



TRANSPORTATION PLANNING BOARD

Wednesday, July 21, 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, July 20, 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 JUNE 16, 2021 MEETING MINUTES**
Charles Allen, TPB Chair
- 12:20 P.M.** **3. TECHNICAL COMMITTEE REPORT**
Jason Groth, TPB Technical Committee Chair
- 12:20 P.M.** **4. COMMUNITY ADVISORY COMMITTEE REPORT**
Elisa Walton, CAC Chair
- 12:20 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.
- 12:30 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

- 12:40 P.M.** **7. REGIONAL ROADWAY SAFETY PROGRAM APPROVAL**
Jon Schermann, TPB Transportation Planner
- 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 FY 2021 funding.
- Action: Approve Regional Roadway Safety Program technical assistance recipients.**
- 12:50 P.M.** **8. AMERICAN RESCUE PLAN ACT OF 2021 (ARPA) FUNDING RECOMMENDATIONS AND A FY 2021-2024 TIP AMENDMENT TO INCLUDE THE PROJECTS**
Lynn Winchell-Mendy, COG Regional Planner
- The board will be briefed on the projects recommended for funding for ARPA appropriations to the DC-MD-VA urbanized area. A grant solicitation for current and past FTA Section 5310 Enhanced Mobility grant recipients was conducted from May 21 to June 21. A selection committee reviewed the grant applications and recommended projects to be presented to the TPB officers for concurrence. The board will be briefed on the solicitation and selection process and asked to approve the projects for funding and inclusion in the TIP.
- Action: Adopt Resolution R1-2022 to approve funding recommendations for ARPA and to approve an amendment of the FY 2021-2024 Transportation Improvement Program (TIP) to include these projects.**
- 1:00 P.M.** **9. AMENDING THE CONFORMITY PROJECTS APPROVED ON JUNE 16, 2021 (RESOLUTION R19-2021) TO RE-ESTABLISH THE FISCAL CONSTRAINT FOR MARYLAND PROJECTS**
Kanti Srikanth, TPB Staff Director
- The TPB, on June 16, 2021, approved a set of inputs for use in the air quality conformity analysis that staff will be conducting for the planned update to Visualize 2045 and FY 2023-2026 TIP. One of the inputs approved was a set of highway and transit projects to be used in conformity analysis. The TPB's approval action excluded the I-270/I-495 HOT Lanes construction project in Maryland, which disrupted the fiscal constraint of the MDOT funded projects approved by the TPB at its June 2021 meeting. To reestablish the federally required fiscal constraint of conformity projects, the TPB will:
- A. At the request of several TPB member jurisdictions from Maryland and Virginia, in the first part of its action, the TPB will entertain a motion to amend the June 16, 2021 project list approval to add the Maryland I-270/I-495 HOT Lanes construction project to the list of projects to be included in the conformity analysis. Inclusion of this project in the conformity inputs will reestablish the fiscal constraint of all MDOT projects that will be included in the conformity analysis.
- Action: Adopt TPB Resolution R2-2022 to add the Maryland I-270/I-495 HOT Lanes construction project to the conformity inputs for the Visualize 2045 Update and the FY 2023-2026 TIP.**

Should the motion to restore the Maryland I-270/I-495 HOT Lanes construction project to the conformity inputs not be successful, the TPB will:

- B. Accept MDOT's proposed removal of additional projects from conformity inputs, issue a notice of its intent to act on this proposal at a special virtual meeting of the board that will be held on August 18, 2021 at Noon.

Action: Announce the convening of a special meeting of the TPB on August 18, 2021 at Noon and issue a notice of intent to act on the MDOT proposed list of changes to conformity projects and adopt a revised plan update schedule.

2:00 P.M. 10. ADJOURN

The next meeting is scheduled for September 15, 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: July 2021 TPB Meeting Public Comment
DATE: July 21, 2021

For the July 2021 TPB meeting, TPB received a total of 563 comments. The 563 comments include 19 pdf documents attached to this email, 56 comments received by DDOT, which were forwarded to TPB staff, and one transcribed voicemail from a member of the public.



July 19th, 2019

To Transportation Planning Board of the Metropolitan Washington Council of Governments:

I am Michael Sakata, head of Maryland Transportation Builder's and Material association. MTBMA represents over 21,000 workers and business owners in the transportation construction industry. There is no doubt that the traffic issues around 270 and 495 are significant and cause a tremendous amount of stress to Maryland residents anytime they must get on those roads and, really, any of the surrounding roads. The most recent Trip report, released on June 22nd of this year, ranks Maryland number TWO in both worst Congested Urban Interstates and Daily Interstate travel per lane mile. In Maryland, 83 percent of urban Interstate highways are considered congested during peak hours, the second highest share in the U.S. Vehicle travel on Maryland's Interstates increased a staggering 19 percent from 2000 to 2019. TRIP has reported that we are already seeing traffic at 95% of pre-COVID numbers. In addition to people getting back on the road, Maryland is projected to continue growing, adding more vehicles to our roadways. Because Maryland's Interstates are among the busiest in the nation, we desperately need a solution.

Insufficient roadway capacity contributes to congestion resulting in increases in travel time, loss of economic competitiveness, and impacts on the environment such as air quality. Maryland drivers spend on average an extra 82 hours sitting in traffic in the DC-Metro area each year. Georgia and the city of Atlanta recently implemented express toll lanes in their most congested areas. Since the lanes opened, rush hour speeds on the highways doubled from 20 mph to 40 mph, and rush hour commutes have been reduced by an hour. The Maryland project only increases average daily traffic by less than 1%, and hundreds of thousands of cars will move faster and pollute less. When our vehicles are moving at 45mph or more, they use a lot less fuel and pollute less than if they are stuck idling or crawling in 10mph stop-and-go conditions.

Without the increased speeds and throughput of our roads, the cost of businesses is driven up challenging economic growth. Travelling efficiently to deliver goods, services, and perform work is essential to good business and a driving force to keep businesses moving forward.

This project is a critical investment in our region, and it does so in a way that helps our entire industry in Maryland. This project is big enough that it will need all Maryland companies to participate- whether minority or women-owned, veteran-owned, union and non-union, specialty firms, general contractors and subcontractors – this is enough opportunity here for all Maryland Companies. We need the 7,500 jobs that just the first section of this project will bring. MD Firms and construction industry workers will be wrapping up other mega projects in the next few years. If this project is further delayed tens of thousands will face unemployment at a time we should be investing in infrastructure.

The county Executive in Montgomery County, Marc Elrich, now says he wants to use federal funds instead of a P3, but by taking the entire project out of the air quality conformity analysis, TPB has now made the project ineligible for federal funding. There is a significant fiscal cost to Maryland if the TPB decision is not reversed. The P3 Program brings in \$6 Billion in private funding that we will lose, including \$1.5 billion in funding just to keep the American Legion Bridge and other aging facilities in good repair. If that funding goes away it blows a huge hole in Maryland's capital budget and will require other projects to be cut. Cutting other projects would include maintenance and repair on existing roads decreasing safety and increasing the costs to maintain vehicles for those driving on those roads.

For these reasons I urge you to vote to add the project back into the long-range plan.

Sincerely,

Michael Sakata

President & CEO

Maryland Transportation Builders & Materials Association

2408 Peppermill Drive, Ste. F, Glen Burnie, MD 21061



July 16, 2021

National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, D.C. 20002
Via Email: TPBComment@mwcog.org

Dear Members of the National Capital Region Transportation Planning Board:

The Montgomery County Chamber of Commerce (MCCC) urges the National Capital Region Transportation Planning Board to reconsider its recent action and vote to put the I-270/495 Express Lanes project in the regional transportation plan. Allowing the widening of I-270 and the rebuilding the American Legion Bridge is imperative for the Capital Region to grow and prosper.

MCCC advocates for our members to compete in a globally and regionally competitive marketplace by promoting opportunities and removing barriers to progress. One of these barriers to progress is an inadequate transportation infrastructure. The proposed traffic relief plan is a significant step forward and can help alleviate one of the worst traffic bottlenecks in the country.

Relieving the region's traffic bottlenecks will increase economic activity, ease commutes, and allow for freer flow of commerce in and around Montgomery County and the Capital Region. Proceeding with this project will also create a more seamless managed lane network in the region. This improvement to the area's transportation network will significantly reduce traffic congestion and allow for improved regional transit services that can spur economic activity, create new jobs, and improve overall quality of life.

For these reasons, MCCC reiterates our strong support for moving forward with this project. If we can be of any assistance, please do not hesitate to ask.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Godwin".

Georgette "Gigi" Godwin
President & CEO
Montgomery County Chamber of Commerce

⏪ Reply all ▾ 🗑 Delete 🚫 Junk Block ...

The plan to add private toll lanes to 270 and the Beltway



arlene Montemarano <mikarl@starpower.net>

Sun 7/18/2021 11:54 AM

To: TPBcomment



Construction Dust UK.pdf

5 MB



Revised BB Letter.docx

14 KB



2 attachments (5 MB) Download all Save all to OneDrive - Metropolitan Washington Council of Governments

To Chairman Charles Allen:

Please distribute this important information to your members before the re-vote next week. And please read the two attached documents. There is much in there on the issue that is not necessarily apparent to most decision makers.

There are so many compelling reasons not to proceed with Hogan's private toll lane project. Here is one we hear not very much about, but it is very sobering to contemplate. The misery of the destruction/construction period, which we know would be years long. Permanent damage to the health of those (and there are multitudes) who would live in the impacted areas. Choking dust. Dangerous to life.

And NOT necessary.

--

Arlene Montemarano, 240-360-8691, Lawndale Drive

The State's plan to add 4 private toll lanes to 495 and 270 would impact six national park sites, threaten dozens of local and regional parks, and endanger 30 miles of streams, 50 acres of wetlands, and 1,500 acres of forest canopy.

Reply Forward

Construction dust

HSE information sheet

Construction dust is not just a nuisance; it can seriously damage your health and some types can eventually even kill. Regularly breathing these dusts over a long time can therefore cause life-changing lung diseases.

This sheet tells employers what they need to know to prevent or adequately control construction dust risks. It also provides advice for safety representatives and workers.

Construction dust

This is a general term used to describe different dusts that you may find on a construction site. There are three main types:

- silica dust – created when working on silica-containing materials like concrete, mortar and sandstone (also known as respirable crystalline silica or RCS);
- wood dust – created when working on softwood, hardwood and wood-based products like MDF and plywood;
- lower toxicity dusts – created when working on materials containing very little or no silica. The most common include gypsum (eg in plasterboard), limestone, marble and dolomite.

Health risks

Anyone who breathes in these dusts should know the damage they can do to the lungs and airways. The main dust-related diseases affecting construction workers are:

- lung cancer;
- silicosis;
- chronic obstructive pulmonary disease (COPD);
- asthma.

Some lung disease, like advanced silicosis or asthma,

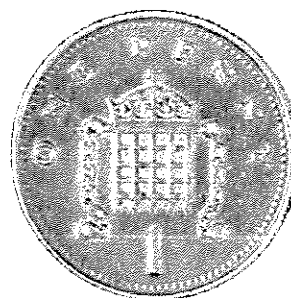
Construction Information Sheet No 36 (Revision 2)



Figure 1 Common tasks like cutting can create very high dust levels

However, most of these diseases take a long time to develop. Dust can build up in the lungs and harm them gradually over time. The effects are often not immediately obvious. Unfortunately, by the time it is noticed the total damage done may already be serious and life changing. It may mean permanent disability and early death.

Construction workers have a high risk of developing these diseases because many common construction tasks can create high dust levels. Over 500 construction workers are believed to die from exposure to silica dust every year. The amounts needed to cause this damage are not large. The largest amount of silica someone should be breathing in a day **after using the right controls** is shown below next to the penny.



silica dust



The law

The Control of Substances Hazardous to Health Regulations 2002 (COSHH) cover activities which may expose workers to construction dust.

There are three key things you need to do:

- Assess (the risks)
- Control (the risks)
- Review (the controls)

Assess (the risks)

Assess the risks linked to the work and materials. Examples of high-risk tasks are listed in Table 1. High dust levels are caused by one or more of the following:

- task – the more energy the work involves, the bigger the risk. High-energy tools like cut-off saws, grinders and grit blasters produce a lot of dust in a very short time;
- work area – the more enclosed a space, the more the dust will build up. However, do not assume that dust levels will be low when working outside with high-energy tools;
- time – the longer the work takes the more dust there will be;
- frequency – regularly doing the same work day after day increases the risks.

Control (the risks)

Use the following measures to control the risk. Examples of controls for common high-risk tasks are given in Table 1.

