in the regional air quality conformity analysis. The TPB issued a detailed inputs solicitation document with a summary of all of the TPB's policy priorities and an updated project description form for member agencies to complete (<https://visualize2045.org/requirements/>). The federal process dictates the inputs that are to be included in the constrained element of the plan (23 CFR 450.324). To develop the 2022 update of the LRTP, TPB member agencies (highway and transit) submitted updates to the 2020 amended LRTP (Visualize 2045) in February 2021, adhering to the federal requirements. All of the proposed updates, together with projects that were previously included in the 2018 LRTP and 2020 amendment, were released for a 30-day public comment period on April 2, 2021. The TPB held two work sessions (April 21 and May 19) to review the proposed updates and discuss the comments received. As part of the TPB's review and discussion of the updates during the April 21, 2021 meeting, the board decided to write to the FHWA and FTA requesting a six-month extension to the December 2022 due date to have an approved update of Visualize 2045 (Attachment 2). The primary reason for the extension request was to review the 400+ project inputs and to consider making changes to the projects, programs and policies proposed for the update. While the TPB recognizes that there are no federal climate change mitigation goals or greenhouse gas emissions limits for LRTPs, greenhouse gas reductions are one of the TPB's priority focus areas.

FEDERAL RESPONSE TO EXTENSION REQUEST

The D.C. Division office of the FHWA and Region 3 office of the FTA, which oversee the metropolitan planning process of the TPB, responded to the May 10, 2021 TPB's Request for "Extension - Update of LRTP, TIP, and Air Quality Conformity" **without granting an extension** (Attachment 3). The FHWA and FTA response noted:

The TPB should continue its statutorily required planning efforts on the LRTP and associated conformity efforts to not risk lapse. Should the Washington area miss an applicable deadline for its TIP or LRTP conformity determination, (42 U.S.C. 7506(c)(9), 23 CFR 450.326(o) and 23 CFR 450.324(m)), as a nonattainment and maintenance area, a 12-month conformity lapse grace period will be implemented. During the conformity lapse grace period, only projects from the existing TIP and state transportation improvement program (STIP) can be approved, and the existing TIP/STIP could not be updated or amended until the LRTP is updated and conformity demonstrated. This could result in deferred funding for new local transportation priorities until the new LRTP is adopted.

CONSEQUENCE OF MISSING PLAN UPDATE DEADLINE

The work activity currently underway to update Visualize 2045 includes three distinct yet interrelated elements. These are: (1) the long-range transportation plan; (2) the transportation improvement program (TIP) and (3) regional air quality conformity determination of the updated plan and TIP. While the update deadline for the three documents could all be different, in this case all three documents share the same four-year update deadline, of December 2022. Consequences to transportation planning and programming due to failure to meet this update deadline is different depending on the document and will result in the lapse of the specific document (Plan lapse, TIP lapse, Conformity lapse). The impacts of such a lapse are governed by different federal regulations (42 U.S.C. 7506(c)(9), 23 CFR 450.326(o) and 23 CFR 450.324(m), etc.). A conformity lapse is the most consequential since it limits what actions can be taken on a plan and TIP even if those documents have not lapsed.

Federal regulations provide a one-year grace period for MPOs whose conformity determination has lapsed, for the MPO to have their conformity determination submitted and approved. Transportation agencies (highway and transit) will face considerable restrictions even during the conformity grace period as soon as the approval update deadline passes. A substantive consequence of entering a “conformity lapse grace period” is that for all transit and highway projects that do not have a grant agreement in place or are not in the federal information management system (in other words, projects where federal funding has not yet been “obligated”), federal funding could be impacted. Specifically, an inability to amend the TPB’s TIP, something that the TPB’s member agencies request regularly on a weekly or monthly basis, would mean an inability to receive federally appropriated and obligated funds for highway and transit projects for a variety of activities, including state of good repair and capital construction. Additionally, having the region’s LRTP lapse while in a conformity grace period would restrict the federal agency’s ability to finalize findings/approval of project-level environmental review documents as well as getting into full federal funding grant agreements. Each TPB member agency would have to individually examine their capital programs and budgets to determine the impact of having the Plan, TIP or conformity lapse.

OPTIONS FOR A CLIMATE-FOCUSED, LONG-RANGE TRANSPORTATION PLAN

Given the widespread disruption to the flow of federal funds and federal approvals to ongoing and planned highway and transit projects, a delay in updating Visualize 2045 could be very costly to the region. TPB would be best served by adhering to the Visualize 2045 update schedule that it adopted and published in December 2020. While the TPB member agencies have been working for the past 18 months on developing the updates that meet all federal requirements, it is important to note that it has taken many years of policy and programming decision at local, sub-regional and state levels to prepare the projects to meet the federal requirements and be added to the long-range transportation plan

TPB’s action to approve the current project submissions to begin the conformity analysis enroute to adopting an updated Plan and TIP next year (June 2022) would not preclude the TPB from pursuing other efforts to effect changes in the projects, programs and polices reflected in the constrained element of its long-range plan, that would better support the region’s greenhouse gas reduction goals, in future plan updates or amendments.

The TPB recently (2017) concluded an extensive, collaborative scenario analysis which examined 10 alternative long-range plan scenarios that were constructed to provide a substantive improvement in the performance outcomes of the region's transportation system. These 10 scenarios were examined using a wide range of performance metrics reflecting the many policy priorities the TPB has adopted, including greenhouse gas reductions. Five of these scenarios were adopted as the TPB's Aspirational Initiatives and made part of the unconstrained long-range plan. TPB member jurisdictions have worked to secure the funding and policy approvals needed for projects that advance the Aspirational Initiatives and thus have been able to move the projects from the unconstrained to the constrained element of the Visualize 2045. A process similar to this recent undertaking appears to be a promising option for the TPB to consider, which would examine a scenario that is focused on climate change and informed by the findings of the TPB's ongoing Climate Change Mitigation Study.

Plan and TIP Update Schedule

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



National Capital Region
Transportation Planning Board

May 10, 2021

Mr. Christopher Lawson
Division Administrator
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, DC 20590

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

Re: Request for extension of due date to complete quadrennial update of MPO LRTP, TIP, and Air Quality Conformity analysis.

Dear Administrator Lawson and Administrator Crews:

We are writing on behalf of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the metropolitan Washington area. The TPB thanks you and your offices for the assistance provided to the TPB in conducting the federally mandated metropolitan planning process, particularly during the trying times of the COVID-19 pandemic.

As you are aware, the nation's MPOs serve a critical role in the stewardship of the country's transportation network — ensuring a state of good repair as well as equitable and effective mobility and accessibility to support various socio-economic and environmental goals. In addition to the federal planning factors, the TPB has adopted, over the past two decades, a set of policy priorities to inform and guide its long-range transportation plan (LRTP) and transportation improvement program (TIP). Last year, reflecting the national reckoning on race-based inequities and the latest findings of the grave threat posed by climate change, the TPB reaffirmed equity and climate change as priority policy objectives.

In July 2020, the TPB adopted a resolution stating that equity, as a foundational principle, will be woven throughout the TPB's analyses, operations, procurement, programs, and priorities to ensure a more prosperous, accessible, livable, and sustainable future for all residents. Along with our staff, we commit that our work will advance equity by considering it in every debate we have and every decision we make as the region's MPO.

Similarly, as part of its commitment to combatting climate change, the TPB adopted a resolution in October 2020 affirming the region's interim climate change mitigation goal of reducing greenhouse gas (GHG) emissions by 50% compared to 2005 levels, by 2030, and becoming a Climate Ready Region. The TPB has begun a technical analysis to further explore specific actions within the transportation sector that previous work had identified to have the greatest potential to reduce greenhouse gases. Using a series of scenarios, the analysis will specify sets of GHG reduction strategies and estimate what it would take (i.e., the levels of implementation and associated outcomes) to achieve the region's GHG reduction goals and be a climate ready region by 2030. The TPB believes this analysis will help its member jurisdictions prioritize their transportation investments and project selections for inclusion in the LRTP and TIP.

The TPB faces a December 13, 2022 deadline to update its LRTP, TIP, and the associated regional air quality conformity analysis. The TPB believes it would need more time than in the past to receive the results of its climate change technical analysis and re-examine the projects in its current LRTP,

Mr. Christopher Lawson; Ms. Terry Garcia Crews
May 10, 2021

TIP, and conformity analysis. As the TPB undertakes this substantive re-examination of its LRTP and TIP, we are concerned that a delay in meeting the regulatory requirements and deadlines could potentially lead to project approval and funding delays, among other challenges.

Therefore, we are requesting that the Department of Transportation provide much needed regulatory relief by means of granting a six-month extension of the date by which to receive the approval of our updated LRTP, TIP, and air quality conformity analysis.

The TPB believes that it is very important for its LRTP and TIP to be fully aligned with the President's vision and urgency to address climate change. At the signing the Tackling the Climate Crisis at Home and Abroad executive order (No. 14008) on January 27, 2021, President Biden called on the nation to "confront the existential threat of climate change." The TPB also recognizes the President and the U.S. Department of Transportation intend to make climate change and equity considerations central elements of its programs when it proposed the American Jobs Plan.

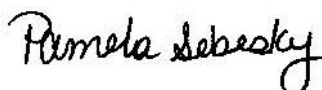
Having the additional time to meet federal metropolitan planning requirements and the deadline will provide us with an opportunity to shape even more forward-looking plans aligned with our priorities and allow us better to meet the call for action issued by the President. Secretary Buttigieg has recognized the importance of proactively focusing on climate change when he said, "Every dollar we spend rebuilding from a climate-change disaster is a dollar we could have spent building a more competitive, modern, and resilient transportation system that produces significantly lower emissions." TPB is committed to helping our member jurisdictions build that modern, resilient transportation system, and this additional six months will allow us the time we need to get on the right track.

We trust you will find the above request timely and reasonable and anticipate your positive response. Please contact Kanti Srikanth, TPB Director at (202) 962-3257 or ksrikanth@mwkog.org if you have any questions. Thank you for your consideration.

Sincerely,



Charles Allen
Chair
District of Columbia



Pamela Sebesky
Vice Chair
City of Manassas



Reuben Collins
Vice Chair
Charles County

cc: Ms. Sandra Jackson, FHWA, Washington, D.C.
Mr. Daniel Koenig, FTA, Washington, D.C.



U.S. Department
of Transportation

Federal Transit Administration
Region III
1835 Market Street, Suite 1910
Philadelphia, PA 19103
215-656-7100
215-656-7260 (fax)

Federal Highway Administration
DC Division
1200 New Jersey Avenue, SE
Washington, DC 20590
202-493-7020

May 25, 2021

The Honorable Charles Allen, Chairman
National Capital Region Transportation Planning Board
c/o, Mr. Kanti Srikanth, Director Department of Transportation Planning
Metropolitan Washington Council of Governments
777 North Capital Street, NW, Suite 300
Washington, D.C. 20002-4201

Re: Request for Extension - Update of LRTP, TIP, and Air Quality Conformity

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are responding to the Transportation Planning Board's (TPB), letter dated May 13, 2021. As the metropolitan planning organization (MPO) for the metropolitan Washington area, TPB is requesting a six-month extension of the date by which to receive the approval of its updated long-range transportation plan (LRTP), transportation improvement program (TIP), and air quality conformity analysis. As you're aware, an MPO shall prepare and update its LRTP every 4 years. For MPOs that have nonattainment and maintenance areas, with respect to the Clean Air Act (CAA), they are also required to comply with the Transportation Conformity Rule found in Title 40 of the Code of Federal Regulations (40 CFR Parts 51 and 93).