Stop or reduce the dust

Before work starts, look at ways of stopping or reducing the amount of dust you might make. Use different materials, less powerful tools or other work methods. For example you could use:

- the right size of building materials so less cutting or preparation is needed;
- silica-free abrasives to reduce the risks when blasting;
- a less powerful tool – eg a block splitter instead of a cut-off saw;
- a different method of work altogether – eg a direct fastening system.

Control the dust

Even if you stop some dust this way, you may do other work that could still produce high dust levels. In these cases the most important action is to stop the dust getting into the air. There are two main ways of doing this:

- **Water** – water damps down dust clouds. However, it needs to be used correctly. This means enough water supplied at the right levels for the whole time that the work is being done. Just wetting the material beforehand does not work.

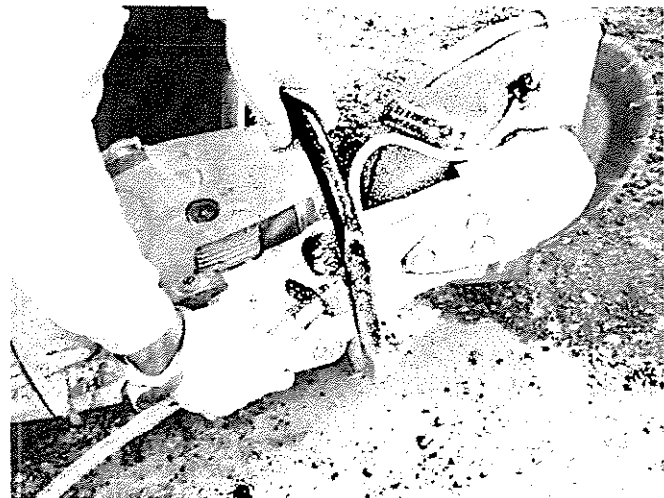


Figure 3 Water suppression on a cut-off saw

- **On-tool extraction** – removes dust as it is being produced. It is a type of local exhaust ventilation (LEV) system that fits directly onto the tool. This 'system' consists of several individual parts – the tool, capturing hood, extraction unit and tubing. Use an extraction unit to the correct specification (ie H (High) M (Medium) or L (Low) Class filter unit). Don't just use a general commercial vacuum.

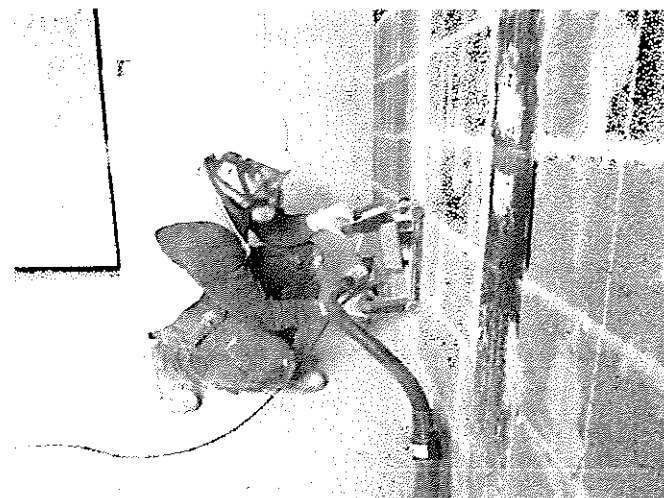


Figure 4 Wall chasing using on-tool extraction

Respiratory protective equipment (RPE)

Water or on-tool extraction may not always be appropriate or they might not reduce exposure enough. Often respiratory protection (RPE) has to be provided as well. You will need to make sure that the RPE is:

- adequate for the amount and type of dust – RPE has an assigned protection factor (APF) which shows how much protection it gives the wearer. The general level for construction dust is an APF of 20. This means the wearer only breathes one twentieth of the amount of dust in the air;
- suitable for the work – disposable masks or half masks can become uncomfortable to wear for long periods. Powered RPE helps minimise this. Consider it when people are working for more than an hour without a break;
- compatible with other items of protective equipment;
- fits the user. Face fit testing is needed for tight-fitting masks;
- worn correctly. Anyone using tight-fitting masks also needs to be clean shaven.

Remember: RPE is the last line of protection. If you are just relying on RPE you need to be able to justify your reasons for this.

Other controls

Depending upon the work you are doing you may have to combine these measures with other controls. Think about:

- limiting the number of people near the work;
- rotating those doing the task;
- enclosing the work to stop dust escaping. Use sheeting or temporary screens;
- general mechanical ventilation to remove dusty air from the work area (eg in enclosed spaces such as indoors);
- selecting work clothes that do not keep hold of the dust.

You also need to make sure workers are doing the job in the right way and are using controls properly. Train workers:

- about dust risks and how this can harm their health;
- how to use the dust controls and check that they are working;
- how to maintain and clean equipment;
- how to use and look after RPE and other personal

Review (the controls)

You may already have the right controls in place, but are they all working properly? Check the controls work by:

- having procedures to ensure that work is done in the right way;
- checking controls are effective. Does the work still seem dusty? You might need to carry out dust exposure monitoring;
- involving workers. They can help identify problems and find solutions;
- maintaining equipment:
 - follow instructions in maintenance manuals;
 - regularly look for signs of damage. Make repairs;
 - replace disposable masks in line with manufacturer's recommendations;
 - properly clean, store, and maintain non-disposable RPE. Change RPE filters as recommended by the supplier;
 - carry out a thorough examination and test of any on-tool extraction system at least every 14 months.
- supervising workers. Make sure they:
 - use the controls provided;
 - follow the correct work method;
 - attend any health surveillance where it is needed.

You may have to put a health surveillance programme in place. You may need advice for this from an occupational health professional.

Table 1 Controls for common high-risk tasks

Task	Eliminate or limit the dust by:	Control the dust by using:
Cutting concrete kerbs, blocks and paving with a cut-off saw	<ul style="list-style-type: none"> ■ Limiting the number of cuts during design/layout ■ Using lower energy equipment like block splitters ■ Getting material cut off site and delivered 	<ul style="list-style-type: none"> ■ Water suppression and ■ RPE* with an APF of 20
Chasing concrete and raking mortar	<ul style="list-style-type: none"> ■ Limiting the need for chasing at the design/layout stage ■ Using a work method that limits/does not need chasing, like over-covering cables 	<ul style="list-style-type: none"> ■ On-tool extraction using an H or M Class extraction unit and ■ RPE* with an APF of 20 – consider powered RPE for longer duration work
Cutting roofing tiles with a cut-off saw	<ul style="list-style-type: none"> ■ Hand cutting natural/fibre cement slates and other tiles where possible ■ Using ½ and 1½ tiles ■ Correct setting out/design ■ Minimising valleys/using dry valleys 	<ul style="list-style-type: none"> ■ Water suppression and ■ A dedicated cutting area with scaffold board protection and ■ RPE* with an APF of 20
Scabbling or grinding with hand-held tools	<ul style="list-style-type: none"> ■ Specifying architectural finishes that do not need scabbling ■ Using (ultra) high-pressure water jetting ■ Using chemical retarders and pressure washing ■ Casting in proprietary joint formers, eg mesh formwork 	<ul style="list-style-type: none"> ■ Where possible use on-tool extraction using an H or M Class extraction unit and ■ RPE* with an APF of 20
Short-duration drilling totalling 15–30 minutes with hand-held rotary power tools	<ul style="list-style-type: none"> ■ Limiting the number of holes during design/planning ■ Using direct fastening or screws 	<ul style="list-style-type: none"> ■ Where possible use equipment that stops dust getting into the air. The larger the holes the better this needs to be. Options range from: <ul style="list-style-type: none"> – drilling through a dust 'collector' or using cordless extraction attached to the drill (for smaller drill bits) or – on-tool extraction using an H or M Class extraction unit ■ Otherwise use RPE* with an APF of 20
Drilling holes with hand-held rotary power tools as a 'main activity'	<ul style="list-style-type: none"> ■ Limiting the number of holes during design/planning ■ Using direct fastening or screws 	<ul style="list-style-type: none"> ■ Where possible on-tool extraction using an H or M Class extraction unit and ■ RPE* with an APF of 20
Dry coring	<ul style="list-style-type: none"> ■ Limiting the number of holes during design/planning 	<ul style="list-style-type: none"> ■ On-tool extraction using an H or M Class extraction unit ■ Longer duration work (ie over 15–30 minutes accumulated time over the day) will also need RPE.* Use an APF of 20
Wet coring	<ul style="list-style-type: none"> ■ Limiting the number of holes during design/planning 	<ul style="list-style-type: none"> ■ Water suppression ■ Long periods of wet coring in enclosed spaces will also need RPE.* Use an APF of 20
Using a hand-held breaker in enclosed spaces with limited ventilation	<ul style="list-style-type: none"> ■ Limiting the amount of breaking during design/planning stage ■ Bursting, crushing, cutting, sawing or other techniques ■ Remote controlled demolition ■ Hydrodemolition 	<ul style="list-style-type: none"> ■ On-tool extraction using an H or M Class extraction unit and ■ RPE* with an APF of 20

Task	Eliminate or limit the dust by:	Control the dust by using:
Abrasive pressure blasting	<ul style="list-style-type: none"> ■ Using a different method of work like (ultra) high-pressure water jetting ■ Using 'silica free' abrasive material 	<ul style="list-style-type: none"> ■ Wet or vacuum blasting and ■ RPE* will depend on silica content of building materials, blasting equipment and length of work: <ul style="list-style-type: none"> – In most instances use RPE with an APF of 40 – Use RPE with an APF of 20 for lower risk work (including the 'potman' nearby) ■ Shrouds or screens to contain the flying abrasive ■ Certain restricted/enclosed working places may also need general mechanical ventilation
Soft strip demolition	<ul style="list-style-type: none"> ■ Carefully planning the work ■ Limiting the number of people that need to be in the work area ■ Screening off areas to prevent dust spreading 	<ul style="list-style-type: none"> ■ Use water suppression or on-tool extraction for those tasks where it is possible and ■ RPE* with an APF of 20 – consider powered RPE for longer duration work ■ Enclosed spaces may also need general mechanical ventilation to remove dusty air
Removing small rubble, dust and debris	<ul style="list-style-type: none"> ■ Limiting waste materials during design/ planning ■ Considering where waste material is created and how frequently it needs removing ■ Using the correct dust controls when making rubble/debris 	<ul style="list-style-type: none"> ■ Damping down and using a brush, shovel and bucket for minor/small 'one-off' amounts <p>Or for regular removal/site cleaning:</p> <ul style="list-style-type: none"> ■ Water spray for damping down ■ Rake, shovel and bucket/wheelbarrow to remove larger pieces ■ Covered chutes and skips where needed ■ Vacuum attachments fitted to an H or M Class extraction unit ■ RPE* with an APF of 20 depending upon location, duration and type of work
Cutting wood with power tools	<ul style="list-style-type: none"> ■ Using a less toxic wood[†] ■ Ordering pre-cut materials ■ Using dedicated cutting areas to minimise spread 	<ul style="list-style-type: none"> ■ On-tool extraction using an H or M Class extraction unit ■ Longer duration work (ie over 15–30 minutes accumulated time over the day) will also need RPE† suitable for the wood dust – particularly in enclosed spaces
Sanding wood with power tools	<ul style="list-style-type: none"> ■ Using a less toxic wood[†] ■ Using 'pre-finished' materials 	<ul style="list-style-type: none"> ■ On-tool extraction using an H or M Class extraction unit and ■ RPE† suitable for the wood dust in most situations
Sanding plasterboard jointing	<ul style="list-style-type: none"> ■ Using other finishes/systems 	<ul style="list-style-type: none"> ■ On-tool extraction using an H, M, or L Class extraction unit

* **Table 2** Common RPE types for construction dust

APF	Common RPE types for construction dust
10	<ul style="list-style-type: none"> ■ FFP2 disposable mask or half mask with P2 filter
20	<ul style="list-style-type: none"> ■ FFP3 disposable mask or half mask with P3 filter <p>Or for longer duration work:</p> <ul style="list-style-type: none"> ■ Powered RPE such as a TH2 powered hood/helmet

† RPE for wood dust

The risk from wood dust is specific to different types (species) of wood.¹ Knowing the species is important in establishing the right RPE to use. In general RPE with an APF of 20 is appropriate; particularly for higher residual dust levels, such as when sanding, and for all work with more toxic woods such as hardwoods, western red cedar and MDF. RPE with an APF of 10 is

References

1 *Toxic woods* Woodworking Information Sheet
WIS30(rev1) HSE Books 2012
www.hse.gov.uk/pubns/wis30.htm

Further information

Further information on dust and other construction health risks can be found at
www.hse.gov.uk/construction/healthtopics/index.htm

For information about health and safety, or to report inconsistencies or inaccuracies in this guidance, visit www.hse.gov.uk/. You can view HSE guidance online and order priced publications from the website. HSE priced publications are also available from bookshops.