The current LRTP and TIP do not lapse until December of 2022, so it is premature for FHWA and FTA to grant an extension. The TPB should continue its statutorily required planning efforts on the LRTP and associated conformity efforts to not risk lapse. Should the Washington area miss an applicable deadline for its TIP or LRTP conformity determination (42 U.S.C. 7506(c)(9), 23 CFR 450.326(o) and 23 CFR 450.324(m)), as a nonattainment and maintenance area, a 12-month conformity lapse grace period will be implemented. During the conformity lapse grace period, only projects from the existing TIP and state transportation improvement program (STIP) can be approved, and the existing TIP/STIP could not be updated or amended until the LRTP is updated and conformity demonstrated. This could result in deferred funding for new local transportation priorities until the new LRTP is adopted.

Any questions concerning this request should be directed to Sandra Jackson, Community Planner, of the FHWA District of Columbia Division, at (202) 493-7031 or Daniel Koenig, Community Planner, of the DC Metro Office of FTA Region 3, at (202) 366-8224.

Sincerely,

Terry Garcia Crews
Regional Administrator
Federal Transit Administration

Joseph C. Lawson
DC Division Administrator
Federal Highway Administration

cc: Kwame Arhin, FHWA, MD
Ivan Rucker, FHWA, VA



MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
SUBJECT: Preliminary Visualize 2045 Financial Analysis
DATE: June 10, 2021

This memorandum provides additional information on the financial analysis being conducted for the Visualize 2045 (2022) long range transportation plan.

FEDERAL REQUIREMENT

Since 1991, fiscal constraint has been a key component of the statewide and metropolitan transportation planning processes required by federal surface transportation regulations. Fiscal constraint means that a Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) include sufficient financial information to demonstrate that the projects in the MTP, TIP, and STIP can be implemented using committed, available, or reasonably available Federal, State, local, and private revenues, with the assurance that the federally supported transportation system is being adequately operated and maintained. Requirements for the financial plan component of metropolitan long-range transportation plans are found in the joint planning document: *Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning; Final Rule* (May 2016). In addition, there is much additional federal guidance that has been provided over time as well, see: [Federal Highway Policy & Guidance Center > Planning > Fiscal Constraint and Financial Planning](#)

In addition to the federal transportation planning requirements, the Environmental Protection Agency's (EPA's) air quality conformity regulations require that metropolitan transportation plans and TIPs must be fiscally constrained in order to be found in conformity.

VISUALIZE 2045 (2018) FINANCIAL PLAN

Consistent with federal planning requirements the TPB conducts a "major" update of the long range plan every four years. Visualize 2045 (2018) is the most recent long-range transportation plan for the National Capital Region and it included a financial analysis of the plan and program.

The 2018 financial plan demonstrated that the regional long-range plan, covering the period from 2019 through 2045, was financially constrained, with forecast revenues and expenditures equivalent at \$291 billion. The plan was fiscally realistic, balancing all proposed new project investments and system maintenance and operating costs with reasonable revenue expectations. The plan demonstrated that the forecast revenues reasonably expected to be available covered the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region.

The financial plan for Visualize 2045 (2018) is available on the plan website, as Appendix A. [Visualize 2045 \(2018\): A Long-Range Transportation Plan for the National Capital Region](#)

VISUALIZE 2045 (2022) FINANCIAL ANALYSIS METHODOLOGY

The Visualize 2045 (2022) analysis is using the framework of previous analyses. The 2022 financial analysis covers the period 2023 to 2045 (twenty-three years). For the near-term years, agencies use revenue and expenditure budgets from Capital Improvement Programs (CIPs), the approved TIP and other approved budget documents to make financial projections. For long-term years, revenues are estimated from extrapolation of past trends as well as assumptions about future increases (beyond current legislation and appropriations) while expenditures are developed from project costs in the Project InfoTrack database as well as extrapolated costs for maintenance and operations. Estimated inflation and growth rates are applied to convert estimates of revenues and expenditures to year of expenditure (YOE) dollars.

Work on the Visualize 2045 financial analysis began in 2020 with inputs provided by the three State DOTs and WMATA, followed by the collection of inputs from local jurisdictions and agencies in early 2021. At the same time, projects submitted and reviewed as part of the regional project technical inputs solicitation were reviewed. Projected revenues, overall expenditures, and individual project costs are being reconciled to demonstrate that financial constraint is achieved.

NEXT STEPS

The financial analysis will be refined over the remainder of this year. A draft of the financial plan (Appendix A of the Visualize 2045 document) will be prepared. The financial plan will be reviewed in tandem with other elements of the long-range plan. It is anticipated that the current draft numbers will be updated. In addition, further analysis will be conducted, including an assessment of funding for the TPB's adopted Aspirational Initiatives and a categorization of expenditures against the performance areas of the federal-required performance based planning and programming (PBPP) process (e.g., expenditures on highway safety, pavement condition, transit asset condition, etc.).

An additional to the Visualize 2045 long range plan, financial information will be also included in the FY 2023-2026 Transportation Improvement Program (TIP) documentation as required.



Project Submissions and Scope of Work for the Air Quality Conformity Analysis

Kanti Srikanth
TPB Staff Director

Eric Randall
TPB Transportation Engineer

Transportation Planning Board

June 16, 2021

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



WHAT IS BEING APPROVED?

Updated inputs to the regional air quality conformity analysis for an updated long range transportation plan – Visualize 2045

1. Cooperative Forecast – Spatial distribution of Population, Employment and No. of Household (2021 thru 2045)
2. Scope of Work for Regional Air Quality Conformity Analysis
3. Highway and Transit projects represented in the regional air quality analysis modeling (not all projects)
4. Preliminary Financial Analysis of projects and programs in Visualize 2045 (2021 thru 2045)

1. Cooperative Forecast

1. Federal Requirements:

23 CFR § 450.324 (e): The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan. In updating the transportation plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO shall approve transportation plan contents and supporting analyses produced by a transportation plan update.

2. Source of data used by the TPB Process:

COG's Planning Director's Technical Advisory Committee develops the cooperative forecasts for the region by reconciling jurisdictional forecasts with regional econometric projections.

(TPB Technical Committee – March 2021)

Excerpts from: 23 CFR § 450.324 - Development and content of the metropolitan transportation plan

1. Updated Cooperative Forecast

- Round 9.2; represents a technical update to the Round 9.0 forecast
- Long-range forecasts: do not account for short term variations
- Effects of COVID-19 on the timing and distribution of future growth are not accounted for in this technical update



The next major round, Round 10, will be prepared in the future and will consider results from the 2020 Census as well as other applicable global, national, and regional demographic and market trends

2. Scope of Work: Air Quality Conformity Analysis

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

3. Projects Included in Air Quality Analysis

- As submitted by TPB member agencies (Highway and Transit)
- Reviewed by public and the TPB (April and May work sessions)
 - 2018 Plan Projects and 2020 Amendment projects
 - Changes to existing projects
 - New Projects

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

DRAFT 5/19/2021

PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
3476 CE1462	206	MS2F	MO8861	Widen	MD 28 Norbeck Road	MD 97	MD 182	2	2	2	2-4	2045
3476 CE1462	925	NRS	MO8861	Reconstruct	MD 28 Norbeck Road	MD 182	Norwood Road	2	2	4	4	2045
3476 CE1462	926	NRS	MO8861	Reconstruct	MD 198	Norwood Road	MD 650	2	2	2	2	2045
3476 CE1462	927	NRS	MO8861	Reconstruct	MD 198	MD 650	Old Columbia Pike	2	2	2	2	2045
3476 CE1462	928	NRS	MO8861	Reconstruct	MD 198	Old Columbia Pike	US 29A	2	2	4	4	2045
3476 CE1462	929	NRS	MO8861	Reconstruct	MD 198	US 29A	I95	2	2	4	4	2045
3106	137	MP12C	MD7461	Construct	MD 97 Brookeville Bypass	Gold Mine Road	North of Brookeville	0	2	0	2	2021
CE2618	931	NRS	MO2241	Widen-Reconstruct	MD 97	MD 390	MD 192 / Forest Glen Road	2	2	6/7	2/8-6/7	2025-2030
CE1211	392	NRS	MO8521	Upgrade	MD 97 Georgia Avenue Interchange	at MD 28 Norbeck Road		2	2	6	6	2035
	135	NRS	MO8541	Upgrade	MD 97 Georgia Avenue Interchange	at Randolph Road		2	2	6	6	2018
CE1203	115	MS32		Widen-Reconstruct	MD 117 Clopper Road	I270	Metropolitan Grove Road	2/3	2/3	2/4-4	4	2030
CE1203	921	NRS		Reconstruct	MD 117 Clopper Road	Metropolitan Grove Road	West of Game Preserve Road	3	3	2/4-2	2/4-3	2030-2035
3057 CE1206	118	MS6B	MO632	Widen	MD 124 Woodfield Road	Midcounty Highway	South of Airpark Drive	3	3	2	6	2035
3057 CE1206	1	MS6D	MO6323	Widen	MD 124 Woodfield Road	North of Fieldcrest Road	Warfield Road	3	3	2	6	2035
CE2253	356	MS35	PG6911	Widen	MD 197 Collington Road	MD 450	Kenhill Drive	2	2	2	4	2025-2030

NOTE: Shaded areas represent changes from the 2020 Amendment to Visualize 2045. Pink shading indicates technical corrections since the beginning of the comment period.

Confidentiality Table: CE1203, CE1206, CE2253, CE2618, CE1211, CE1218, CE1225, CE1226, CE1227, CE1228, CE1229, CE1230, CE1231, CE1232, CE1233, CE1234, CE1235, CE1236, CE1237, CE1238, CE1239, CE1240, CE1241, CE1242, CE1243, CE1244, CE1245, CE1246, CE1247, CE1248, CE1249, CE1250, CE1251, CE1252, CE1253, CE1254, CE1255, CE1256, CE1257, CE1258, CE1259, CE1260, CE1261, CE1262, CE1263, CE1264, CE1265, CE1266, CE1267, CE1268, CE1269, CE1270, CE1271, CE1272, CE1273, CE1274, CE1275, CE1276, CE1277, CE1278, CE1279, CE1280, CE1281, CE1282, CE1283, CE1284, CE1285, CE1286, CE1287, CE1288, CE1289, CE1290, CE1291, CE1292, CE1293, CE1294, CE1295, CE1296, CE1297, CE1298, CE1299, CE1300, CE1301, CE1302, CE1303, CE1304, CE1305, CE1306, CE1307, CE1308, CE1309, CE1310, CE1311, CE1312, CE1313, CE1314, CE1315, CE1316, CE1317, CE1318, CE1319, CE1320, CE1321, CE1322, CE1323, CE1324, CE1325, CE1326, CE1327, CE1328, CE1329, CE1330, CE1331, CE1332, CE1333, CE1334, CE1335, CE1336, CE1337, CE1338, CE1339, CE1340, 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4. Preliminary Financial Analysis

Requirements for the Visualize 2045 Financial Analysis

- Meet federal requirements for MPO planning and air quality conformity (FHWA, FTA, EPA)
- Demonstrate that the forecast revenues are reasonably expected to be available to implement the long-range transportation plan through 2045
- Demonstrate the region's commitment to maintaining a State of Good Repair (SGR) by fully funding projects required to keep highways and public transportation systems in good repair
- Provide for operations and maintenance of the existing transportation system
- Provide for focused capacity expansion to address forecasted growth in the region's population and economy