This guidance is issued by the Health and Safety Executive. Following the guidance is not compulsory, unless specifically stated, and you are free to take other action. But if you do follow the guidance you will normally be doing enough to comply with the law. Health and safety inspectors seek to secure compliance with the law and may refer to this guidance.

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Widening I-270 Is Harmful to our Health

On January 9th, the Maryland Board of Public Works rubber stamped Governor Larry Hogan's plan to add toll lanes to the 495 Capital Beltway and I-270. It is expected that proposals will soon be solicited from potential contractors. Under the I-270 expansion plan, two luxury toll lanes would be added in both the northbound and southbound directions, between 495 and I-370 in Gaithersburg. I strongly oppose this plan on several fronts. First, there is no inclusion of rapid transit even though scientists, health professionals, and transportation experts all agree that climate change is the number one priority of all human beings, including those residing in Maryland. The proposed multi-billion dollar plan in this "public-private partnership" focuses primarily on vehicular traffic of 495 and 270 (from the Beltway north to I-370).

Under this proposal, there are no plans to extend MARC trains, the METRO system, Bus Rapid Transit, or introduce an electric monorail system using the existing I-270 right-of-way.

Moreover, I am extremely concerned about the 495 expansion project's impact on our health. There are no plans to mitigate the problem of vastly increased toxic vehicle emissions caused by greatly increased traffic on 495, 270 and 370. In addition, the road widening and bridge construction project, which is expected to take a minimum of 3 to 5 years, will create large amounts of crystalline silica construction dust. Such toxic air pollution can cause respiratory distress and illnesses for many residents, especially for those living closer to I-270. These illnesses include asthma, silicosis, chronic obstructive pulmonary disease (COPD), and lung cancer. According to the National Cancer Institute, workers in such environments must wear respiratory protection masks at all times. Does this mean that our children or for that matter anyone working or playing outside will be instructed to wear respiratory face masks for five years due to the harmful amount of silica dusts in the atmosphere? Will there be precautions for the elderly due to harmful particles in the atmosphere?

I am particularly concerned about the impacts of the 495/I-270 expansion project on surrounding, established neighborhoods, which will be forced to endure additional air, noise and water pollution for decades. Green spaces, which the County has sought to preserve in the past, will be destroyed forever. There is no turning back.

Due to the overriding health concerns outlined above, I am calling on Montgomery County Council members to introduce an Emergency Public Health Bill to stop the issuing of permits and contracts for expanding I-270. There is too much at stake, including serious public health concerns, to allow a car-centric scheme to proceed with little to no consideration for the communities it impacts the most.

⏪ Reply all ▾ 🗑 Delete 🚫 Junk Block ⋮

Fwd: Transportation Planning Board



nanci wilkinson <nanciwilkinson@gmail.com>

Sun 7/18/2021 3:45 PM

To: TPBcomment



Revised BB Letter.docx
14 KB



Construction Dust UK.pdf
5 MB



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

From: **nanci wilkinson** <nanciwilkinson@gmail.com>

Date: Sun, Jul 18, 2021 at 3:43 PM

Subject: Transportation Planning Board

To: nanci wilkinson <nanciwilkinson@gmail.com>

Chairman Allen,

The Cedar Lane Unitarian Universalist Church Environmental Justice Ministry urges you to keep the vote made on June 16, 2021 that voted down the toll lane project.

Please distribute this important attached information to your voting members before their vote next week in the two attached documents. There is much in there on the issue that is not necessarily apparent to most decision makers.

There are so many compelling reasons not to proceed with Hogan's private toll lane project. Here is one we hear not very much about, but it is very sobering to contemplate. The misery of the destruction/construction period, which we know would be years long. Permanent damage to the health of those (and there are multitudes) who live in the impacted areas. Choking dust. Dangerous to life.

And NOT necessary. Continue the vote NO on the Toll Lane Project.

Nanci Wilkinson
Co-Lead
Environmental Justice Ministry
Cedar Lane Unitarian Universalist Church
9601 Cedar Lane
Bethesda MD 20814

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Statement of Greater Farmland Civic Association on Reconsideration of 270 Deletion

Edward Rich <ejrich56@yahoo.com>

Mon 7/19/2021 10:28 AM

👍 ↶ ↷ → ...

To: TPBcomment

Cc: everett.lott@dc.gov; councilmembers@frederickcountymd.gov; jgardner@FrederickCountyMD.gc

GFCFA Testimony for Metr...
20 KB ▾

Attached for Chairman Charles Allen and members of the Transportation Planning Board is a statement by the Greater Farmland Civic Association concerning the TPB's Long Range Transportation Plan. We are dismayed by the strong-arm tactics by Governor Hogan and his Political Action Committee cronies to upend the TPB's courageous vote to remove the I-270 P3 project from the Plan. We urge the TPB members to reject these tactics and stand by your decision. Our almost 1000 households are counting on you to protect us from the long term environmental harm this project would cause to our citizens and to economic justice in our region.

Please feel free to contact me with any questions or for additional information. Thank you.

Ed Rich
President
Greater Farmland Civic Association

Reply Reply all Forward

**STATEMENT OF ED RICH, PRESIDENT
GREATER FARMLAND CIVIC ASSOCIATION
National Capital Region Transportation Planning Board
July 16, 2021**

Chairman Allen and Members of the Transportation Planning Board. I am the president of the Greater Farmland Civic Association, which represents almost 1000 homes in the Old Farm, Tilden Woods, Hickory Woods, and Walnut Woods neighborhoods, directly abutting the twelve-lane highway that is Interstate 270.

We applaud your vote to remove the I-270 P3 toll-lane project from the update to Vision 2045, the TPB's Long Range Transportation Plan and urge you to hold fast to your decision in the face of the pressure being applied by Governor Hogan and those who stand to financially benefit from the construction of this project. As we previously stated, the project will have a substantive negative impact on our community and isn't a solution to the problem of traffic congestion. It is a half-baked attempt to solve a problem for which there are many more thoughtful and thorough solutions than just adding lanes to encourage the continued use of single occupancy vehicles for getting around the region. This 20th century approach, moreover, will increase the single most significant source of greenhouse gases driving climate change. It's high time for all of us to stop relying on asphalt and concrete as a solution to our region's traffic congestion and to seriously address ways to bring our region into compliance with federal air quality health standards *and fight climate change.*

Now, Governor Hogan is pressuring state and local officials to put this project back into the Plan *by arguing* that failure to do so will cause Maryland to remove five projects from the Plan projected to cost about \$1.23 million in order to locally fund *the I270 managed lanes project*, since its removal from the Plan would make this project ineligible for federal funds. It's interesting that the Governor chose projects that are in jurisdictions where its representatives voted to remove the 270 Project from the Plan. It's the old "Washington Monument" budget ploy that hasn't worked in the past and shouldn't work now. If the projects have merit, they will be funded by the state. Moreover, the Governor chose projects that aren't funded in the Governor's six-year budget plan and that he does not plan to fund during the remainder of his term. Governor Hogan is playing politics, pure and simple. And he's playing politics with the health of our residents and all regional residents who will be saddled with the environmental impact of this project long after he is gone from office and those who have financially benefitted will have collected their profits and moved on to other money making ventures.

Whether or not the 270 Project has merit, and we strongly believe that it does not, P3 projects like this one should be viewed with skepticism, as nationally they have not proven to be the congestion solutions that they were made out to be. All across the country, taxpayers have been left holding the bag for P3 projects that have not financially worked out. One need only look at the results of the Purple Line, which, although a necessary transit project, will end up costing Maryland taxpayers at least \$250 million more and years of added inconvenience to complete because the State did not properly calculate costs when it contracted with a private

entity to construct and operate the light rail line. As for the I-270 project, taxpayers will still be on the hook for untold billions of dollars to relocate infrastructure along the highway for which the private contractor will not be responsible and persons of limited means will be faced with the loss of two High Occupancy Vehicle lanes that can currently be used by single occupancy drivers for free 21 hours a day because they will become toll lanes all day every day.

We continue to believe that failing to focus on transportation methods that promote equity and environmental responsibility will not help make the region attractive to businesses and that the Planning Board should focus on a comprehensive approach that makes other modes of transportation more accessible, affordable, reliable and viable alternatives to *the significant greenhouse gas producer that is the private vehicle.*

We again thank you for your consideration and urge you to do right by our residents and all regional residents by keeping this project out of the Long Range Transportation Plan.

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Do NOT change vote on beltway

Scott Aronson <scottmaronson@gmail.com>

Mon 7/19/2021 2:33 PM

To: TPBcomment



To Chairman Charles Allen:

Please distribute this important information to your members before the re-vote next week. And please read the two attached documents. There is much in there on the issue that is not necessarily apparent to most decision makers.

There are so many compelling reasons not to proceed with Hogan's private toll lane project. Here is one we hear not very much about, but it is very sobering to contemplate. The misery of the destruction/construction period, which we know would be years long. Permanent damage to the health of those (and there are multitudes) who live in the impacted areas. Choking dust. Dangerous to life.

And NOT necessary.

Respectfully,

Scott Aronson
Granville Dr
SS, MD 20901



Revised BB Letter.docx



Construction Dust UK.pdf

Reply Forward

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Attn: Chairman Charles Allen:

Sharon Jeffries <sharonjeffries4@gmail.com>

Mon 7/19/2021 6:24 PM

To: TPBcomment

👍 ↶ ↷ → ...

Construction Dust UK.pdf

5 MB



Revised BB Letter.docx

14 KB



2 attachments (5 MB) Download all Save all to OneDrive - Metropolitan Washington Council of Governments

Dear Chairman Allen,

Please distribute this important information (below) to your members before the re-vote next week.

There is much in there on the issue that is not necessarily apparent to most decision makers.

There are so many reasons not to proceed with Hogan's private toll lane project.

The misery and the destruction as well as the construction period, which we know would be years long.

Permanent damage to the health of those (and there are multitudes) who live in the impacted areas.

Choking dust, dangerous to life - not to mention totally unnecessary.

Sincerely,

Sharon

Reply Forward



July 19th, 2019

To Transportation Planning Board of the Metropolitan Washington Council of Governments:

I am Michael Sakata, head of Maryland Transportation Builder's and Material association. MTBMA represents over 21,000 workers and business owners in the transportation construction industry. There is no doubt that the traffic issues around 270 and 495 are significant and cause a tremendous amount of stress to Maryland residents anytime they must get on those roads and, really, any of the surrounding roads. The most recent Trip report, released on June 22nd of this year, ranks Maryland number TWO in both worst Congested Urban Interstates and Daily Interstate travel per lane mile. In Maryland, 83 percent of urban Interstate highways are considered congested during peak hours, the second highest share in the U.S. Vehicle travel on Maryland's Interstates increased a staggering 19 percent from 2000 to 2019. TRIP has reported that we are already seeing traffic at 95% of pre-COVID numbers. In addition to people getting back on the road, Maryland is projected to continue growing, adding more vehicles to our roadways. Because Maryland's Interstates are among the busiest in the nation, we desperately need a solution.

Insufficient roadway capacity contributes to congestion resulting in increases in travel time, loss of economic competitiveness, and impacts on the environment such as air quality. Maryland drivers spend on average an extra 82 hours sitting in traffic in the DC-Metro area each year. Georgia and the city of Atlanta recently implemented express toll lanes in their most congested areas. Since the lanes opened, rush hour speeds on the highways doubled from 20 mph to 40 mph, and rush hour commutes have been reduced by an hour. The Maryland project only increases average daily traffic by less than 1%, and hundreds of thousands of cars will move faster and pollute less. When our vehicles are moving at 45mph or more, they use a lot less fuel and pollute less than if they are stuck idling or crawling in 10mph stop-and-go conditions.

Without the increased speeds and throughput of our roads, the cost of businesses is driven up challenging economic growth. Travelling efficiently to deliver goods, services, and perform work is essential to good business and a driving force to keep businesses moving forward.

This project is a critical investment in our region, and it does so in a way that helps our entire industry in Maryland. This project is big enough that it will need all Maryland companies to participate- whether minority or women-owned, veteran-owned, union and non-union, specialty firms, general contractors and subcontractors – this is enough opportunity here for all Maryland Companies. We need the 7,500 jobs that just the first section of this project will bring. MD Firms and construction industry workers will be wrapping up other mega projects in the next few years. If this project is further delayed tens of thousands will face unemployment at a time we should be investing in infrastructure.