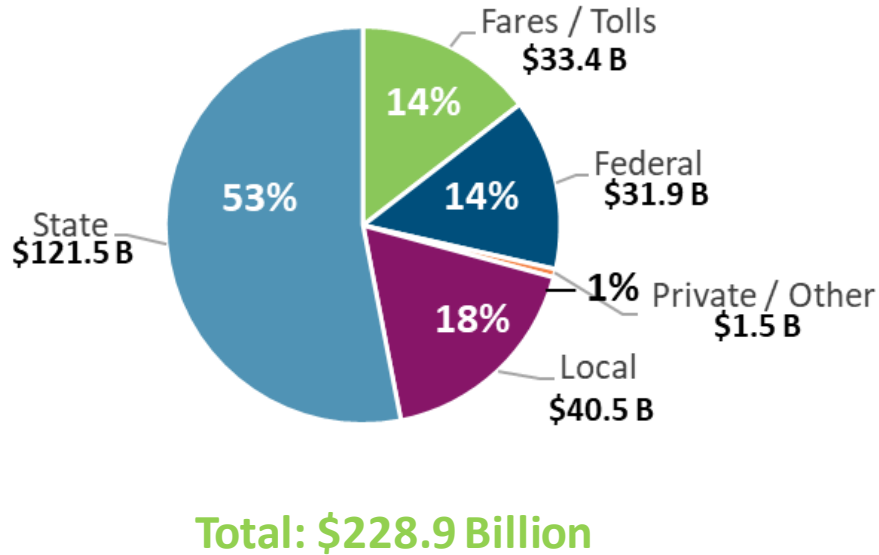
The financial plan is Appendix A of Visualize 2045

Transportation Revenues

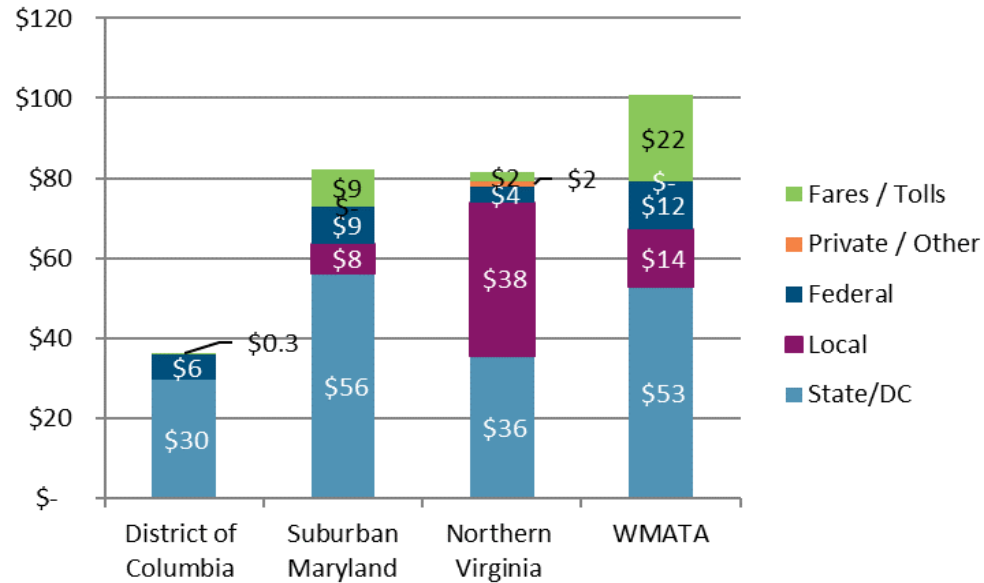
- *Where does funding come from?*
 - Federal program funds
 - Highway: National Highway Performance Program (NHPP), Highway Bridge Program (HBP), Highway Safety Improvement Program (HSIP), State Planning and Research (SPR), Surface Transportation Program, CMAQ, etc.
 - Transit: Operating Assistance, State of Good Repair, WMATA PRIIA, and competitive grants: New Starts, No-Low Emission Buses, etc.
 - State and Regional funds
 - VDOT's SmartScale, Northern Virginia Transportation Authority funding, WMATA Compact, etc.
 - *Most transportation funding is not fungible, it comes from specific sources with goals and constraints on use*

2022 Preliminary Analysis – Revenues

Visualize 2045 Revenues (2023 – 2045)
\$ Billions Year of Expenditure



Revenues by State / WMATA (2023 – 2045)



2018 Analysis (2019-2045)
\$291.1 Billion

- Period of analysis: 2023 – 2045 (twenty-three years)
- All revenue and cost estimates are in year of expenditure (YOE) dollars

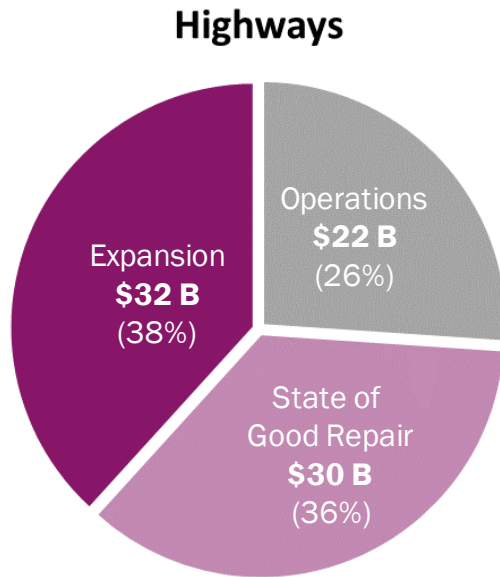
Projects, Plans, and Programs

- *Where does regional transportation funding go?*
 - Transit Operations & Maintenance (O&M), followed by Transit State of Good Repair (SGR) and then Highway projects
 - WMATA is our region's biggest project: 45% of all funds go to support Metrorail, Metrobus, MetroAccess
 - O&M and SGR for other transit services: local bus and commuter rail
 - Highway SGR and Highway and Transit capacity expansion projects in the TIP and Plan that have been planned and developed over years
 - In 2018, it was estimated that about 45% of capital expansion funding supported the TPB's adopted Aspirational Initiatives
 - State DOTs and MPOs must report on progress towards Performance Based Planning and Programming (PBPP) targets: safety, pavement condition, bridge condition, etc., including "linking investment priorities to those performance targets"

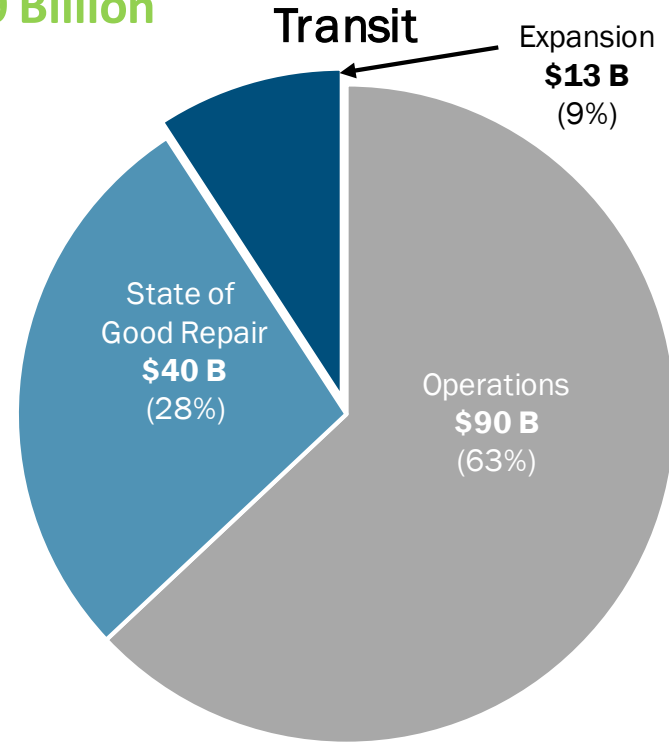
2022 Preliminary Analysis – Expenditures

Numbers will change

Total: \$228.9 Billion



\$85.0 Billion
(37% of total expenditures)



\$143.0 Billion
(62% of total expenditures)

Bike & Pedestrian Projects \$0.8 Billion
(not included above) **0.4% of all expenditures**

WMATA \$104 Billion
(included in Transit) **45% of all expenditures**

Role of the TPB

Provide perspective:

- Operating and keeping our current transportation system in a State of Good Repair is our #1 priority (~84% of funding)
- Expansion project planning and development is a drawn-out process, with many projects having been planned for years or even decades
- Most funding is directed through federal, state, regional, and local processes and priorities

TPB's priorities and interests are laid out in the Vision (1998), the Regional Transportation Priorities Plan (2014), and most recently the Aspirational Initiatives (2018)

- Keep advancing planning and engineering for these projects so that they keep moving forward every day
- Use our prepared videos, infographics, and other materials to build support for current projects and advance new projects

Proposed Action:

Adopt Resolution R19-2021 to approve the project submissions for inclusion in, and the scope of work for, the Air Quality Conformity Analysis for the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP.

NOW, THEREFORE, BE IT RESOLVED THAT: the National Capital Region Transportation Planning Board approves:

Part A

1. The Air Quality Conformity Analysis Scope of Work, as described in Attachment 1; and
2. The project submissions of the TPB member agencies, listed in tables in Attachment 2, for inclusion in the Air Quality Conformity Analysis for the proposed FY 2023 2026 TIP and update to the Visualize 2045 Plan; and
3. The draft Round 9.2 Cooperative Forecasts of employment, population and households developed by COG's Planning Director's Technical Advisory Committee for use in the Air Quality Conformity Analysis, as described in Attachment 3.

Substitute Resolution:

NOW, THEREFORE, BE IT FURTHER RESOLVED THAT: the National Capital Region Transportation Planning Board will initiate a full update to the Long-Range Transportation Plan upon completion and adoption of the Visualize 2045 Plan with a target completion date of 2024, and that—

Part B

1. The development of such plan will include the consideration of multiple build scenarios and an analysis of each scenario's impact on the region's adopted goals and targets, including reduction of greenhouse gas emissions;
2. The development of such plan will be based on the concept of 'zero-based budgeting' where all projects, including those currently included in the Plan, must be resubmitted for consideration in such Plan, provided that projects currently under construction or currently funded with federal, state, regional, local or private funds shall be exempt from such requirement; and
3. TPB will use the above scenario analysis to inform the development of the 2024 and future updates of the Long-Range Transportation Plan.

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Council of Governments

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Washington, DC 20002

Summary of Draft Round 9.2 Forecasts

COG / TPB Planning Area (Thousands)

	2020 to 2045			
	<u>2020</u>	<u>2045</u>	<u>Number</u>	<u>Percent</u>
Employment	3,364.0	4,244.4	880.5	26%
Population	5,694.2	7,006.2	1,312.0	23%
Households	2,130.2	2,676.4	546.1	26%

ITEM 8 – Action

June 16, 2021

Proposed Alternative Build Scenario

Action: Discuss proposed resolution.

Background: At the May 19, 2021 meeting, Board Member Mr. Evan Glass requested the Board to consider adopting a resolution which proposes conducting an alternative conformity analyses, alongside the one for the Visualize 2045 long-range transportation plan's constrained element, with a different set of projects designed to achieve the region's GHG reduction goals. Mr. Glass sent a revised resolution on June 9. The board will be briefed on questions staff has received from TPB and Technical Committee members and other supporting information related to the proposed work activity will be provided.

The following documents related to the matter are attached:

- 1) Staff Memo with Schedule for updating the plan
- 2) May 19, 2021 proposed resolution
- 3) June 9, 2021 Revised proposed resolution
- 4) Letter from Loudoun County
- 5) Northern Virginia Transportation Authority Staff Memo



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Proposal for an Alternative Long-Range Transportation Plan Update and Additional Scenarios for the Air Quality Conformity Analysis
DATE: June 10, 2021

At the May 19, 2021 meeting of the Transportation Planning Board (TPB), board member Evan Glass requested the board to consider adopting a resolution that would require the TPB to conduct an alternative air quality conformity analysis alongside the one the TPB is currently conducting for the Visualize 2045 long-range transportation plan's (LRTP) constrained element. This alternative analysis would include a set of projects different from those officially submitted by the TPB member agencies for the planned update and is designed to achieve, or at least improve achievement of, the region's greenhouse gas (GHG) reduction goals. This resolution was shared with the members of the board and discussed by the TPB Technical and Steering committees earlier in June. Staff received several questions and requests for information on this proposed additional work item from committee and board members.

This memorandum provides staff comments and additional information related to the May 19 proposal, which was to have the TPB develop and analyze alternative scenarios to the federally mandated update of the region's LRTP, Visualize 2045. The update of the LRTP began last year and is currently under way. This memorandum also provides information about questions staff has received from members of the TPB and its Technical Committee. The goal of this memorandum is to provide information to board members regarding updating Visualize 2045, including how to proceed with the update.

On June 9, Mr. Glass informed TPB staff of revisions that he intends to make to his May 19 resolution and provided staff with a revised resolution for TPB's consideration at its June 16 meeting. Many aspects of this staff informational memo are applicable to the revised June 9 proposed resolution as well.

The current Visualize 2045 schedule, the revised (June 9, 2021) proposed resolution, the original (May 19, 2021) proposed resolution, and two sets of comments/questions communications received by staff are attached.

BACKGROUND

The TPB adopted an updated LRTP, as required by federal regulations, in 2018 and named the plan "Visualize 2045." The LRTP was amended in March of 2020.

Federal metropolitan transportation planning regulations govern the process and, in most cases, what is to be included in the plan/products, and require that the regional LRTP be updated at least

once every 4 years. Additionally, federal metropolitan planning regulations require that, for areas that are not in attainment of federal clean air standards (for specific pollutants that do not include greenhouse gases), the projects in the LRTP must be fiscally constrained (i.e., funding must have been identified) and undergo a regional air quality analysis to determine whether the anticipated emissions (of specific pollutants) conform to the limits (emissions budgets) approved by the U.S. Environmental Protection Agency (EPA).

Accordingly, the TPB began its quadrennial update of Visualize 2045 at the beginning of 2020 (initiating the update to the plan's financial assumptions) and, in December 2020, took action to approve a schedule (Attachment 1) and formally request updates to the projects to be included in the regional air quality conformity analysis. The approved schedule was designed to accommodate the federal review and approval of the plan update, including the revised financial assumptions and air quality conformity analysis, on or before the mandated four-year deadline (December 13, 2022).

The December 2020 solicitation of updates to the technical inputs resulted in a list of transportation projects, programs, and policies to be reflected in the revisions to the regional air quality conformity analysis, which were released for a 30-day public comment period on April 2, 2021. The TPB held two work sessions (April 21 and May 19) to review and discuss the proposed updates and comments received. The plan update schedule adopted by the TPB has the TPB taking action to approve the inputs and scope of work at its June 21, 2021 meeting, allowing the TPB staff to begin the air quality conformity analysis. The adopted plan update schedule provides the time needed for the technical and time-consuming air quality conformity analysis to be completed in accordance with federal regulations on how to conduct such analyses. The schedule also provides time for the subsequent public review of the analysis, approval of the analysis by the TPB, and subsequently securing formal approval by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), based on their review, as well as a review by the EPA, ahead of the December 2022 deadline. Failure to have a federally approved and updated plan, TIP, and associated air quality conformity analysis by December 2022 will lead to the region's plan, TIP, and conformity lapsing and triggering a series of federal actions that would impact the local, regional, and state transportation (highway and transit) agencies, including project development and implementation.

At the May 19, 2021 TPB meeting, board member Glass proposed a resolution requiring the TPB to undertake additional work activities, including an additional air quality conformity analysis, in parallel to the ongoing Visualize 2045 update work described previously. The proposed resolution is included in Attachment 2. The proposed resolution notes:

1. "The TPB shall develop and include an alternative Build scenario in its conformity modeling process that aims to achieve TPB climate and equity goals through the use of transportation demand management, transit, and land use strategies consistent with regional policy goals, a modified regional project list that reduces the number and scale of road capacity expansion projects in accordance with the anticipated reduced travel demand, and with particular focus on public transportation and pedestrian/bicycle improvements needed to serve mobility disadvantaged populations; and
2. The conformity modeling for the No-Build and two Build scenarios will measure the impact of induced demand, and use updated telecommuting patterns, and, as needed, sensitivity testing for a range of plausible post-pandemic telecommuting scenarios: and

3. The alternative Build scenario will meet federal conformity requirements such that TPB would have the option of adopting the scenario as its Long-Range Transportation Plan following the conformity modeling process and subsequent public comment period.”

STAFF COMMENTS

Unfortunately, the TPB’s adopted budget, work program, and available staff resources will not permit undertaking any additional sets of air quality conformity analyses, including sensitivity tests on the additional scenarios, within the next 12 months, beyond the originally budgeted and resourced single set. The TPB budgetary and staffing resources are currently fully deployed to complete, sequentially, two urgent tasks needed to meet federal requirements: (1) updating Visualize 2045, developing the FY 2023-2026 TIP and the associated air quality conformity analysis as adopted through the December 2020 TPB action; and (2) assisting the state air agencies and the Metropolitan Washington Air Quality Committee (MWAQC) develop a state implementation plan (SIP) to attain the new and tougher 2015 ozone standards, which preliminary data shows the region has failed to attain. Both tasks are time consuming, utilize the same staff, and are subject to very tight time frames. The Visualize 2045 update, FY 2023-2026 TIP, and associated conformity analysis must be federally approved by December 2022 and the 2015 ozone SIP must be submitted to the EPA by January 2023.

The revised June 9, 2021 resolution retains this proposal to have the TPB conduct alternative build scenarios analysis alongside the official plan update and conformity analysis. Additionally, the revised resolution appears to call for a total of three additional scenarios with an undefined number of sensitivity tests to be performed as well. As noted above the TPB does not have the resources, including funding for consultants, to perform any additional scenario analysis simultaneously with the plan update and air quality planning activities scheduled for this year and the next fiscal year. Additional comments on the idea of greenhouse gas reduction scenario analysis is provided in later sections of the memo (page 4). TPB modeling staff, with consultant assistance, is currently working on a scenario study, called the TPB Climate Change Mitigation Study of 2021 (CCMS), which began in April and is to conclude in December 2021.¹ It is the TPB staff position that any alternative-build modeling scenario could be addressed, partially or entirely, as one or more of the scenarios to be analyzed in the CCMS. The next presentation regarding the CCMS is scheduled for the July TPB meeting.

The May 19, 2021 resolution notes that the additional alternative-build scenario that would be analyzed “will meet federal conformity requirements such that the TPB would have the option of adopting the scenario as its Long-Range Transportation Plan.” Staff has received many questions on this notion and asked to provide input. Based on the staff knowledge of federal regulations, staff does not find that the alternative-build scenario would meet the federal requirements.

Projects, programs and policies without agency ownership and funding that have not advanced through a local planning process cannot be added to the constrained element of the plan. Federal regulations that govern the development of LRTPs, TIPs and conducting air quality conformity

¹ Michael Grant, “TPB Climate Change Mitigation Study of 2021 - Work Plan,” <https://www.mwcog.org/events/2021/4/2/tpb-technical-committee/>.

analyses² require that projects included in the official LRTP be associated with an agency committing to fully fund to build/implement the project, operate it, and maintain it in a state of good repair. The TPB has relied on official actions taken by the local, regional, sub-regional and state entities in the form of a budget document (Capital Improvement Program, Six-Year Improvement Programs, etc.) and planning documents (Master Plan, Comprehensive Plans, Statewide Plans, etc.) to document the commitment to implement the projects, programs and policies reflected in the official LRTP.

The proposed development of an alternative-build scenario, which would assume not just transportation projects and programs, but also land use (much of which would likely not have the supporting official actions at the appropriate governing levels and entities and not be consistent with adopted local comprehensive plans) will not meet the basic federal requirements for a constrained LRTP, TIP and air quality conformity analysis. The land use inputs to the plan, COG's Cooperative Forecasts of Population, Households, and Employment, are developed by the local jurisdiction planning staff to reflect adopted land use plans and policies, and then are submitted to COG for inclusion in the region's Cooperative Forecasts, which TPB receives from COG. If the proposal intends to secure the above commitments before OR in parallel with conducting the analysis, staff understands from feedback from the TPB member agency staff that not only is the outcome of such an effort uncertain, the timeframe to secure these actions is difficult to estimate.

The revised June 9, 2021 resolution drops the requirement to develop the alternative build scenario to meet air quality conformity requirements and the TPB adopting the alternative build scenario as the official updated long-range transportation plan for the region. Staff believes this change is most prudent and allows the TPB to complete and adopt a federally compliant LRTP, TIP and associated air quality conformity within the federally prescribed timeframe. Also, as noted earlier, the TPB staff believe the CCMS will be the best mechanism to address the issues raised as part of the alternative-build resolution.

With respect to conducting scenario analyses to serve as a better alternate to the official long-range transportation (and land use) plan, staff notes that the TPB has conducted a number of such alternative-build scenarios in the past, envisioning different sets of land use, travel demand management (TDM) and transportation projects, programs and policies to substantively change the performance outcomes of the region's transportation system over the long-term. The most recent such scenario analysis was conducted by the TPB's Long-Range Plan Task Force, over a two-year period completing in 2017. The TPB staff analyzed 10 alternative build scenarios.³ All of the scenarios assumed transportation projects, programs and policies that were not part of any TPB member jurisdictions' official plans, and which did not have commitment funding, plans for implementation, or maintenance. The purpose of this analysis was to identify an alternative transportation planning programming vision that TPB members jurisdictions could adopt and use in their transportation investment decision making. These scenarios did estimate the potential improvement in the performance outcomes including reductions in vehicle miles traveled (VMT), greenhouse gases (GHGs) and ozone-related pollutants. Five of these 10 scenarios were adopted by

² Including ([23 U.S.C. 134](#) and [135](#); [49 U.S.C. 5303](#), and [42 U.S.C. 7410](#)), (23 CFR 450.324(c), (23 CFR 450.324(f)(11), (40 CFR Parts 51 and 93)

³ ICF et al., "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.mwco.org/documents/2017/12/20/long-range-plan-task-force-reports-projects-regional-transportation-priorities-plan-scenario-planning-tpb/>.

the TPB as its Aspirational Initiatives and included in Visualize 2045, as were two additional bike/walk initiatives. All Aspirational Initiatives call for reducing single-occupant vehicular travel and/or increasing transit ridership and non-motorized travel and enhanced TDM strategies. Several projects in the updated Visualize 2045 plan advance some of the Aspirational Initiatives helping to improve the performance outcomes of the system. Many projects are multimodal in nature. The critical actions needed to realize the many TPB policy goals and priorities, by adding them to the constrained LRTP, are decisions at the local, sub-regional, regional and state levels to approve projects, programs and policy proposals and fund their implementation, maintenance and operations.

The previously analyzed scenarios provide a stark sense of the type and magnitude of transportation projects, programs and policies needed to reduce the region's GHGs while also providing improved performance on other goals such as mobility and accessibility. As noted earlier, the TPB is currently conducting the Climate Change Mitigation Study (CCMS) that will provide information on the level of outcomes the region will need from a range of strategies to achieve GHG reductions commensurate with the region's climate goals.⁴ The results of this study will serve to inform the type and magnitude of changes in transportation projects, programs and policies that would be needed to achieve greenhouse gas reductions in the transportation sector commensurate with the region's climate goals.

Staff advise that the TPB would be best served to undertake a more deliberative and informed process to develop and analyze an "aspirational long-range transportation plan" reflecting projects, programs and policies that is informed by the TPB's CCMS and recommended by all members of the TPB, which when adopted would serve as the guide for TPB members to take official actions on the projects that would meet federal planning requirements and could be included in future official constrained long range plan(s). If such a process begins upon completion of the scheduled official update of the LRTP, TIP and air quality conformity analysis, the scenario work can be planned so as to manage the staff times in this fiscal year and plan for staff time and budget in the next fiscal year.