The county Executive in Montgomery County, Marc Elrich, now says he wants to use federal funds instead of a P3, but by taking the entire project out of the air quality conformity analysis, TPB has now made the project ineligible for federal funding. There is a significant fiscal cost to Maryland if the TPB decision is not reversed. The P3 Program brings in \$6 Billion in private funding that we will lose, including \$1.5 billion in funding just to keep the American Legion Bridge and other aging facilities in good repair. If that funding goes away it blows a huge hole in Maryland's capital budget and will require other projects to be cut. Cutting other projects would include maintenance and repair on existing roads decreasing safety and increasing the costs to maintain vehicles for those driving on those roads. For these reasons I urge you to vote to add the project back into the long-range plan.

Sincerely,

Michael Sakata

President & CEO

Maryland Transportation Builders & Materials Association

3400 Springhill Drive, Ste. E, Clarks Summit, MD 21001

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Misinformation & False Statements Spreading to Sway TPB VOTE on MD HOTLanes....July 21, 2021

April <askapril@cox.net>

Mon 7/19/2021 8:26 PM

👍 ↶ ⏪ → ...

To: Chairman <chairman@fairfaxcounty.gov>; Clerk to the BOS <clerktotheBOS@fairfaxcounty.gov>.

2021.07.07 Letter to TPB ...
257 KB

Moco_ Uphold vote to re...
56 KB

2 attachments (313 KB) Download all Save all to OneDrive - Metropolitan Washington Council of Governments

Officials...

Misinformation can be Harmful. PR Propaganda can be dangerous.

Please do not believe Misleading and False Statements to Sway the TPB Vote on MD HOTLanes....or CTB Vote on 495NEXT.

>>> Please read the following Press Release from MD Sierra Club regarding Misleading Ads...and their cease and desist letter.

>>> Please read the Washington Post Article Regarding the False Threat from Governor Hogan to Defund Transportation Projects to pay for the American Legion Bridge...if MD HOTLanes are not put back into the Environment Analysis and Long Range Plan by a TPB (Transportation Planning Board) vote on July 21, 2021.

The Chair of the MD House of Delegates' Appropriations Subcommittee on Transportation and the Environment has criticized Gov. Hogan and MDOT for threatening to defund other projects in order to pay for the American Legion Bridge. The five projects he is now threatening to defund have not been funded or included in the Governor's transportation budget. It is a false threat. See below an article from the *Washington Post* and the quote from Chair Marc Korman.

Del. Marc A. Korman (D-Montgomery), a planning board member and chairman of Maryland's House appropriations subcommittee on transportation and the environment, called the list of cuts "silly" because none of the five projects were slated for funding in MDOT's six-year budget.

"If the governor were serious about these five projects," Korman said, "they'd be in his budget."

July 19, 2021

Dear Chairman Allen and Transportation Planning Board Members,

I am writing to THANK YOU for removing MDOT's P3 proposal for I-270 and I-495 from Visualize 2045 and to implore you not to change your June votes which removed it. Please resist Gov. Hogan's strong-arm tactics. Most of the projects he threatened removing were not even in his 6-year budget plan. Please stay strong. You were right and courageous to remove MDOT's deeply flawed plan.

While its goals may be good, MDOT's actual plan would create misery. It's inequitable, discriminatory, will actually create congestion (not relieve it), will increase greenhouse gas emissions and promote auto dependency, will destroy neighborhoods and thousands of acres of parkland and green space, and force desperate drivers to pay astronomical tolls.

MDOT's current proposal will create congestion by removing the HOV-2 lanes on I-270, which are only HOV for 15 hours a week. So 91% of the time they are general lanes. They will be gone. And South of Falls Road, where there are currently 7 lanes on each side, it removes the two HOV-2 lanes plus two more lanes. This WILL create congestion. MDOT needs to create congestion to force drivers onto the expensive toll lanes.

This cruel plan is unconscionable and you can stop it. There is no need to create this misery. We can do much better - IF you stop this project to create a path forward.

Another fact that most people don't know is that MDOT's design for the toll lanes makes it impossible to enter or exit the toll lanes directly to or from the general lanes. This is unlike Virginia, where you can transition from general lanes directly into the toll lanes.

In MDOT's plan for I-270 and I-495, if you're in the general lanes and all of a sudden the traffic slows for an accident, the only way to get into the toll lanes is to exit the highway and drive through local roads until you find an entrance to the toll road. Now imagine what the local roads will be like if everyone decides to do that.

Conversely, the only way to exit the toll lanes is to exit the highway altogether and drive on local roads until you get to the next entrance ramp for

the general lanes. This crazy design will not only create havoc on local roads, but will effectively lock some people into the toll lanes, forcing them to unwittingly spend even more money on tolls. If this cruel and crazy plan is not stopped by the TPB, it may be impossible to stop.

But it desperately needs to be stopped. A 12 mile trip from Rockville to Tyson's would cost \$50 because the maximum toll in 2026 when the road would open, would be over \$4 per mile. That is the peak congestion charge, but of course that is precisely when one might want to escape congestion and use the toll lanes. Considering how hard it will be to switch from the general to the toll lanes, it's doubtful many will use the toll lanes on an impromptu, desperate-situation basis, such as an accident. The local roads will be too backed up for them to even get to the toll road entrance. Instead, the toll lanes will be used regularly by wealthy people who don't care what the toll is. It will effectively be their private road. This is one reason why it is so inequitable.

This project must be stopped. For three years MDOT and Comptroller Franchot have been bombarded with messages to stop this terrible project. Messages from our top local leaders who have solid plans for reducing congestion on I-270, down to thousands of informed citizens who quickly saw the destruction and futility of this project.

But Gov. Hogan and MDOT, have largely ignored public opposition since 2018, making only temporary changes. The original goal of tolling the entire Maryland beltway remains the same. And unless the TPB stops this terrible project now, we may be sentenced to this cruel combination of increased congestion, increased GHGs, and astronomical tolls - on top of all the destruction.

Please, as you did in June, do the right thing. Send MDOT back to the drawing board to work with our local governments for the RIGHT plan.

Very Sincerely,
Sally Stolz

Co-Coordinator of DontWiden270.org (please visit our website for much more information and links to resources.)

5 Lochness Court
Rockville, MD 20850
(301)906-4908

Supplemental Attachment

Sally Stolz

Along with thousands of others and nearly ALL of Montgomery County and Prince Georges County Elected Officials, I oppose this project. Here are some of my reasons:

1. It is a very inequitable plan and will CREATE congestion in the general lanes.

a. User fees such as tolls are a regressive tax. Middle and lower income drivers will rarely if ever get to use the express lanes because the tolls are a much higher percent of their income, making them unaffordable.

b. It makes the bottleneck on northbound I-270 worse, as it would have 7 lanes feeding into two.

c. It creates a new bottleneck where the new toll lanes would feed into the unchanged I-495 lanes.

d. It makes the lanes which remain "free" much more congested than they are now because:

e. It removes the HOV lanes, which are only HOV 15 hours a week (ex. Northbound HOV lane is only HOV 3:30-6:30 M-F. The rest of the time they function as general purpose lanes.) So in effect, 91% of the time, there will be one less general lane.

f. More congestion leads to more accidents which lead to more congestion.....

g. Only very wealthy commuters will be able to use the toll lanes regularly, as rush hour tolls will be well over \$2/mile!

h. Trucks will use the general lanes, as research shows they avoid tolls. This makes the general lanes less safe!

i. Additional accidents due to trucks will FURTHER congest the general lanes.

j. Carpooling will be reduced, adding to congestion. The HOT lanes will get less HOV users than our current HOV lanes because:

-It is more difficult to find 2 extra riders for HOV-3 than 1 extra rider for HOV-2

-Access to the HOT lanes will be limited, adding further commuting time just to get on them.

-Currently drivers can get into the HOV lane as soon as they get on, wherever they get on. That will end.

2. It is bad for the environment and bad for our health.

a. It promotes use of Greenhouse gas emitting autos rather than mass transit, teleworking, biking.

b. The health of thousands of people living, working, being educated and playing sports near I-270 will be endangered.

c. It will create serious stormwater runoff problems - both environmental and financial.

d. It will destroy well-established green buffers, which add beauty, help clean the air and reduce noise.

3. It is truly disastrous for the City of Rockville.

a. Traffic will be increased through Rockville city streets as people make their way to and from the new toll road entrances.

b. The city will bear huge expenses for mitigating increased traffic and new traffic patterns

c. The city will bear huge expense upgrading the stormwater management system to handle more runoff.

d. The local streams our children play in will be more polluted from construction runoff and stormwater runoff.

e. The 5+ years of construction will make getting from the side west of 270 to the side east of it slow and hazardous.

f. The 5+ years of construction will add noise, silica dust and other health and sleep-jeopardizing pollution to Rockville, Gaithersburg, Bethesda and Potomac citizens living near I-270.

g. The County Court system and businesses in downtown Rockville and Rockville Pike will be disrupted, as people will have difficulty getting to them during the 5+ years of construction.

h. Many residences will lose parts of their backyards, according to MDOT's maps. In some cases this would make their backyards unusable and homes unlivable. And the Limits of Disturbance shown by MDOT may be underestimated.

4. It will open the door for Transurban, the lead P3 company MDOT selected, to create new bottlenecks, and then convince MDOT to sign more contracts to relieve the bottlenecks by widening I-495 as they originally planned. They have done this in Virginia and Australia. This is their business model. They are patient. Letting them build the toll road on I-270 is **like letting the proverbial camel's nose under the tent.**

5. Building with a P3 is more expensive in the long run. Not only would toll revenue which could be going to the state of Maryland, go to private investors, but for 50 years Transurban would have control over local decisions for I-270 and roads near it, due to non-compete clauses buried in the voluminous contracts. They would prevent helpful changes

6. Putting this "highway within a highway" down the middle of I-270 is opposed by nearly all the local elected officials in Montgomery and Prince Georges Counties, from the Mayor and City Council of Rockville to the Montgomery County Executive, to the President and entire Montgomery County Council, to the Mayor of College Park and many other mayors in Prince Georges County, to the entire District 17 state delegation (Rockville and Gaithersburg) and many other state legislators, and on and on. There is much opposition in Frederick County now, too, as people are becoming aware of the projected cost of the tollroad and the increased congestion in the free lanes.

6. It is the opposite of what we should do to tackle Climate Change.

7. Montgomery County has much more equitable solutions for traffic relief on I-270, which are also less destructive, less expensive and more climate-friendly. Solving the bottleneck in the northbound lanes of I-270 **north of I-370** must come first. Other traffic relief measures are reversible lanes, incentivizing the continuation of teleworking (if needed) and providing more mass transit options, such as more MARC train service, dedicated bus lanes, and more.

8. If the American Legion Bridge is to be widened, it should include enough space and support for rail. Our long-term regional plan should connect the entire metropolitan region with efficient, environmentally friendly rail. **And Maryland should finance it traditionally, with help from the federal government.** If there are to be tolls, they should be controlled and reaped by the taxpayers, not a private company.

THANK YOU very much for reading all these reasons for the Transportation Planning Board to keep MDOT's ill-conceived P3 proposal out of Visualize 2045..

Very Sincerely,

Sally Stolz

Co-Coordinator of DontWiden270.org (please visit our website for much more information and links to resources.)

5 Lochness Court

Rockville, MD 20850

(301)906-4908

⏪ Reply all ▾ 🗑 Delete 🚫 Junk Block ...

Item 1 Virtual Comment Opportunity



Byron Bloch <byron@autosafetyexpert.com>

Mon 7/19/2021 11:52 PM

To: TPBcomment



Submission to Transp. Pl... ▾
1 MB

To the Transportation Planning Board:

Thank you for this opportunity to express my deep concerns. I am speaking as both a long-time 32-years resident of Montgomery County, but also as a court-qualified vehicle safety expert, with involvements in traffic and road design issues. There are many issues that the proposed widening and toll lanes for the I-270 and I-495 have overlooked.

First is public health... the road and bridges deconstruction for 3 to 5 years will cause massive amounts of highly toxic silica construction dust, which will cause many children and adults to get asthma, silicosis, and lung cancer... as recognized by the National Cancer Institute... and the industry's mitigation measures are only marginally effective.

Second, the traffic congestion and travel times will get worse, with 7 or 8 traffic lanes funneling down to just 2 lanes northbound from Gaithersburg to Frederick. There will be incessant bottlenecks with **longer travel times** on

**Why the Proposed Widening and Toll Lanes for the I-270 is a Disaster:
Financial Rip-off, Public Health Concerns, More Traffic Congestion,
More Crashes, Climate Crisis, Spying & Fines for Drivers, and More**

I am writing as both a concerned Montgomery County resident for over 30 years, and as a professional court-qualified expert in vehicle safety... with a background that includes traffic safety and injury-causation. At the *2001 World Traffic Safety Symposium* in New York, I was humbled and proud to receive their first *Lifetime Achievement Award*.