Based on past climate change focused scenario analyses conducted by the TPB, as well as others at the national and international level, it is likely that the TPB's CCMS will show that, no single category of actions or strategy will realistically be able to provide the GHG reductions in the transportation sector consistent with the regional goals (e.g., 50% reduction in GHGs by 2030, compared to 2005 levels). Rather, multiple categories of actions and strategies will likely be needed and there will likely be multiple pathways within each category that will have to be pursued, given the diverse nature of our region. Past climate change focused scenarios have shown that, in addition to the fuel economy improvements and electrification of the fleet, the most effective GHG reduction strategies, that are based on reductions in vehicle miles of travel (VMT), will be different types of policy solutions including VMT fees, pricing, and telework, and not simply grouping transportation infrastructure projects. Many of the strategies that TPB has identified through past studies as the most successful are not types of projects that are found in the constrained element of the LRTP. Although projects focused on transit and non-motorized travel can generally be expected to push the region in the right direction in advancing the climate goals, even the most aggressive transit expansion scenarios previously analyzed were found to provide GHG savings of less than 3% at the regional level relative

⁴ See, for example, Grant, "TPB Climate Change Mitigation Study of 2021 - Work Plan"; Michael Grant and Adam Agalloco, "TPB Climate Change Mitigation Study of 2021 - Literature Review," <https://www.mwcog.org/events/2021/6/4/tpb-technical-committee/>.

to a future baseline forecast.⁵ Nonetheless, such projects are important and have been recognized as a priority by the TPB for the multiple co-benefits pertaining to equity, mobility, and economic development, in spite of the modest impact on GHG reductions.

With the region's aggressive aspirational goal of reducing greenhouse gases emissions by 50% relative to 2005 levels in just nine years, i.e., by 2030, among the non-fuel-focused, on-road transportation sector strategies, a policy-heavy approach focused on VMT fees, pricing, and telework, would likely be most effective in achieving these goals. These types of policies and other projects and programs informed by the TPB's Climate Change Mitigation Study could be added to the aspirational element, outside of federal fiscal constraint requirement, and could be championed by the TPB members for enactment at local, sub-regional, regional, state and federal levels.

OTHER QUESTIONS FROM TPB MEMBERSHIP

While the above information responds to most of the questions raised by the TPB's Technical and Steering Committee members, staff received additional questions from Loudoun County (Attachment 4), and the Northern Virginia Transportation Authority shared a memo with a set of questions scheduled to be discussed at its meeting on June 10 (Attachment 5). The following general topics/questions are included:

- Processes for project selection and selection criteria
- Evaluation metrics
- Maintaining federal compliance
- Contracting/legal funding issues
- Enforcement of areas outside of the TPB's purview, such as land use

ATTACHMENTS

1. Schedule for updating Visualize 2045
2. Original (May 19, 2021) Proposed alternative-build scenario
3. Revised (June 9, 2021) Proposed alternative-build scenario
4. Loudoun County June 8, 2021 letter
5. NVTa memo dated June 3, 2021, to be discussed at the June 10 NVTa meeting

⁵ See, for example, Initiative 7 in ICF et al., "An Assessment of Regional Initiatives for the National Capital Region: Technical Report on Phase II of the TPB Long-Range Plan Task Force."

Plan and TIP Update Schedule

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

ATTACHMENT 2 - ORIGINAL RESOLUTION DISTRIBUTED MAY 2021

1 **WHEREAS**, in December, the board of TPB voted 22 to 0 (with 8 abstentions) to "require 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..." and further recognized in the Technical Inputs Solicitation that meeting adopted greenhouse gas emissions targets "...will require a reduction in vehicle miles traveled and associated emissions in Visualize 2045;" and

2 **WHEREAS**, the draft Visualize 2045 project list is largely the same as the 2018 plan, which included \$40 billion in highway expansion but only \$24 billion in transit expansion. While transit operating investments are higher than those for highways, this is partially due to the fact that the costs of driving are not fully accounted for by TPB. Other costs include police/fire/emergency response for highways which are not counted as part of the highway agency budgets, nor are the negative health care costs of vehicle pollution, or the much higher personal household costs of driving compared to transit/walk/bike; and

3 **WHEREAS**, public input for Visualize 2045 showed that 84% of the region's residents agree that "elected officials need to consider the impacts of climate change when planning transportation in the future." The survey results also showed that the region's residents want to walk and bike more, drive less, and support transit if it is frequent and reliable; and

4 **WHEREAS**, while the currently proposed conformity analysis would use 2014 telecommuting rates, 2019 telecommuting rates were already noticeably higher than 2014 rates and post-pandemic rates are expected to be even higher than 2019 levels, possibly significantly so. Just a 5% decline in peak hour traffic can return congested roadways to free-flow conditions; And

5 **WHEREAS**, the pandemic has demonstrated how critical transit is for our essential workforce in such fields as health care, grocery, shipping, maintenance, and more. It also showed that lower-income households live on very thin financial margins and that more transit along with free fares are investments that will help these families save money, buy food, pay rent, and build savings; and

6 **WHEREAS**, the urgency of the climate crisis means that the TPB region cannot put off creating a Visualize 2045 plan that commits to meeting greenhouse gas and vehicle miles reduction targets until the next long-range plan cycle. TPB and COG have the expertise, staff capacity, resources, time, and stakeholders at the table to develop a plan that adequately addresses the region's sustainability and equity goals now.

7 **WHEREAS**, the Council of Governments and TPB have been working to promote more mixed-use, walkable communities, affordable housing, and the extension of bus rapid transit.

NOW, THEREFORE, the TPB shall develop and include an alternative Build scenario in its conformity modeling process that aims to achieve TPB climate and equity goals through the use of transportation demand management, transit, and land use strategies consistent with regional policy goals, a modified regional project list that reduces the number and scale of road capacity expansion projects in accordance with the anticipated reduced travel demand, and with particular focus on public transportation and pedestrian/bicycle improvements needed to serve mobility disadvantaged populations; and

The conformity modeling for the No-Build and two Build scenarios will measure the impact of induced demand, and use updated telecommuting patterns, and, as needed, sensitivity testing

for a range of plausible post-pandemic telecommuting scenarios; and
The alternative Build scenario will meet federal conformity requirements such that TPB would have the option of adopting the scenario as its Long-Range Transportation Plan following the conformity modeling process and subsequent public comment period.

**ATTACHMENT 3 - REVISED
RESOLUTION DISTRIBUTED
JUNE 9, 2021**



**MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND**

EVAN GLASS
COUNCILMEMBER
AT-LARGE

TRANSPORTATION & ENVIRONMENT COMMITTEE
HEALTH AND HUMAN SERVICES COMMITTEE

MEMORANDUM

TO: Transportation Planning Board
FROM: Evan Glass, Montgomery County Councilmember
DATE: June 9, 2021
SUBJECT: Resolution

The purpose of this resolution is to ensure that the Transportation Planning Board (TPB) has the information it needs to make decisions congruent with our adopted climate goals as we consider Visualize 2045.

Since introduction of the resolution at the TPB's May meeting, I have amended the resolution text to reflect input from stakeholders and TPB colleagues.

The attached updated resolution text includes the following revisions:

1. Language stating that the Alternative No-Build and Alternative Build scenarios will be modeled using the regional travel model, which is a lower threshold than the federal conformity requirements.
2. Language clarifying that TPB members will not be required to remove projects from the current draft project list.
3. Added language calling for an Alternative No-Build scenario that applies additional transportation demand management (TDM) and land use measures to TPB staff's No-Build scenario.
4. Additional language calling for an Alternative Build scenario that incorporates TDM and land use measures in conjunction with new transit projects, while omitting road expansions.
5. A recommendation to test a range of telecommuting scenarios.

The TPB put transit-oriented development at the center of its regional vision 11 years ago. As we consider Visualize 2045 goals today, *we must continue prioritizing sustainable regional mobility and land use patterns to meet our aggressive targets for greenhouse gas and vehicle miles travelled reduction.*

In 2018, TPB led various models analyzing green transit investments and their impact on travel. We need to build on these efforts and develop a more comprehensive analysis that works in tandem with Visualize 2045. Those prior efforts were different in scope than the Build model being considered by TPB staff for Visualize 2045. In order to create an equal comparison between the existing build scenarios in Visualize 2045's transportation and land use models and a climate-friendly alternative, TPB will have the basis for a decision that reflects our shared regional goals of reducing carbon pollution from transportation and cutting emissions.

I ask for your consideration of this resolution so that we may make an informed decision about our environmental and transportation priorities for the future of the region.

1

WHEREAS, in December, the board of TPB voted 22 to 0 (with 8 abstentions) to "require 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..." and further recognized in the Technical Inputs Solicitation that meeting adopted greenhouse gas emissions targets "...will require a reduction in vehicle miles traveled and associated emissions in Visualize 2045;" and

2

WHEREAS, the draft Visualize 2045 project list is largely the same as the 2018 plan, which included \$40 billion in highway expansion but only \$24 billion in transit expansion. While transit operating investments are higher than those for highways, this is partially due to the fact that the costs of driving are not fully accounted for by TPB. Other costs include police/fire/emergency response for highways which are not counted as part of the highway agency budgets, nor are the negative health care costs of vehicle pollution, or the much higher personal household costs of driving compared to transit/walk/bike; and

3

WHEREAS, public input for Visualize 2045 showed that 84% of the region's residents agree that "elected officials need to consider the impacts of climate change when planning transportation in the future." The survey results also showed that the region's residents want to walk and bike more, drive less, and support transit if it is frequent and reliable; and

4

WHEREAS, while the currently proposed conformity analysis would use 2014 telecommuting rates, 2019 telecommuting rates were already noticeably higher than 2014 rates and post-pandemic rates are expected to be even higher than 2019 levels, possibly significantly so. Just a 5% decline in peak hour traffic can return congested roadways to free-flow conditions; and

5

WHEREAS, the pandemic has demonstrated how critical transit is for our essential workforce in such fields as health care, grocery, shipping, maintenance, and more. It also showed that lower-income households live on very thin financial margins and that more transit along with free fares are investments that will help these families save money, buy food, pay rent, and build savings; and

6

WHEREAS, the urgency of the climate crisis means that the TPB region cannot put off creating a Visualize 2045 plan that commits to meeting greenhouse gas and vehicle miles reduction targets until the next long-range plan cycle. TPB and COG have the expertise, staff capacity, resources, time, and stakeholders at the table to develop a plan that adequately addresses the region's sustainability and equity goals now.

WHEREAS, the Council of Governments and TPB have been working to promote more mixed-use, walkable communities, affordable housing, and the extension of bus rapid transit.

NOW, THEREFORE, the TPB shall develop and model Alternative No-Build and Alternative Build scenarios during its conformity modeling process that aim to achieve TPB climate and equity goals; and

The alternative No-Build scenario will use transportation demand management and land use strategies with the existing base year transit and road network, similar to the regular No-Build scenario, such that the Alternative No-Build scenario would show improvements in per-capita vehicle miles traveled (VMT), non-auto mode share, greenhouse gas (GHG) emissions, and job accessibility compared to the regular No-Build scenario and potentially the regular Build scenario; and

In addition to applying the transportation demand management and land use strategies, the Alternative Build scenario will include a modified regional project list that increases transit investment and reduces the number and scale of road capacity expansion projects in accordance with the anticipated reduced peak travel demand, and with particular focus on public transportation and pedestrian/bicycle improvements needed to serve mobility disadvantaged populations. The Alternative Build scenario will be prepared to show improvements in per-capita VMT, non-auto mode share, GHG emissions, and job accessibility compared to the regular No-Build and Build scenarios. The Alternative No-Build and Build scenarios are also anticipated to show improved travel times and reduced delay relative to the regular scenarios, based on findings from past TPB studies; and

The modeling for the regular No-Build and Build scenarios and the Alternative No-Build and Build scenarios will apply sensitivity testing, outside of the official conformity modeling, for a range of plausible post-pandemic telecommuting scenarios; and

The Alternative No-Build and Alternative Build scenarios will be modeled using the regional travel model but are not intended to meet federal conformity requirements. The Alternative scenarios and telecommuting sensitivity testing are intended to inform TPB Board review and possible revisions to the proposed Long-Range Transportation Plan, consistent with federal requirements, following the conformity modeling process and subsequent public comment period.