I have studied through the *Draft Environmental Impact Study* for the Proposed Widening and Toll Lanes for the I-270 and the 495 Beltway, and found it often misleading and cleverly missing some important issues... such as the adverse effects of crystalline toxic silica construction dust as a public health hazard, and the increase in deadly truck-versus-car crashes, and increases in other pollutants such as micro-plastics and carbon dioxide.

1. Public Health Hazard: Toxic Construction Dust... Asthma and Lung Cancer

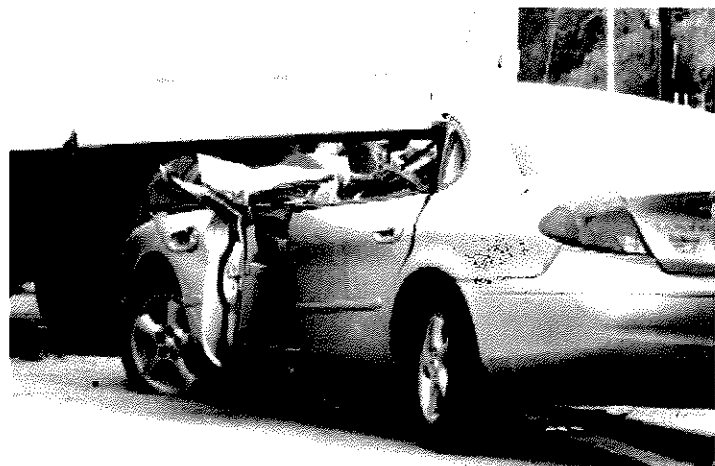
In the 3 to 5 years of I-270 and 495 road widening and re-building, the road and bridges deconstruction processes will create massive amounts of *toxic crystalline silica construction dust*. Such toxic air pollution will cause respiratory diseases for our kids and grandkids and all of us, especially for those closer to the I-270. The illnesses include asthma, silicosis, chronic obstructive pulmonary disease (COPD), and lung cancer. ***This is certainly an urgent public health issue!*** And it is NOT addressed in the EIS nor by Gov. Hogan.

According to the National Cancer Institute and OSHA, and various other U.S. and British sources, workers in such environments must wear respiratory protection masks, and other precautions are also required. As the I-270 road and bridge de-construction persists, with the continuous generation of harmful silica dust, it will become necessary for schools to prohibit outdoor recess, sports events, and all outdoor activities (*no walking, no bicycling*). Some schools may have to shut down, such as Julius West Middle School, Farmland Elementary, Carderock Elementary, and Walter Johnson High.

The massive and continuous generation of toxic silica dust will require major mitigation measures, such as vacuum systems and watering by tanker trucks which are only marginally effective ... and then there's a disposal issue and its environmental impact. This will require more equipment and workers, and will generate more traffic and pollution (and costs) during the deconstruction phase. ***Yet, none of this is covered in the EIS at all. And what about the increase of deadly truck-versus-car crashes, such as shown here***



Truck crashes into rear of car ahead.



Car underrides beneath side or rear of trailer.

2. Increase in "Heavy Truck versus Car" Crashes and Fatalities

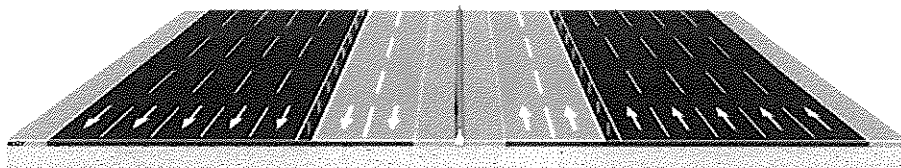
As a national auto safety expert for 50 years coast-to-coast, I've examined and analyzed many truck-versus-car collision accidents. Over 95-percent of the severe to fatal injuries occur to the occupants of the passenger cars, vans, and SUVs. With the road widening and toll lanes added to the I-270 (and later to the 495 Beltway), there will be a great increase in such truck-versus-car collisions. Many of these horrific crashes will occur when cars and trucks need to shift into or from toll lanes to get to exits, and also because heavy trucks and tractor-trailers need much greater stopping distances than do cars. If the cars ahead need to suddenly slow or stop, the following trucks may be unable to avoid the crash. Here are just two examples of truck-versus-car cases that I've personally worked on.

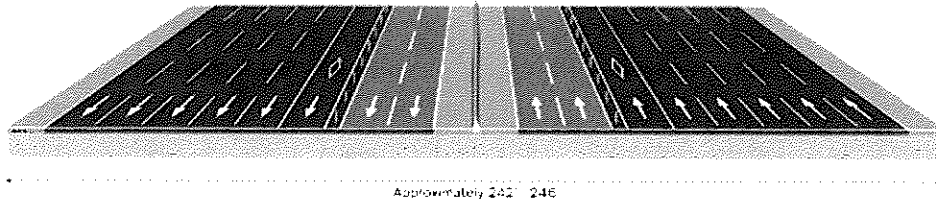
The Draft EIS includes Appendix C - Traffic Analysis Technical Report, which is merely a statistical review of historic crash data along I-270 and I-495 "to help identify potential safety impacts" of the Managed Lane Study. The analysis is sorely lacking in any inputs or insights about how to mitigate or prevent the continuation of such crashes. In the five-year study period of 2012-2016 there were a total of 2,918 crashes along I-270. There was no breakdown of the types of injuries, nor their severity, so there's no appreciation of whether there were many quadriplegics or brain-damaged or burn victims in the mix. Nor was there information about the *mis-match* of large trucks and tractor-trailers impacting into or with passenger vehicles (cars, minivans, SUVs). *In the proposed widening and toll lanes scheme, there will assuredly be many more deadly mismatch crashes between large trucks and cars.*

3. Traffic Congestion and Delays will Increase as it Funnels into Bottlenecks

The proposed build-out of the I-270 will expand the road in each direction from the present four lanes to seven or eight lanes, which must then funnel down to four lanes in Gaithersburg and then to just two lanes north of Germantown up through Frederick. Those bottlenecks will cause immense backups on the I-270 south of Germantown. *It will then take longer to drive from the 495 Beltway north to Frederick. And there is no public transit alternative... nor any consideration of efficient reversible lanes for peak traffic times.*

During the 3 to 5 years (or more) of the de-construction and then construction phase for the I-270 and 495, plus all the bridges and sound-walls, the local traffic will have to be constantly re-routed throughout the surrounding local streets. There will be construction barriers preventing local travel, thus forcing circuitous re-routing that will greatly increase the time and distances that would normally take much less time and distance. Imagine trying to go from the 495 Beltway northbound on the 270 to your home in Frederick... when major portions of the I-270 are missing or constricted to one or two lanes during the 3 to 5 years of de-construction and rebuilding. *Living in Montgomery County will be a traffic nightmare... and what about an emergency requiring paramedics or fire-fighting trucks to get to the crisis as soon as possible.*





Look at the multiple lane designs for 2 of the proposals for the I-270. Design #9 has 7 lanes in each direction, and design #10 has 8 lanes in each direction.

Imagine you're going about 60 mph and you're on a northbound toll lane (yellow), but realize you need to exit fairly soon. But all the adjacent lanes are jammed with vehicles all moving between 45 and 60 mph. How confident are you to make six (6) lane changes through traffic to your right... in a rainstorm on a dark night in October? Oh, and there are quite a few tractor-trailer rigs speeding along in the mix.

4. It's All about Money: Excessive Tolls, Automatic Ticketing, Loss of your Privacy

The proposed toll-road scheme isn't new. When it has been applied in Australia and some European nations, the public outrage followed. Excessive tolls, such as \$50 to drive about 12 miles on the I-495 and I-270, will convert thousands of us into *"financial cash-cow slaves"* to TransUrban and others who require high tolls for their reimbursement... for the next 50 years !!

Onerous "Big Brother" measures have already been happening in Europe, such as the use of automatic license plate readers, and soon facial-recognition technology (*to identify you as the driver*) to automatically charge your bank account (and possibly add fines) for your use of the toll lanes. And there will be incentives to jam the traffic in free lanes, to thereby force you to use those pricey toll lanes. Vehicles wanting to get on the I-270 will have to wait in long lines on neighborhood streets, because a metering system will soon be required to try to somehow manage the increased volume of cars and trucks wanting to get on. But if you jump the meter, even inadvertently, you'll automatically be fined... with money taken directly from your bank account... as will the money for those \$50 tolls !

In conclusion. this proposed money-grab scheme for widening-and-toll-lanes for the I-270 is fraught with many issues that are unresolvable. And by having politicians such as Gov. Hogan, Ike Leggett, and Roger Berliner simplistically proclaim that this scheme is *"the answer to traffic congestion,"* they fail to address the many issues that will irreparably harm our citizens, our economic stability, our public health, our use of public spaces, our environment and the very real climate crisis. ***For all these sensible and valid reasons, this horrendous I-495 and I-270 widening-and-toll-lanes scheme must not be allowed to proceed.***

Byron Bloch
Auto Safety Expert - Resident of Montgomery County, Maryland
Vice-President of South Tuckerman-Inverness Citizens Association



SAVE OUR
SEMINARY



AT FOREST GLEN

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Silver Spring, MD 20910
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Frank Riley

Executive Director
Bonnie Rosenthal

July 19, 2021

Charles Allen, Chair
National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239

Re: Uphold vote to remove I-495/I-270 from Visualize 2045

Dear Mr. Allen:

Our organization, Save Our Seminary at Forest Glen Inc., a historic preservation organization in Silver Spring, Maryland, applauds the decision of the Transportation Planning Board on June 16, 2021, to remove the I-495/I-270 P3 project from its long-range plan, Visualize 2045. We understand that this decision is being challenged by a second vote to be held this Wednesday. We respectfully ask that the Board uphold its vote to remove the project from the plan.

Many strong arguments against the roadway expansion project have been made since the inauguration of the I-495/I-270 Managed Lanes Study. To the concerns about climate and environmental impacts, lack of transit planning, and environmental justice, allow us to add another: the certainty of severely adverse impacts on historic properties and green space that cannot be reversed or even adequately mitigated. There are numerous historic properties in the path of the roadway expansion. The property that we advocate for is the Glen at National Park Seminary in Silver Spring, Maryland. National Park Seminary is a Historic District on the National Register of Historic Places. The Glen, a historic cultural landscape within National Park Seminary, was poised to lose territory on three sides if the original project proceeded.

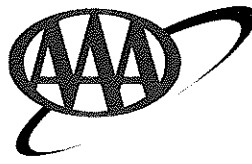
The Glen was spared by the recent decision of MDOT to take "no action" on the eastern leg of I-495 and focus on Phase 1 only. However, MDOT made it clear that it would reinstate the expansion for the eastern stretch if it deemed that traffic congestion made it necessary to do so. Your vote to remove the I-495/I-270 project from the long-range plan was another critical layer of protection for the Glen and all the other historic sites affected.

We agree with the position of the Maryland-National Capitol Parks and Planning Commission that MDOT's new Recommended Preferred Alternative – the focus of Phase 1 – lacks elements that are essential for limiting impacts to natural, cultural, and historic resources. We fear for the survival of significant cultural and historic sites if the project is allowed to go forward, and we urge the Board to uphold its vote to remove this project – and its powerful financial, cultural, and social costs – from its long-range plan.

Sincerely,

A handwritten signature in cursive script that reads "Bonnie Rosenthal". The signature is written in black ink and is positioned above the printed name and title.

Bonnie Rosenthal
Executive Director



AAA Mid-Atlantic's Statement
Agenda Item 9 – Action
Amending the Conformity Projects Approved on June 16, 2021
(Resolution R19-2021) to Re-Establish the Fiscal Constraint for
Maryland Department of Transportation Projects
Wednesday, July 21, 2021

- Good afternoon. AAA represents the motoring public, and more than 62 million AAA members nationwide and regionally, including more than one million AAA members in Maryland, more than one million members in Virginia, as well as, nearly 90,000 members residing in Washington, D.C. proper. As the oldest and largest auto club in the nation and the National Capital area, we urge the members of the Transportation Planning Board to vote affirmatively to adopt TPB Resolution R2-2022. In essence and reality, this critically important action will add the Maryland I-270/I-495 HOT Lanes construction project to the conformity inputs for the Visualize 2045 Update and the FY 2023-2026 TIP.
- It is not an exaggeration, nor is it hyperbole, to say that the Maryland multimodal high-occupancy toll lanes plan for Interstate 270 and the American Legion Bridge is the most important transportation project in the whole of the national capital area, and along the whole of the Interstate 95 corridor.
- Maryland's Phase 1 South project will seamlessly connect with Virginia's Hot Lanes network. Virginia is moving ahead with plans to extend the 495 Express Lanes "2 miles north toward the American Legion Bridge and provide new connections to the Dulles Toll Road and George Washington Memorial Parkway."
- This project is urgently needed to bring traffic relief to commuters in the Washington metro area. Rumors and reports of the death knell for traffic gridlock and the dearth of highway congestion in the Washington metro area "have been greatly exaggerated," to paraphrase Mark Twain.
- What a difference a year makes. "Vehicle travel has returned to near pre-pandemic levels and has surpassed pre-COVID levels in 15 states," according to TRIP, a Washington, D.C. based national transportation research nonprofit.
- What is more, data from the Maryland Department of Transportation (MDOT) also revealed the following finding. "In the National Capital Region, volumes on the Capital Beltway at the American Legion Bridge exceeded pre-pandemic levels with average daily traffic of 226,851 this year, an increase of 0.26% compared to 226,274 for the same week in 2019."
- As we have stressed time and again, this project is an important linchpin in the present and future economic viability of Washington's Maryland suburbs, as well as the National Capital region. It has the added benefits of "dramatically reducing travel times in the region, creating jobs and job opportunities for all, and expanding access for everyone in the region." As The Washington Post recently expounded: "The state [Maryland] will need major investments in both to handle the 400,000 new residents and 200,000 new jobs projected in the Maryland suburbs by 2045."
- While the TPB supports regional economic development, it is fair to say, Maryland really needs this regional project to become more competitive with its next door neighbor across the Potomac River: Virginia. As proof, Virginia recently topped the 2021 list of "America's best states for business," a survey by CNBC recently revealed.
- What is more, Virginia ranks as the 4th best state for business, trailing North Carolina, with its Research Triangle Park, Texas, and Utah, according to a similar survey or assessment by Forbes.

- In contrast, Maryland ranked 34th. The Amazon HQ2 sweepstakes, which Virginia landed, is proof positive that Virginia's investment in infrastructure is paying dividends now and in the future.
- Though some members of the TPB cited environmental concerns for voting for removing the P3 project from the long range plan, Virginia ranks first among the states "in both the quality of life and regulatory environmental categories," notes Forbes.
- It is proof a state, such as Virginia, can be business-friendly and invest in infrastructure, while, at the same time, champion regulatory environmental quality of life.
- Why not Maryland? We call upon the members of the Transportation Planning Board to adopt TPB Resolution R2-2022, and, by the same token, to remove a Sisyphean-type hex on their constituents and commuters, forever condemning them to the laborious and futile tasks of being mired in some of the worst gridlock and traffic congestion in the entire nation.
- Like Sisyphus of Greek mythology, they, commuters, are eternally forced to grudgingly roll a huge boulder, in this case gridlock, uphill to the top of a mountain, only to have it roll back on its own weight downhill.
- In light of this old Greek legend, in 1942, Albert Camus penned an existential masterwork titled, "*Myth of Sisyphus: Essay on the Absurd.*" Camus wrote: "A face that toils so close to stone is already stone itself!" Such is the fate of commuters in Maryland. The TPB can change this outcome beginning with today's vote in support of TPB Resolution R2-2022. We urge your support.

Contacts:

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 202-253-2171*

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 Public and Government Affairs Manager Maryland
 443.465.5020*

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 Senior State Associate
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*Joseph Green, GS Proctor and Associates
 Senior State Associate
 240.551.7718*

July 20, 2021

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

Re: TPB Vote on Capital Beltway/I-270 and the Long-Range Transportation Plan

Chair Allen and members of the TPB:

I will keep our comments short:

- 1) Governor Hogan and MDOT have:
 - a. Completely failed to objectively study alternatives to the toll lanes
 - b. Put the P3 negotiations and contracts ahead of completion of the EIS, and biased the entire process for private toll lanes.
 - c. Run a scorched-earth political campaign which demonstrates their bias.
- 2) The toll lane deals for 495Next in Virginia and for Maryland not only lack the commitment to transit funding we need, the non-compete provisions appear to prevent future Metrorail at the American Legion Bridge and other transit investments.
- 3) Climate change is an existential threat. Contrary to MDOT arguments, highway expansion increases driving and CO2 emissions. It is astounding to see massive highway expansion proposed while the Arctic and Antarctic melts, the West burns, Europe floods, and shellfish cooks on the beaches of Canada.
- 4) The toll lanes would reinforce the East-West economic divide in our region condemning Prince George's commuters to either paying very high tolls or sitting in the general-purpose lane traffic that the toll road companies depend on to generate their profits.
- 5) A far better alternative is Maryland investment in transit-oriented development on the east side of the region, which would increase jobs, shorten commutes, even out the flows on the Beltway and Metrorail, and help address the E-W economic and racial divide.

Therefore, we urge you to stand by your vote to remove the toll lanes from the TPB's long range plan and honestly to take the same step for the 495Next project -- in order to force objective consideration of alternatives, the climate impacts, and the development of the most sustainable and effective alternative with the least impact on parks and communities.

We are running out of time on the climate and are failing to do what needs to be done to address the E-W economic and racial divide. We need your leadership.

Thank you.

Stewart Schwartz
Executive Director

Statement by National Parks Conservation Association

RE: Call to uphold vote to remove I-495/I-270 from Visualize 2045

July 20, 2021

Kyle Hart, Mid-Atlantic Field Representative

Chairman Allen and Members of the Transportation Planning Board:

I am writing today on behalf of the National Parks Conservation Association (NPCA). We comment today on behalf of our 1.6 million members and supporters nationwide and our 31,836 members and supporters in Maryland. The National Parks Conservation Association is the only national membership organization dedicated to advocacy of behalf of our country's national parks. NPCA's mission is to protect and enhance America's National Park System for present and future generations, a mission we have upheld since NPCA was created by the very first National Park Service Director, Stephen Mather, in 1919. Maryland is fortunate to be home to 18 national park sites, visited yearly by almost 7 million people and contributing to over \$300 million in economic benefit to the state

First and foremost, we applaud your vote to remove the I-495/270 P3 toll-lane project from the update to Vision 2045, the TPB's Long Range Transportation Plan, on June 16, 2021. We urge you to hold fast to your decision in the face of the pressure being applied by Governor Hogan and those who stand to financially benefit from the construction of this project.

NPCA has been fighting the proposed expansion of I-495 and I-270 due to its massive negative impacts on national parks, water quality, air quality, and climate change. While recently partially walked back, the original proposal to expand 495 and 270 would have harmed over 100 acres at 6 national park sites and indirectly damaged a 7th, Rock Creek Park, due to increased impervious surface and stormwater runoff. It would impair nearly 30 miles of streams and destroy 1,500 acres of forests. While this proposal was recently walked back to only include I-495 from the American Legion Bridge to the I-270 spur and parts of I-270, NPCA remains in firm opposition to moving forward with this proposal. At the American Legion Bridge alone the Governor's proposal would negatively impact 3 units of the National Park Service – the George Washington Memorial Parkway, the Chesapeake and Ohio Canal, and the Clara Barton Parkway. The historic Plummer's Island at the C&O Canal, studied and protected by the Washington Biological Field Club, would be devastated by the current proposal at the ALB.

Our national parks deserve better than mindless expansion of highways, and the Transportation Planning Board was right to remove the project from Vision 2045. The DMV region should focus on expanding transit and encouraging smart growth rather than attempting to pave its way out of congestion. We call on the TPB to uphold their vote and reject Governor Hogan's attempts to pave our national parks.

Thank you,

Kyle Hart
National Parks Conservation Association
Mid-Atlantic Field Representative
202-400-1193
khart@npca.org



Eastern Atlantic States
REGIONAL COUNCIL OF CARPENTERS

801 West Patapsco Avenue, Baltimore, MD 21230 | Phone: 443-916-0462 | EASCARPENTERS.ORG

RE: Adoption of TPB Resolution R2-2022 to add the Maryland I-270/I-495 HOT Lanes construction project to the conformity inputs for the Visualize 2045 Update and the FY 2023-2026 TIP.

Honorable members of the National Capital Region Transportation Planning Board:

I hope this finds you safe, healthy, and well.

I write today on an urgent matter, as representatives of some of the most skilled construction workers and apprentices, throughout the region, I hope that I can count on you to assist us.

As you may be aware, The Baltimore DC Metro Building Trades Council strongly supports the I-495/I-270 expansion project, and we are currently under an MOU with Accelerate Maryland (Trans Urban and MacQuarrie) to begin this critical work.

This is an enormous opportunity to create and expand outstanding middle-class jobs, and apprenticeship training opportunities for thousands of residents of the District of Columbia, Maryland, and Virginia.

While we appreciate the deliberative dialogue regarding the merits of this project, and some of the concerns embedded in the opposition to this project, we strongly believe that any further delay will result in the dissolution of our MOU, and the loss of this extremely rare opportunity for job creation, right at our finger tips.

To that end, we respectfully request that you Adopt TPB Resolution R2-2022 to add the Maryland I-270/I-495 HOT Lanes construction project to the conformity inputs for the Visualize 2045 Update and the FY 2023-2026 TIP.

Thank you for your consideration.

Sincerely,

Mungu Sanchez, Deputy political Director



July 20, 2021

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: Maryland's I-495/I-270 HOT Lanes Project

Dear Chairman Allen and Members of the National Capital Region Transportation Planning Board:

On behalf of the members of the Northern Virginia Transportation Alliance, I am contacting you to share our strong support for putting Maryland's I-495/I-270 HOT Lanes project back into the TPB's Air Quality Conformity Analysis for 2022 Long-Range Transportation Plan update.

Maryland's multi-modal High Occupancy Toll (HOT) lanes plan for I-270 and the American Legion Bridge is essential to the DC area's economic future. This critical infrastructure will dramatically reduce travel times, create jobs, and expand access for everyone in our region. The Alliance calls on regional leaders to join with us and the more than 60 business, labor and community organizations from across the region in supporting this important investment.

Specifically, this investment will relieve congestion and improve travel times for both free and toll lane users, allow carpoolers free use, provide \$300 million for transit, and facilitate express bus service between key regional job and activity centers such as Bethesda, Gaithersburg, Silver Spring, Tysons, and Reston.

Already burdened with one of the nation's most congested highway networks, our metropolitan area is expected to add 1 million jobs, 1.3 million residents, and 3.7 million daily trips by 2045. The express lanes network ensures such growth can be accommodated, focused and accessed in an equitable way for auto and bus commuters.

The congestion relief benefits of this project alone will be transformational for everyday American Legion Bridge and I-270 commuters. After the project is completed, people driving in the free lanes will save an average of 40 hours per year while toll lane drivers will save an average of 75 hours annually. For many thousands of residents, that is the equivalent of 1 to 2 work weeks per year of not being stuck in soul-crushing traffic.

Additionally, HOT Lanes will improve the efficiency of this important transportation corridor by allowing for reliable transit service in each direction on the American Legion Bridge and I-270 while incentivizing more HOV trips. In Virginia, the I-95 HOT Lanes carry more than twice as many people per lane than the free lanes during the morning rush hour and Beltway carpooling increased 550% since the I-495 HOT Lanes opened. Maryland is likely to see similar results.

The project also increases the number of jobs accessible by automobile and transit for Montgomery and Prince George's County residents. When the National Capital Transportation Planning Board (TPB) added the express lanes project to the region's long-range plan in 2018, many of the communities along the

Maryland Beltway that have been identified as areas for equity emphasis by the TPB saw a dramatic increase in the number of jobs accessible within a 45-minute commute.

According to the region's most recent Commuter Survey, 58% of all commuters, 64% of those with household incomes less than \$60,000, and more than 60% of Black and Hispanic commuters drive to work alone. If equitable access to opportunity for all is truly a regional priority, we need to ensure transportation improvements make it easier for more people to get to work and find new jobs using their primary mode of commuting. Maryland's HOT Lane project meets that standard.

This project will strengthen our economy, expand equitable access to opportunity, and create thousands of new good-paying jobs for our community, including an extraordinary commitment to hire Maryland minority-owned businesses for 26% of a \$3.7 billion contract. Now is the time to move forward with this game-changing improvement for our region.

Sincerely,

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

Jason Stanford
President



GLEN ECHO HEIGHTS MOBILIZATION

July 20, 2021

Re: Opposition to I-270 Toll Plans of Governor Hogan

Dear Transportation Planning Board and Chairman Allen:

Glen Echo Heights Mobilization, once again, opposes Governor Hogan's plans to widen I-270 and I-495 and install toll lanes. **This is a problem in search of a solution, which demonstrates that the plan is about money, politics, and promises – not about what is best for Montgomery County. The very fact that, last month, the Planning Board voted this down and now we are doing this again is evidence of the political and financial promises made by Governor Hogan and his influential supporters and not this County. Our County should not be held hostage to a petty politician who won't take no for an answer. Our County voters did not oppose such tactics in our national government, only to have our governor treat us this way. Please stop this outside influence and end this project for once and for all.**

We live here. Beltway exit 39 (River Road) is our exit – no one else's exit and not Governor Hogan's. This is how we get home. Please drive I-66 in Virginia. It is a scar on the country side, ever-widening and swallowing Virginia's land, making every exit a maze of extra paid options and non-paid options. **DO NOT DO THIS TO OUR HOME.**

In addition, we are at a critical choice point that will determine the course of our planet's future forever. This project makes no effort to include rapid transit even though scientists, health professionals, and transportation experts all agree that climate change is the number one priority for humanity, including those humans residing in Maryland. The proposed multi-billion dollar plan in this "public-private partnership" promotes one thing – fossil fuel burning vehicular traffic on 495 and 270 (from the Beltway north to I-370).