June 8, 2021

Dear Chair Allen and Deputy Executive Director Srikanth,

The TPB will be asked to consider a proposed resolution at our June 16, 2021 meeting. After reading Councilmember Glass' proposed resolution text that was distributed by TPB staff, there remain several outstanding questions on the impact that passing such a resolution would have on the next Long-Range Plan, as well as our own jurisdictional programs. These questions have been provided on the staff level and we want to make sure that members of the TPB have them for consideration prior to evaluating the proposed resolution.

1. The resolution states that "the TPB shall develop and include an alternative build scenario in its conformity modeling process":
 - a. Is the TPB staff developing an alternative build scenario, or will that responsibility fall to the TPB members?
 - b. How would this be conducted? Would there be a subcommittee that develops a list of projects to propose for TPB review and approval?
 - c. How much time will be needed to develop a new alternative build scenario and still meet the schedule for completion in time to avoid being "out of conformity" with federal requirements?
 - d. What is the impact of the development of the alternative build scenario on the FY 2022 Unified Planning Work Program and the Work Activity Budgets?
2. The resolution states that the alternative build scenario would aim "to achieve TPB climate and equity goals":
 - a. What are the metrics of these goals that the alternative build scenario seeks to achieve?
 - b. What is the year that these need to be achieved?
3. The resolution references "land use strategies consistent with regional policy goals":
 - a. In less developed parts of the region, new roads are required to implement land use strategies consistent with regional goals. How would such roads be considered in an alternate scenario?
4. The resolution references "a modified regional project list that reduces the number and scale of road capacity expansion projects":
 - a. Who is modifying the list and what criteria would be used?
 - c. Will TPB members have an opportunity to provide input on this modified regional project list?
5. The resolution states that the modified project list should be "in accordance with the anticipated reduced travel demand":
 - a. What is meant by this statement and how would this be determined?

6. The resolution calls for the modeling to “measure the impact of induced demand”:
 - a. What impact will need to be determined?
 - b. Can the model perform this task for specific projects?
 - c. We need to see consensus on a definition. Are there examples from other MPO’s or studies showing the measurement of induced demand?

7. The resolution calls for the modeling to “use updated telecommuting patterns”:
 - a. Telecommuting patterns have been rapidly changing during the pandemic and will continue to during the recovery. We are planning for an uptick in more traditional commuting patterns around Labor Day, for instance. At what time and when will telecommuting patterns be considered “updated for the purpose of this modeling”?

8. The resolution states that “The alternative Build scenario will meet federal conformity requirements”:
 - a. How can it be said that the alternative Build plan that is created will meet federal conformity requirements before it is even analyzed by TPB staff?
 - b. Can a plan that does not include regionally significant projects that are in the jurisdictional plans meet federal conformity requirements?

9. “TPB would have the option of adopting the scenario as its Long-Range Transportation Plan following the conformity modeling process and subsequent public comment period.”:
 - a. What metrics will be utilized for evaluation of the plans?
 - b. Can TPB staff confirm that the development of the alternative Build scenario will have no impact on the federal timeline requirements to approve the Long-Range Transportation Plan?
 - c. Will there be impacts to the other elements of the plan, such as the Transportation Improvement Program?

Sincerely,



Matthew F. Letourneau
Dulles District Supervisor



Kristen C. Umstatt
Leesburg District Supervisor

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: June 3, 2021

SUBJECT: National Capital Region Transportation Planning Board Proposed Resolution

Purpose: To inform the Northern Virginia Transportation Authority (NVTA) of the National Capital Region Transportation Planning Board (TPB) Resolution to be considered at their June 16, 2021, meeting.

Background: The TPB is responsible for developing/updating the National Capital Region's Constrained Long Range Plan (CLRP) called Visualize 2045, and conducting the air quality conformity determination on the plan every four years. The current Visualize 2045 plan was adopted by the TPB in November 2018, is set to expire in December 2022. The TPB has initiated the update to Visualize 2045. As part of this update; in December 2020, the TPB adopted the Visualize 2045 Update: Technical Inputs Solicitation which requires:

- A reduction in vehicle miles traveled and associated emissions in Visualize 2045 to achieve new interim GHG reduction goals and new climate resiliency goals.

At their June 16th meeting, the TPB is scheduled to take action on Resolution R19-2021, to approve the project submissions for inclusion in, and the scope of work for, the Air Quality Conformity Analysis for the 2022 Update to Visualize 2045.

Additionally, the TPB will also consider a resolution which suggests an alternative conformity analyses, alongside the one for Visualize 2045 long-range transportation plan's constrained element, with a different set of projects designed to achieve the region's GHG reduction goals as well as, develop and include an Alternative Build Scenario as part of the current Visualize 2045 update process.

Per the draft resolution submitted by Montgomery County (see attachment), the proposed Alternate Build Scenario would aim to achieve TPB climate and equity goals through the use of transportation demand management, transit, and land use strategies consistent with regional policy goals, a modified regional project list that reduces the number and scale of road capacity expansion projects in accordance with anticipated reduced travel demand, and with particular focus on public transportation and pedestrian/bicycle improvements needed to serve mobility disadvantaged populations.

The Authority, which is supportive of the TPB's climate and equity goals, has already invested or committed \$2.5 billion in regional multimodal transportation projects that will accomplish the following goals: Enhance quality of life and economic strength of Northern Virginia through transportation; Enable optimal use of the transportation network and leverage the existing network; Reduce negative impacts of transportation on communities and the environment. These goals are accomplished through:

- Reduce congestion and crowding experienced by travelers in the region;
- Improve travel time reliability;
- Improve access to jobs, employees, markets and destinations;
- Improve connections among and within areas of concentrated growth;
- Improve the safety of the transportation network;
- Provide more route and mode options to expand travel choices and improve resiliency of the system;
- Sustain and improve operation of the regional system;
- Reduce transportation-related emissions

The deadline for approval of the conformity determination for the Visual 2045 update by the Federal Highway (FHWA) and Federal Transit Administration (FTA), is December 2022. There are significant questions regarding the recently proposed Alternative Build Scenario impact on this schedule/deadline. The TPB Chair sent a letter to the FHWA and FTA requesting an extension of this deadline.

If the joint federal agency approval is not received by December 2022, or an extension, the flow of funding (federal, state, regional, local, etc.) for regionally significant projects could be impacted

Projects funded by the Authority are regionally significant in nature and are submitted to the TPB to be included in an air quality conformity assessment. In addition to NVTA regional revenues, these projects usually have other funding sources including federal funds. As such, NVTA staff have questions about the ability of these projects to advance if the TPB does not meet the December 2022 deadline, or receive an extension.

Next Steps: Given that NVTA is not a member of the TPB but the primary funding entity of regionally significant projects in Northern Virginia, many of which are in active stages of implementation, it is important to understand the potential impacts of the proposed Alternate Build Scenario on already adopted and potential future projects given the Authority's mandate to reduce congestion.

NVTA staff will continue to coordinate with TPB staff and other relevant agencies as well as NVTA member jurisdictions to understand and report the impacts of the TPB Alternate Build Scenario on projects adopted in current and future Authority funded Six Year Programs that are submitted to the TPB for air quality conformity analysis. As a Region, Northern Virginia needs to the answers to the following questions:

1. Will the TPB create a new process to determine the selection criteria for the Alternate Build Scenario or will the same process currently used for Visualize 2045 be implemented?
2. Can a project be deleted from the Visualize 2045 Plan if a contract is already in place or if some expenditures have already be made, e.g. for PE/design and/or Right of Way, construction phases? Does this create any potential legal contract/legal issues? What are the impacts on NVTA member jurisdictions as well as current and future NVTA funding programs?
3. As the FHWA and FTA require that regionally significant projects be included in the air quality conformity determination, would the TPB adoption of the Alternate Build Scenario be considered a planning exercise or one in which the TPB would like to implement? Are there concerns regarding federal requirements?
4. Since the TPB is not a funding entity, and projects in the CLRP are required to demonstrate a "reasonable expectation of funding," how will the TPB seek concurrence from project sponsors on their commitment to advance projects identified in the Alternate Build Scenario?

Attachment: Draft TPB Resolution

WHEREAS, in December, the board of TPB voted 22 to 0 (with 8 abstentions) to "require 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..." and further recognized in the Technical Inputs Solicitation that meeting adopted greenhouse gas emissions targets "...will require a reduction in vehicle miles traveled and associated emissions in Visualize 2045;" and

WHEREAS, the draft Visualize 2045 project list is largely the same as the 2018 plan, which included \$40 billion in highway expansion but only \$24 billion in transit expansion. While transit operating investments are higher than those for highways, this is partially due to the fact that the costs of driving are not fully accounted for by TPB. Other costs include police/fire/emergency response for highways which are not counted as part of the highway agency budgets, nor are the negative health care costs of vehicle pollution, or the much higher personal household costs of driving compared to transit/walk/bike; and

WHEREAS, public input for Visualize 2045 showed that 84% of the region's residents agree that "elected officials need to consider the impacts of climate change when planning transportation in the future." The survey results also showed that the region's residents want to walk and bike more, drive less, and support transit if it is frequent and reliable; and

WHEREAS, while the currently proposed conformity analysis would use 2014 telecommuting rates, 2019 telecommuting rates were already noticeably higher than 2014 rates and post-pandemic rates are expected to be even higher than 2019 levels, possibly significantly so. Just a 5% decline in peak-hour traffic can return congested roadways to free-flow conditions; and

WHEREAS, the pandemic has demonstrated how critical transit is for our essential workforce in such fields as health care, grocery, shipping, maintenance, and more. It also showed that lower-income households live on very thin financial margins and that more transit along with free fares are investments that will help these families save money, buy food, pay rent, and build savings; and

WHEREAS, the urgency of the climate crisis means that the TPB region cannot put off creating a Visualize 2045 plan that commits to meeting greenhouse gas and vehicle miles reduction targets until the next long-range plan cycle. TPB and COG have the expertise, staff capacity, resources, time, and stakeholders at the table to develop a plan that adequately addresses the region's sustainability and equity goals now.

WHEREAS, the Council of Governments and TPB have been working to promote more mixed-use, walkable communities, affordable housing, and the extension of bus rapid transit.

NOW, THEREFORE, the TPB shall develop and include an alternative Build scenario in its conformity modeling process that aims to achieve TPB climate and equity goals through the use of transportation demand management, transit, and land use strategies consistent with regional

policy goals, a modified regional project list that reduces the number and scale of road capacity expansion projects in accordance with the anticipated reduced travel demand, and with particular focus on public transportation and pedestrian/bicycle improvements needed to serve mobility disadvantaged populations; and

The conformity modeling for the No-Build and two Build scenarios will measure the impact of induced demand, and use updated telecommuting patterns, and, as needed, sensitivity testing for a range of plausible post-pandemic telecommuting scenarios; and

The alternative Build scenario will meet federal conformity requirements such that TPB would have the option of adopting the scenario as its Long-Range Transportation Plan following the conformity modeling process and subsequent public comment period.

DRAFT



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: June 16, 2021

The attached materials are letters and memos received after the TPB mailout date. These include:

- Letter and infographic from Loudoun County – June 8, 2021
- Letter from MDOT – June 15, 2021



Loudoun County

VIRGINIA

Phyllis J. Randall
Chair At-Large

Board of Supervisors

1 Harrison Street, SE, PO Box 7000, Leesburg, VA 20177-7000

703-777-0204 O | 703-777-0421 F | phyllis.randall@loudoun.gov

loudoun.gov/chair

June 9, 2021

The Honorable Charles Allen, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington D.C. 20002

Ref: Regional Greenhouse Gas Policy Impact on Transportation Funding

Dear Chair Allen and TPB Members,

Thank you for your leadership and the work of the National Capital Regional Transportation Planning Board (TPB) to plan for our transportation needs in the Washington Region. As one of the fastest growing localities on the East Coast, the work of TPB is critical to Loudoun's ability to manage our growth and plan for the future, and we are truly appreciative of your efforts. In addition, as Chair of the Northern Virginia Transportation Authority, I know firsthand how important regional cooperation in transportation planning is.

I am writing to share some additional information and context regarding the assessment of transportation projects moving forward. I understand that there is considerable interest and concern about the greenhouse gas emissions (GHG) and, in turn, vehicle miles traveled (VMT) as a metric to evaluate adding road projects to the Visualize 2045 plan. I share both your focus and urgency on climate change, which is one reason why Loudoun County has undertaken some of the most impactful land use and transit investments in the entire region over the past decade.

I do have concerns, however, about the focus on VMT as a primary indicator of projects. Loudoun County's population growth has far exceeded our infrastructure, requiring major investments in virtual every category, including roads. Some of our communities remain disconnected, while others face constant congestion, with negative consequences to air quality and GHG emissions. The project put forward by Loudoun and by VDOT for inclusion in this year's Visualize 2045 update, the Route 50 Northern Collector Road which will connect Air and Space Parkway and Route 28 to Tall Cedars Parkway and Route 50 in Loudoun, is a project intended to address those issues and should be included in the regional transportation plan. Leaving it out would jeopardize its ability to receive federal funding would directly contradict all our goals.

The Route 50 Northern Collector Road is a regionally significant collaboration between Loudoun County and the Metropolitan Washington Airports Authority. Preliminary engineering and traffic analysis results indicate that this project will provide new opportunities for transit connections, reduce congestion, improve access for people walking and biking, improve access for freight vehicles, and improve access to Dulles International Airport and the Udvar-Hazy Center at the Smithsonian Air and Space Museum.



Loudoun County

VIRGINIA

Phyllis J. Randall
Chair At-Large

Board of Supervisors

1 Harrison Street, SE, PO Box 7000, Leesburg, VA 20177-7000

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loudoun.gov/chair

The Route 50 Northern Collector project will significantly decrease congestion and idling at the Route 50-Route 28 interchange, which presents constant bottlenecks and impedes travel to Washington Dulles International Airport. Loudoun County has been hard at work developing activity centers that combine higher density residential, office, and transit connections. The Route 50 Northern Collector Road will connect activity centers in Fairfax County and Loudoun to allow better circulation and access for residents from throughout the region.

The potential loss of access to federal funds on a project like the Route 50 Northern Collector Road could also limit economic development and public-private partnership opportunities. We also believe failure to include this project in TPB's plans may inadvertently jeopardize federal funds to the entire region, since federal regulations require that "regionally significant" projects like this one be placed in the regional transportation plan.

Jurisdictions like Loudoun are heavily dependent upon regional funds, like those from the NVTAA. Some jurisdictions represented on the TPB have suggested that projects that increase capacity or VMT should not be in the Plan. A philosophy of this nature is problematic for local jurisdictions like Loudoun who continue to develop a road, transit, and bike/pedestrian network consistent with well-established and coordinated comprehensive land-use and transportation plans. The attached pamphlet describes the multimodal transportation network under development in Loudoun County.

We understand the TPB is considering a delayed approval of the Visualize 2045 plan and the Transportation Improvement Plan (TIP). There is also discussion around the adoption of an alternative plan that appears to be inconsistent with federal regulations by omitting "regionally significant" projects, like Loudoun's Route 50 Northern Collector Road project. This could place the entire plan update at serious risk of being rejected when it goes through the federal review process. Delaying the plan update or creating an alternative plan will jeopardize access to federal funding for state and local jurisdictions, and the Washington Metropolitan Area Transit Authority. Purposely omitting regionally significant projects that increase capacity will limit many of the projects included in the NVTAA TransAction Plan and create prejudice against local jurisdictions.

Loudoun County will continue to support the vital role of the TPB in guiding regional transportation decision making through the implementation of complete streets, prioritization of transit, smart growth around the new Silver Line Metrorail Stations and will continue to partner with regional jurisdictions on transportation planning matters that make sense and support all jurisdictional needs. We ask that you respect our commitment to our shared goals and principles and support our ability to provide critical road projects to our citizens.



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If you would like to discuss this matter with Loudoun staff, please do not hesitate to contact Mr. Bob Brown in the Department of Transportation and Capital Infrastructure at Bob.Brown@loudoun.gov.

Sincerely,

Phyllis Randall, Chair
Loudoun County Board of Supervisors

Attachment: Info Graphic Loudoun County Transportation Program

CC: Loudoun County Board of Supervisors
Tim Hemstreet, County Administrator
Kanti Srikanth, Director, Transportation Planning Board
Monica Backmon, Executive Director, Northern Virginia Transportation Authority
Maria Sinner, PE, VDOT Assistant District Administrator for Planning and Investment
Joe Kroboth, III, PE, Director, DTCI
John Thomas, Assistant Director, Transportation Planning & Traffic Engineering, DTCI
Bob Brown, Regional Transportation Coordinator, DTCI

LEARN HOW LOUDOUN COUNTY HAS INVESTED IN TRANSPORTATION AND TRANSIT

AT A GLANCE



PLAN

Loudoun County has embarked on a planning process to identify the community's desires for the future of transportation and land use in the County.



COMPLETE AND GREEN STREETS

Loudoun County's approach to completing its roadway infrastructure plays a role in slowing the growth of congestion, reducing emissions, and maintaining economically viable and mobile communities.



MULTIMODAL

Loudoun County is building a reliable and efficient multimodal transportation network that manages the travel demands of the County while maintaining fiscal and environmental sustainability.



INVEST

Loudoun County is making a significant investment in creating a sustainable, accessible transportation network.



PROMOTE

Loudoun County is building neighborhoods to promote working and living in our urban and suburban areas with direct access to transit and shared use paths and paved regional trails.



EQUITY

Loudoun County is meeting the needs of our diverse populations by providing access to transit facilities and encouraging alternative modes of transportation.

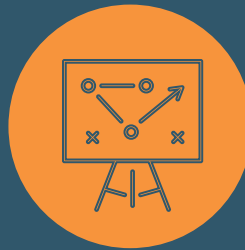


ACCESSIBILITY AND SUSTAINABILITY

Loudoun County is creating accessible activity centers to accommodate the county's future growth and play a role in achieving sustainability, accessibility and livability goals.



Loudoun County is one of the fastest-growing counties in the nation, which has resulted in a continued and ever-increasing strain on its transportation network. In addition, Loudoun County is the second largest county in terms of land mass in the Commonwealth of Virginia. This unprecedented growth provides an opportunity for the County to build a modern, efficient multimodal transportation infrastructure to boost our economic productivity, competitiveness, and enhance the quality of life in our urban, suburban and rural communities. The County is investing in and promoting transit, increasing access to sidewalks and trails, creating sustainable, accessible and livable activity centers, and making capital investments in Loudoun County's transportation future.



PLAN

Planning for Loudoun County's Transportation Future

In 2016, Loudoun County began a collaborative multiyear effort and an unprecedented public outreach campaign that brought together Loudoun's residents, elected and appointed officials, stakeholders, and County staff to create a new comprehensive plan. This planning process identified the community's desires for the future of the County as they relate to growth management, land use, place types, transportation, natural, environmental, and heritage resources, community facilities and amenities, economic development and fiscal management. Loudoun County is focusing on context-sensitive planning and design that addresses the unique characteristics and needs of the County's urban, suburban, and rural landscape. Our land use policies are designed to reduce vehicular trips and vehicle miles traveled to achieve the most stringent air quality standards.

- The Urban Policy Area in Loudoun County represents a new, innovative planning area concept in Loudoun County, encompassing approximately 2,600 acres in mixed use areas around the Silver Line Metrorail stations with access to Metrorail, bus, sidewalks and trails.
- The 48,000-acre Suburban Policy Area in Loudoun County comprises the eastern third of the County and the focus is to connect these areas to the urban areas through a multi modal approach.
- The Transition Policy Area in Loudoun County is a 24,000- acre area planned for a diversity of clustered residential uses and commercial uses to support residents and some industrial spaces focused on quarry activity and energy infrastructure.
- The western 230,000-acre Rural Policy Area in Loudoun County comprises nearly two-thirds of the county's land area and contains twelve Rural Historic Villages. This area is planned for agricultural preservation, agribusiness and limited residential development that supports a robust rural economy.



COMPLETE AND GREEN STREETS

Loudoun County’s approach to completing its roadway infrastructure plays a role in slowing the growth of congestion, reducing emissions, and maintaining economically viable and mobile communities. Loudoun County’s roads form the backbone of its transportation network. The landscape features a road system that attempts to address future congestion concerns for motor vehicles, freight vehicles, and emergency vehicles access and connectivity for people walking and biking, and accommodations for transit users. Loudoun County is building out a network to support economic and housing growth consistent with local and regional plans. The county’s plan considers the importance of ensuring that roads serving each of the unique policy areas are designed and constructed in a manner consistent with the character of adjoining communities and land uses.

Balancing Building Roads and the Environmental Impact on that Growth

Reducing Vehicle Miles of Travel

When building roads, Loudoun County’s goal is to reduce congestion and the pollution congestion creates. The county’s roads undergo environmental scrutiny, are designed with bicycle and pedestrian facilities, and bring people to our bus and metrorail services and park and ride lots. In 2012, the county conducted the Eastern Loudoun Transportation Study and identified nearly 100 road segments, bottlenecks and interchanges that needed improvement to keep people moving. Since 2013, 40% of the projects identified in the study have been constructed VDOT or developers, and the County is currently working on planning and constructing of the remaining segments.

40

complete streets completed.

5

complete streets partially completed.

23

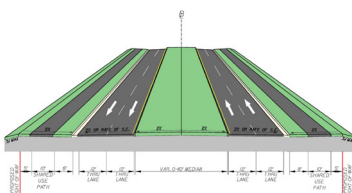
complete streets in progress.

17

complete streets waiting approval and placement in Capital Improvement Plan.

4

complete streets in Capital Improvement Plan, but not yet started.





MULTIMODAL

Loudoun County is building a reliable and efficient multimodal transportation network that manages the travel demands of the County with an emphasis on fiscal and environmental sustainability. The County is focusing on a context-sensitive system that fits the natural and built environments. Moreover, 73 percent of Loudoun County Transit bus routes connecting to the region.

Growing Our Multimodal Transportation System

26

Park & Ride
lots providing
a total of
6,000 spaces
(existing & planned).

63

Daily routes
provided
by Loudoun
County Transit.

33

Commuter bus
routes to
Arlington, Va.,
and
Washington, D.C.

16

Metro
Connection
Routes





INVEST

Loudoun County has created a sustainable, accessible transportation network. The County has made a significant investment in the Silver Line Metrorail, Metrorail garages, buses, and pedestrian improvements around the stations.

Transportation Investments

\$41
MILLION

For Metrorail Area
Pedestrian/Bicycle
Improvements.

\$120
MILLION

Spent on transit
operations,
Metrorail, bus
investments
and bus stop
improvements.

\$273
MILLION

In Silver Line
construction
funding.

\$138
MILLION

In improving
intersection
safety around
the County.

\$301
MILLION

Allocated in the
Capital Improvement
Plan for sidewalks,
signals, traffic calming
and transit.