As this letter is written, our skies are orange from the burning western United States and Europe dries out from deadly once-in-a-millennium floods. *We know* those floods in Maryland – the 500-year floods that happened twice in 2 years in Ellicott City. Yet, Governor Hogan plods on with his financial planning for his political promises – at our County's expense and at the world's expense – blasting forward with more catastrophic land destruction that, like all road projects, will increase the use of fossil fuels.

Climate change is already here, and we are the last generation that will be able to course correct towards a livable future for all. We have the tools, resources and knowledge to act right now. **Stop this project.**

As you should know, Montgomery County established a Climate Action Plan in June 2021. International experts have urged action on climate with increasing fervor in recent years for good reason: the consequences of staying the course will be highly dangerous. Here in

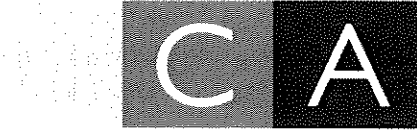
Maryland we have a lot at stake, with nuisance flooding, high heat days and storm surges already regular occurrences. We have an opportunity to listen to scientists now while signaling to the nation that Maryland is ready to embrace the new green economy. There is no more time to delay on meaningful climate action. This project makes a mockery of the goals of our County. Why would our county speak out of both sides of its mouth?

On the news today, much was discussed about various entities on both sides of this issue making threats to others. While we decry the increased polarization and hate brought about by the Trump presidency, we want to make clear to you that **we see the existence of this project – and the inability of our county to make a firm decision about it in June consistent with the MoCo CAP – a threat to our children’s futures and a threat to those of us who live here, who may not have fully supported Governor Hogan.**

If the Board cannot end this project now, we can only ask you when, if not for massive funding of projects in our back yards, will MoCo resident voices ever matter in this political process? This project turns our County into another Virginia mixing bowl, further impaling our County lands into a no-man’s land of cars and toxic fumes. STOP THIS PLAN NOW.

Glen Echo Heights Mobilization

McLean Citizens Association



The Voice of McLean for Over 100 Years

July 19, 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

Subject: Restoration of Maryland's proposed I-270/I-495 express toll lanes project to the region's long-range transportation plan, Visualize 2045

Dear Chair Allen:

I write as President of the McLean Citizens Association (MCA), a civic association representing the interests of residents living in McLean, Virginia and much of the eastern half of the Dranesville District. The purpose of this letter is to express the MCA's disappointment with the June 16, 2021 decision of the National Capital Region Transportation Planning Board (TPB) to remove Maryland's proposed I-270/I-495 express toll lanes project (the "Maryland Project") from the air quality analysis that the TPB is required to undertake as it updates the region's long-range transportation plan, Visualize 2045. As a result of this decision, the Maryland project -- including expansion of the American Legion Memorial Bridge (ALMB) -- was effectively removed from the June 2022 update of the regional plan. We have noted from the agenda posted on the TPB website that the TPB will be revisiting this action at its upcoming July 21, 2021 meeting, and we strongly urge the TPB to reconsider this decision and add the Maryland Project back into the regional plan.

The MCA has long been on record as firmly supporting expansion of the ALMB and associated portions of 495 as a critical step towards eliminating one of the biggest transportation bottlenecks in the District-Maryland-Virginia metropolitan area. For example, as discussed in the enclosed resolution that the MCA passed in 2016 and a second resolution the MCA passed in 2020, egregious traffic backups on the ALMB stretching back through the Tysons-area occur on a near daily basis during the afternoon rush hour. As a result, numerous commuters, many with Maryland license plates, cut through McLean-area, narrow neighborhood streets every day to avoid this backup and attempt to access the Bridge at the Georgetown Pike northbound ramp. This has resulted in serious quality of life issues; many McLean residents living near this ramp report they frequently face lengthy delays trying to exit their neighborhoods or, in some cases, are simply unable to exit their neighborhoods because egress is blocked by gridlocked vehicles.

The Honorable Charles Allen
July 19, 2021
Page 2

There is also concern about the effect of this gridlock on neighborhood access by public safety vehicles.

There is an urgent and obvious need to expand the ALMB and associated 495 lanes. We hope the TPB will reconsider what many consider to be an imprudent decision and put the Maryland Project back in the regional plan. Thank you for your time and consideration.

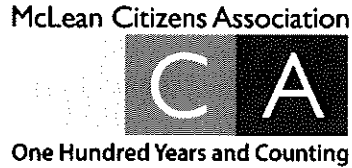
Sincerely,



Rob Jackson, President
McLean Citizens Association

Enclosures

cc: Honorable Pamela Sebesky, First Vice Chair
Honorable Reuben Collins, Second Vice Chair
Honorable Walter Alcorn, Supervisor, Fairfax County Board of Supervisors
Honorable John Foust, Supervisor, Fairfax County Board of Supervisors
Kanathur Srikanth, Deputy Executive Director, MWCOG
Helen Cuervo, Virginia Department of Transportation
R. Earl Lewis, Jr, Maryland Department of Transportation



McLean Citizens Association Resolution

The American Legion Bridge and connected roadways

January 6, 2016

Whereas, the American Legion Bridge is a vital transportation and economic link for not only Fairfax and Montgomery Counties, but for Maryland and Virginia in general; and

Whereas, the West Side Mobility Study, jointly conducted by the Maryland State Highway Administration and the Virginia Department of Transportation (VDOT) in 2009, evaluated improvements to the American Legion Bridge, Capital Beltway in Maryland and the I-270 spurs that would increase capacity, improve traffic operations and add a managed lane that would connect to the recently constructed VDOT Express Lanes, and

Whereas, the West Side Mobility Study recommended further study of a preferred long-term improvement that would widen the American Legion Bridge and Beltway to add one managed lane extending from the Virginia Express Lanes to the I-270 interchange; and

Whereas, the study also recommended further analysis of a lower-cost, mid-term improvement that would add an interim, managed lane in each direction on the American Legion Bridge and Beltway by restriping; and

Whereas, a Potomac River Crossing Conditions study, conducted by VDOT and presented to the Virginia Commonwealth Transportation Board (CTB) in July of 2015, found that the American Legion Bridge suffers from the worst congestion of all bridges crossing the Potomac River, and had the projected largest growth in traffic volume through 2040; and

Whereas, VDOT Staff recommended in that study that the "top priority" for addressing Potomac River crossings should be extending the Express lanes across the American Legion Bridge to the I-270 interchange; and

Whereas, on October 19, 2015, members of the Montgomery County Council and Fairfax County Board of Supervisors wrote to the Governors and Transportation Secretaries of Maryland and Virginia asking the states to come together and focus on making improvements to address the severe congestion problems at the American Legion Bridge; and

Whereas, the October 19th letter noted that, every day, nearly 300,000 vehicles cross over the tremendously congested bridge, making it the single most-utilized Potomac River crossing in the region and that, during the afternoon commute, average vehicle speeds slow to 34.9 mph on the Outer Loop and 22.5 mph on the Inner Loop; and

Whereas, the October 19th letter further advised that the American Legion Bridge has become a choke point that has serious negative consequences for the economies, environment, and quality of life of residents of Fairfax and Montgomery Counties; and

Whereas, traffic congestion on the American Legion Bridge regularly backs up for miles on the inner loop of the Beltway through Tysons during both the morning and evening rush hour commutes; and

Whereas, McLean Citizens Association members and other residents of the McLean area have raised significant concerns for a number of years about worsening impacts of this traffic congestion as commuters use local McLean roads to circumvent the Beltway backup toward the American Legion Bridge, and

Whereas, I-495 and I-270 are a part of the Federal Interstate system that includes the operations of a number of National Security operations that rely on it to obtain access between Maryland and Virginia and beyond.

Now, therefore, be it resolved that the McLean Citizens Association joins the Members of the Fairfax County Board of Supervisors and Members of the Montgomery County Council in urging the governments of the Commonwealth of Virginia and the State of Maryland and the US Department of Transportation to expeditiously develop and implement a joint plan for the expansion of the American Legion Bridge and its connecting roadways, and the eventual construction of an additional parallel bridge on the eastern side next to the existing span over the Potomac River.

Approved by the MCA Board of Directors

January 6, 2016



**McLean Citizens Association Resolution
Virginia Department of Transportation (VDOT)
I-495 Express Lanes Northern Extension Environmental Assessment (February
2020)**

September 2, 2020

Whereas, in 2011, the Transportation Planning Board for the National Capital Region (TPB) approved a Constrained Long Range Plan (CLRP) that included the widening of the Capital Beltway (I-495 or Beltway) to include a system of high-occupancy toll lanes (HOT Lanes or Express Lanes) from the American Legion Memorial (ALM) Bridge to the Backlick Road underpass; and

Whereas, in 2012, the Virginia Department of Transportation (VDOT), in conjunction with Transurban, a private company, completed the widening of I-495, including construction of HOT Lanes in its center, from the I-95/I-495/I-395 interchange in Springfield to a point between the I-495 interchange with the Dulles Toll Road (Route 267) and Old Dominion Drive, approximately three miles south of the ALM Bridge over the Potomac River, but continued its plans to extend the HOT Lanes to the vicinity of the ALM Bridge; and

Whereas, in April 2018, the Virginia Commonwealth Transportation Board approved funding to conduct an environmental study of a plan to extend the I-495 Express Lanes from their present northern terminus to the vicinity of the ALM Bridge and the Maryland state line; and

Whereas, this I-495 Express Lanes Northern Extension (495 NEXT) study was to be developed as an independent, stand-alone project that would be coordinated with a study being developed by the Maryland Department of Transportation (MDOT), known as the I-495 and I-270 Managed Lanes Study, to examine reduction of roadway congestion from the George Washington Memorial Parkway (GW Parkway), including improvements to the ALM Bridge, to west of MD 5, and along I-270 from I-495 to north of I-370; and

Whereas, in January 2019, Virginia Governor Ralph Northam announced that the Commonwealth of Virginia had signed a Project Development Agreement with Transurban, which operates the existing I-495 Express Lanes, to extend the Express Lanes to the ALM Bridge; and

Whereas, in February 2020, VDOT and the Federal Highway Administration (FHWA), as the lead federal agency, issued for public review and comment an Environmental Assessment (EA), prepared pursuant to the National Environmental Policy Act of 1969, along with proposed design plans and technical reports, for the 495 NEXT Project, and the VDOT website advises that the comment period for the EA remains open; and

Whereas, in March 2020, the TPB approved the inclusion of the 495 NEXT Project in the 2021 to 2024 Transportation Improvement Plan (TIP), which makes the project eligible for federal funding; and

Whereas, the EA examines conditions under only a Build Alternative and a No Build Alternative, and

Whereas, the Build Alternative would consist of: extending the existing four I-495 Express Lanes from their current terminus; providing new access ramps connecting the Dulles Toll Road and the I-495 Express lanes; adding new Express Lane access to and from the GW Parkway; rebuilding the overpasses for Live Oak Drive, Georgetown Pike, Old Dominion Drive, and I-495 North over the Dulles Toll Road; and adding an approximately 3.1-mile, 10-foot-wide shared-use path for pedestrians and bicyclists starting near the south end of the project corridor at Timberly Lane near Lewinsville Road and continuing generally north along I-495 and the west side of Balls Hill Road to the GW Parkway interchange; and

Whereas, the No Build Alternative would retain the existing lane configuration through the study area except for modifications to the roadway network that have been approved for implementation by 2045, as identified in the most recent (October 2018) CLRP approved by the TPB, and the No Build Alternative assumes that the planned transportation projects within the study area that are included in the CLRP would be in place, including the expansion of capacity at both the ALM Bridge and the stretch of I-495 from the Bridge to I-270 pursuant to Maryland's Managed Lanes Study; and

Whereas, the EA contains a detailed description of the purposes of the 495 NEXT Project and concludes that the Build Alternative would: (1) reduce congestion by optimizing traffic volumes and travel demand, improving traffic operations, and increasing the number of persons moved; (2) provide additional traffic choices by adding Express Lanes as an alternative travel option for high occupancy vehicles and van pools or those wishing to pay a toll, increasing the potential for future regional bus service through dedicated or managed lanes that would allow buses to travel more efficiently, and adding a shared-use path to provide a bicycle and pedestrian option for local travelers; and (3) improve travel time reliability, because, although congestion would still exist during peak hours in the general purpose lanes, overall travel speeds would increase and travel times would decrease compared to the No Build Alternative; and