**METRORAIL
GARAGES**

5,000 total spaces at the Loudoun
Gateway and Ashburn Stations.



PROMOTE

Loudoun County is building neighborhoods to promote working and living in our urban and suburban areas with direct access to transit and 280 miles of sidewalks, shared use paths and paved regional trails. Loudoun County is one of a few areas in the region where people can enjoy beautiful landscapes—traveling from urban centers to rural rolling hills on from the same paths and trails. In addition, Loudoun County Transit unveiled a mobile app to connect commuters to the region’s transportation network.

Promoting Transit-Oriented Development



Loudoun Station



Silver District West



Rivana



Connect to our regional transportation network through the Transit app.



EQUITY

Loudoun County is enhancing the regional and local transit infrastructure in response to population growth and congestion. Through an emphasis on traditionally underserved populations and improving interconnectivity, Loudoun County is meeting the needs of our diverse populations by providing access to transit facilities, encouraging alternative modes of transportation and planning for shared use paths.

Taking a Holistic Approach to Transportation Infrastructure



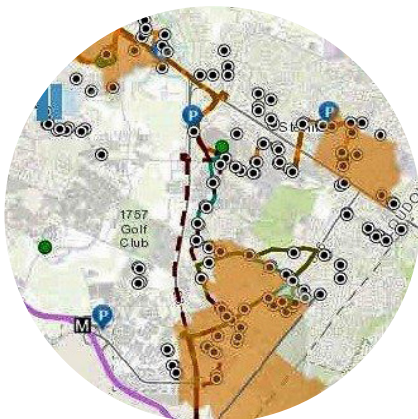
Transit Bus



Park & Ride



W&OD Trail



Transit Serving Equity
Emphasis Areas



Shared-Use Path



Metrorail Station



ACCESSIBILITY AND SUSTAINABILITY

Loudoun County is creating accessible activity centers to accommodate the County's future growth and play a role in achieving sustainability, accessibility and livability goals. To do this, the County is identifying transit corridors, utilizing Silver Line stations and linking regional and community centers in ways that support greater density and connectivity. Loudoun County businesses have access to the most educated labor pools with information and communications technology being the largest industry cluster. The County's economic landscape is a balance of technology, federal government contractors, biomedical research and agribusiness.

Making Land Use Decisions to Create Accessible Activity Centers and Create Jobs



Activity Centers



Agricultural Business and Preservation



Fastest-Growing County in Virginia



Top Business Growth in Virginia

June 15, 2021

The Honorable Charles Allen, Chairman
Kanathur Srikanth, Deputy Executive Director, Metropolitan Planning
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington DC 20002

Dear Chairman Allen and Director Srikanth:

I am writing to seek clarification on several points that came up in our discussion during the May 19, 2021 meeting of the National Capital Region Transportation Planning Board (TPB) relating to consideration of projects for inclusion in the Air Quality Conformity Analysis and the proposed resolutions that TPB received since last month that could radically alter TPB's current approval practice. Given the recent information regarding an alternative resolution, this issue may be resolved amicably, but in the case that the original resolution moves forward, there are still many concerns that need to be addressed before we move forward.

It was indicated during this meeting that a resolution would be introduced that would potentially cause a delay in completing the Air Quality Conformity Analysis, or call on TPB staff to conduct an additional analysis of an as-yet-undefined alternative plan that would remove new road projects that are currently part of local agencies' adopted plans and Visualize 2045. Aside from the obvious problems such a move would present to area residents, who already face some of the worst traffic congestion in the nation, I have several specific questions regarding these proposals and their impacts:

1. Does TPB have enough time, staff and budget resources to conduct an additional conformity analysis of an alternative plan, in addition to the one that has been developed through extensive work by TPB and member agencies since the beginning of 2020?
2. How do you propose to conduct such an analysis on an alternative plan that contains as-yet-undefined "new projects" and alternative land-use assumptions that have not been approved by local jurisdictions?
3. What metrics would be used to evaluate such a plan, and have those metrics been identified? Will those metrics include an analysis of travel time impacts, congestion impacts, access to job opportunities and affordable housing within a 45-minute commuting

radius, and any lost economic growth and job creation that would result from removal of billions of dollars of approved projects in such an alternative plan? This information is critical to allow TPB members to make a fully informed decision and weigh the various trade-offs.

4. How much would it cost to do this additional analysis? If there is insufficient funding in the Unified Planning Work Program (UPWP), who will bear the additional cost? Would it be the jurisdictions voting in favor of the resolution?
5. How much additional time would it take to do this additional analysis, and what risks does this pose of delaying federal funding or approval of current or planned projects and planning studies in various jurisdictions that depend on federal funds?
6. If TPB were to adopt a plan that is not constrained fiscally, and is not clearly defined as to specific projects, land use changes or metrics, would that action be in accordance with federal requirements for conformity analysis, or would it not conform?
7. Can TPB adopt an alternative plan that contains land-use changes proposed by TPB for the purposes of this resolution, but are not adopted by the applicable local governments? Would this be seen as misleading by federal agencies?
8. Could the passage of such a resolution and any resulting delay in the Air Quality Conformity Analysis either delay or put at risk federal funding for WMATA and other local transportation agency projects that rely on federal funding, yes or no?

For the TPB members to properly consider all consequences – intended and unintended – these questions will need to be answered. The Maryland Department of Transportation (MDOT) continues to have much broader concerns about last-minute efforts to essentially re-litigate all of the good work of the Long Range Plan Task Force and the TPB staff that resulted in the current Visualize 2045 Plan. The plan offers the right balance of investments and a path to achieving our air quality goals for this region, while also ensuring a strong economy and improved quality of life for our residents.

As I have indicated before, Visualize 2045 came about because traffic modeling analysis of the previous long-range plans indicated a dramatic worsening of congestion by 2040, even if everything in those previous plans were built. The American Legion Bridge I-270 to I-70 Relief Plan is an integral part of the Expanded Regional Express Lane Network in Visualize 2045, as it will provide important new regional transit options and dramatically improve congested conditions around major chokepoints like the American Legion Bridge and I-270.

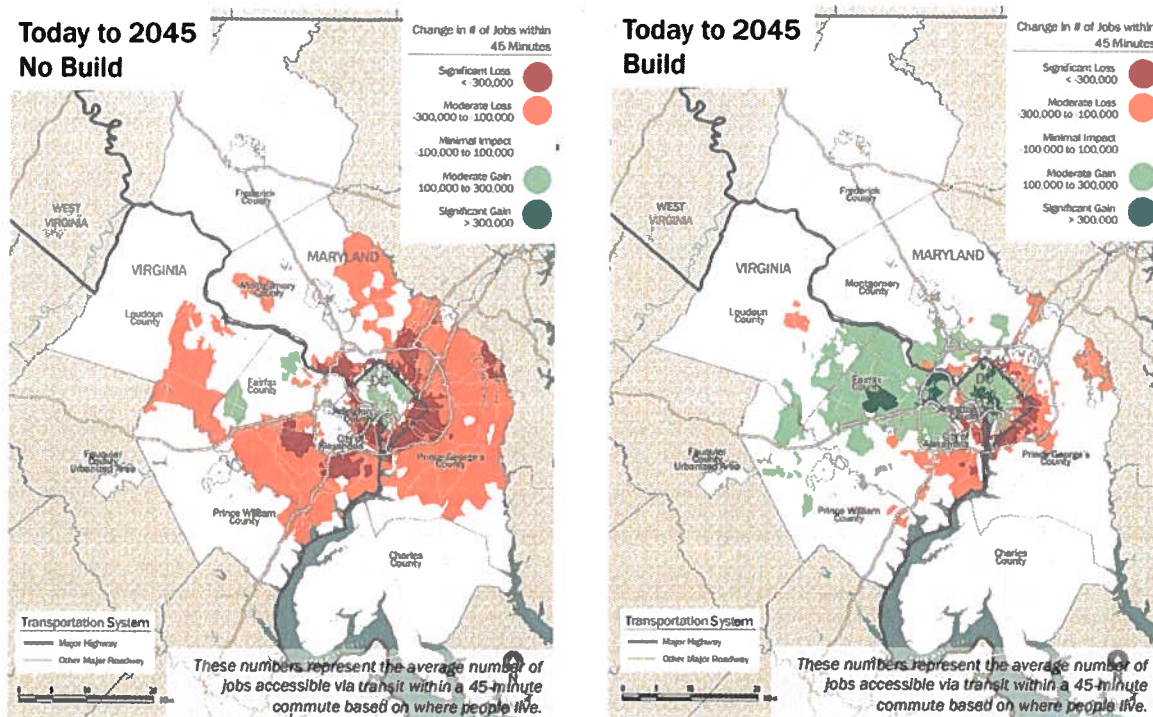
As the region seeks to reduce our dependence on driving alone, this plan will encourage carpooling by exempting cars with three or more passengers and buses from the tolls. No proposed transit-

only alternative has ever been found that delivers any meaningful traffic relief to the American Legion Bridge or I-270, despite over 30 years of multimodal studies in both corridors.

As projected by the TPB's performance analysis, the National Capital Region is projected to add 1.3 million residents by 2045. Multiple studies over the last decade have shown that the National Capital Region is one of the most congested metropolitan regions in the nation, and Marylanders faced the second highest commuting times in the country. The American Legion Bridge I-270 to I-70 Relief Plan is a long-term regional plan that allows MDOT to prepare for projected increasing traffic volumes and commute times between now and 2045.

We need to consider not only the critical air-quality impacts of our long-range plans, but also the transportation, equity, economic opportunity and quality-of-life impacts of our plans. We must provide an effective way forward on achieving our air quality goals in a way that also provides area residents with improved access to jobs, affordable housing, and educational, cultural and recreational activities throughout the region as well. Our economy depends on it.

As an example, the area in red here indicates the dramatic decline in access to jobs the region will experience, without the build elements of Visualize 2045, in terms of reduced access to job opportunities within a 45-minute commute radius. In comparison, the build scenario shows dramatic improvements in job access and much fewer areas of significant decline



(Source: TPB Performance Analysis Summary, September 7, 2018, p.23-24)

The large green area in the build scenario indicates a dramatic expansion in access to jobs for most

The Honorable Charles Allen and Kanathur Srikanth
Page Four

of the region, benefiting some 209,000 residents, as compared to the dramatic decline in access for almost everyone in the No Build above. The gain in access to jobs by transit was equally

impressive in the 2045 Build scenario compared to the No Build, and the proposed HOT lanes on I-495 and I-270 expand both auto and transit access, as part of a truly multimodal approach.

Given that access to jobs is both a key economic benefit and an equity concern, the TPB should be provided with an equivalent analysis of any alternative plan that is developed that does not include all the build elements of Visualize 2045. This will help us evaluate any relative changes in the 45-minute commute radius, both by transit and by auto, for that plan as well. This analysis is critical.

In summary, we have serious concerns with any last-minute changes or efforts to remove key elements of Visualize 2045. We believe doing so would ignore TPB's own research data, negate years of work by the Long-Range Plan Task Force, erode local jurisdictions' authority to determine their own transportation and land-use priorities, and risk setting our region up for catastrophic failure of our transportation system and the severe economic hardship that would result, especially for lower-income families, from reduced access to jobs.

MDOT continues to be committed to addressing climate change, and we remain in agreement with our regional stakeholders that we should work together towards the goals that the State of Maryland has committed to achieve along side our partners in the Commonwealth of Virginia and the District of Columbia.

We appreciate your coordination, and if you need further assistance, please contact Ms. Heather Murphy at 410-865-1275 or via email at hmurphy@mdot.maryland.gov. She will be happy to assist you.

Sincerely,



R. Earl Lewis, Jr.
Deputy Secretary

cc: Ms. Heather Murphy, Director, Office of Planning and Capital Programming,
MDOT