Whereas, the EA asserts that, in contrast, under the No Build Alternative (post-MD Managed Lanes project implementation), the existing traffic congestion on I-495 near the ALM Bridge would be exacerbated given the substantial growth in population and employment projected for the area, which would additionally strain highway capacity; and

Whereas, on July 10, 2020, the FHWA and the MDOT issued a draft environmental impact statement (DEIS) for the Managed Lanes Study, which, after considering a number of alternatives, retained for further consideration a No Build Alternative and several Build Alternatives, all of which would involve replacement of the ALM Bridge and expansion of I-495 from the GW Parkway to I-270 by adding two lanes in each direction that would be either HOT Lanes or Express Toll Lanes (ETL); and

Whereas, the McLean Citizens Association has long been aware that traffic backs up each weekday on the inner loop of I-495 between Tysons and the ALM Bridge during the afternoon and evening rush

hours, causing many commuters to bypass this backup by cutting through local McLean residential streets and intersections to access I-495 north toward Maryland from the Georgetown Pike onramp, which creates significant congestion on local roads in the vicinity of that on-ramp and access and safety problems for residents of those neighborhoods; and

Whereas, the McLean Citizens Association has recognized that a long-term solution to this congestion and cut-through traffic problem is likely to come only with elimination of the bottleneck at the ALM Bridge, has consistently been on record as supporting additional capacity at the ALM Bridge and on connecting roadways, and has expressed its position in resolutions dated February 2, 2011, and January 6, 2016; and

Whereas, in light of Maryland's intention to implement its Managed Lanes Study as described above, the 495 NEXT Project would provide a crucial link between the existing expanded stretch of I-495 in Virginia ending near the Dulles Toll Road and the proposed expansion of I-495 by Maryland extending to the GW Parkway, and the resulting integrated, expanded highway is predicted to reduce the cut-through traffic problem; and

Whereas, the EA and its accompanying Traffic and Transportation Technical Report contain projections concerning the potential impact of the 495 NEXT Project on traffic in year 2025 (including a scenario in which the expansion of the ALM Bridge and I-495 from the Bridge to I-270 has not yet occurred) and in 2045, which show that results will be mixed, but that the project will improve certain transportation times on I-495 between I-267 and the ALM Bridge by 2025 and will bring about more consistent and significant improvements in transportation times in this section of I-495 by 2045; and

Whereas, even though the 495 NEXT Project is anticipated to be completed several years before Maryland completes its improvements to the ALM Bridge and portion of I-495 between the GW Parkway and I-270, based on its traffic study, VDOT predicts that, even in the absence of any action by Maryland, the Build Alternative will reduce cut-through traffic on local roads by increasing the person-carrying capacity of I-495 and improving trip time and travel reliability on I-495, thereby reducing the incentive to use local roads; and

Whereas, it appears that the 495 NEXT Project would also produce other independent benefits, such as improved pedestrian and bicycle paths that could be connected to future paths included in Maryland's improvements, improved connections with Route 267, and other ramp improvements; and

Whereas, in preparing the EA, VDOT with the FHWA consulted with a number of local, state, and federal agencies, whose comments about environmental impacts and mitigation are included in Appendix B to the EA, and, in consideration of these comments, the EA assessed and documented the potential environmental impacts of the Build Alternative on a number of resources; and

Whereas, the Environmental Protection Agency (EPA) recommended in a July 23, 2018 email summarized on page 4-5 of the EA that VDOT should explain why only one build alternative is being evaluated, but the EA does not provide such an explanation for why it is considering only one build alternative; and

Whereas, the EA, at pages 3-54 to 3-55, states that an estimated 118 acres of trees that provide visual and sound barriers as well as stormwater benefits are scheduled to be cleared to make way for the

widening of the roadway, ramps and interchange re-configurations, noise walls, stormwater management facilities, and other structures; and

Whereas, the EA describes potential impacts to public parkland, the GW Parkway, the Potomac Heritage National Scenic Trail, Scott's Run Nature Preserve, and adjacent neighborhoods; and

Whereas, the Virginia Department of Conservation and Recreation (DCR) recommended to VDOT, as summarized on page 4-5 of the EA, that VDOT undertake an inventory for the resources within areas proposed for disturbance, including stormwater management ponds and equipment staging areas to obtain survey results that can more accurately evaluate potential impacts to natural heritage resources and offer specific protection recommendations for minimizing impacts to these resources; and

Whereas, the EA states that there is no stormwater management plan, but we note that there is one badly eroded drainage channel adjacent to the GW Parkway ramps and the Outer Beltway approaching the ALM Bridge that drains directly into the Potomac River, and properties in the vicinity of Live Oak Drive and the Langley Swim Club have unresolved drainage issues; and

Whereas, the EA states that the Potomac River, within the jurisdiction of Maryland, is not within the Limits of Disturbance (LOD) and is not expected to be impacted, but the already degraded Dead Run and Scott's Run, which are within the study area, drain directly into the Potomac, and

Whereas, under present conditions, traffic from Georgetown Pike can enter the existing southbound Express Lanes by entering the general purpose lanes and merging across several lanes of traffic over the course of about 0.8 mile to the current beginning of the southbound Express Lanes, but under the 495 NEXT Project, there will be no means of entering the extended southbound Express Lanes for traffic entering the Beltway at Georgetown Pike, so that such traffic will have no opportunity to enter the southbound Express Lanes until ramps in Tysons at Scott's Crossing Road or Westpark Drive; and

Whereas, the proposed new Georgetown Pike bridge over the Beltway is planned to have a pedestrian walkway only on the south side, not on both sides as was the case with all the other bridges that were rebuilt over the Beltway as part of the past addition of I-495 Express Lanes from I-95 at Springfield to the Dulles Toll Road, and this will require those living on the north side of Georgetown Pike and east of the Beltway to cross and then re-cross Georgetown Pike to reach Scott's Run Preserve, on the north side of Georgetown Pike, west of the Beltway;

Now, therefore, be it resolved, that the McLean Citizens Association supports implementation of VDOT's 495 NEXT Project for the reasons indicated above, conditioned on VDOT's addressing the environmental impacts of constructing the project discussed above and in accordance with the following Resolved clauses of this resolution.

Be it further resolved, that the McLean Citizens Association believes that residents have a right to, and should be provided with, information on any construction activity that impacts private and public property in the McLean area, including timely and advance notification of all significant activities associated with the project, including advance notice of the location of and impact on temporary easements or staging areas.

Be it further resolved, that the McLean Citizens Association urges that VDOT respond to the EPA comment and explain why only one build alternative is being evaluated.

Be it further resolved, that the McLean Citizens Association is concerned about the loss of 118 acres of trees, as reported in the EA, and the fact that VDOT has not proposed any mitigation measures to offset this tree loss, and urges VDOT to commit to the following, including making related information available to the public: (1) undertaking a tree survey as to the numbers and species of trees to be removed, (2) minimizing impacts to mature and healthy trees, if at all possible, (3) identifying mitigation efforts it will undertake to offset the environmental loss resulting from this tree removal, including replanting of suitable native species and generally comparable numbers of trees within the areas affected by the project, and (4) implementing and monitoring a replanting program to ensure that these trees are healthy and growing in years going forward.

Be it further resolved, that since the greatest impact of the project will fall on Scott's Run Nature Preserve and GW Parkway, every effort should be made to minimize the footprint of the facility and to avoid temporary use of parkland during construction.

Be it further resolved, that the McLean Citizens Association requests that VDOT undertake a resource inventory along the Potomac Heritage National Scenic Trail and along the steep bluff on the eastern side of I-495 by the river in order to adequately estimate the impact of the project on these resources.

Be it further resolved, that the McLean Citizens Association urges VDOT and Transurban to use already paved areas for temporary construction easements like the three acres at the intersection of Georgetown Pike and I-495 instead of impacting parkland to the extent feasible.

Be it further resolved, that in order to mitigate the overall impact on natural resources, the McLean Citizens Association requests that the Design/Build contract include a provision requiring (1) that native species including grass seed mixtures be used in mitigation and (2) that the public be provided with a proposed landscaping plan during the mitigation phase, and opportunity to comment on such plan.

Be it further resolved, that surveys of the natural resources and diverse ecology within areas of Scott's Run Nature Preserve proposed for disturbance, including Potomac Gorge rare and endangered species, be conducted as recommended by DCR, and made available to the public as soon as possible and before finalization of contracts, so that potential impacts can be more accurately evaluated.

Be it further resolved, that, to attempt to mitigate the impact on Scott's Run Nature Preserve, the McLean Citizens Association urges VDOT to commit to making a cash contribution to the Fairfax County Park Authority (FCPA) for removal of invasive plants and for the planting of new native plants in the Preserve.

Be it further resolved, that the McLean Citizens Association requests that VDOT and Transurban adopt and implement a comprehensive stormwater management plan for the entire study area and including adjacent private properties to mitigate the impact of stormwater runoff from the completed project on those properties, the adjacent streams, and the Potomac River, and such plan should consider extreme weather events that could have an adverse impact on those resources.

Be it further resolved, that the McLean Citizens Association urges VDOT to carefully consider the financial impacts and uncertainties related to increased use of telework and reduced commuting traffic patterns resulting from the Covid-19 pandemic prior to signing a contract for the project or beginning construction-related activities, such as utility relocation.

Be it further resolved, that the McLean Citizens Association urges VDOT to investigate the possibility of including in the project a single access ramp providing access from Georgetown Pike to the southbound Express Lanes, and from the northbound Express Lanes to Georgetown Pike.

Be it further resolved, that the McLean Citizens Association urges VDOT to include a sidewalk on the north side as well as the south side of the reconstructed Georgetown Pike bridge over I-495.

Be it further resolved, that the McLean Citizens Association reaffirms its longstanding support for expansion of capacity at the ALM Bridge as a vital part of completing any solution to divert Beltway commuter traffic from the McLean area neighborhood roads, and further urges the Commonwealth of Virginia and the State of Maryland to work effectively and vigorously to expand capacity at the ALM Bridge and I-495 north of the GW Parkway to I-270.

September 2, 2020

McLean Citizens Association, P.O. Box 273, McLean, Virginia 22101

cc: Abraham Lerner, Virginia Department of Transportation
Susan Shaw, Virginia Department of Transportation
Allison Richter, Virginia Department of Transportation
John Foust, Dranesville District Supervisor
Barbara Favola, State Senator, 31st District
Kathleen Murphy, State House of Representatives, 34th District
Tom Biesiadny, Director, Fairfax County Department of Transportation
Brett McKenzie, Transurban



Gmail



subject:(Support Regional Congestion)



3 of many

99+

Support Regional Congestion relief

External

Inbox x

Tarandeep Saluja <Tarandeep.Saluja.465137662@p2a.co>

to me

Jul 8, 2021, 6:49 PM (12 days ago)

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win-win for the state, residents, and area commuters.

This region desperately needs congestion relief. While there was a brief period during the pandemic when many residents worked from home and traffic was lighter, we cannot use the pandemic model when considering the next 20 to 30 years. Per the National Capital Region's Transportation Planning Board's own studies, an additional 1.2 million people will be living in the Washington region by 2045—adding to our traffic gridlock—so alleviating congestion on the Capital Beltway and I-270 is still a top priority. TPB's own studies also show practically no impact (less than 1%) on a quality of life from all of the projects in the proposed long-range plan combined, so taking out this one critical project will not reduce emissions, it will just increase our commutes that much longer.

There is no doubt that these improvements will have a positive impact on Maryland residents. The project will create high-paying, high-quality jobs that provide economic relief, cut down on emissions and pollution (several of the pollutants affecting the environment are sensitive to travel speeds), and decrease travel times. Officials have estimated that the project will result in a \$3.7 billion investment, just for the Phase 1 South portion of the project and support 7,500 new jobs per year during the construction phase. So it's clear that the state of Maryland and its residents will benefit from the much-needed construction project.

Please support efforts to keep this critical project on track.

Regards,



Gmail



subject:(Support Regional Congestion)



4 of many

99+

Support Regional Congestion relief

External

Inbox

Giancarlo caraballo <Giancarlo.caraballo.465137644@p2a.co>

to me

Thu, Jul 8, 6:49 PM (12 days ago)

Dear VDOT Norm Whitaker,

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Please support efforts to keep this critical project on track.

Regards,



subject:(Support Regional Congestion)







5 of many

99+

Support Regional Congestion relief External Inbox x

Leena Silberer <Leena.Silberer.464973935@p2a.co>

to me

Tue, Jul 6, 3:17 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



Gmail



subject:(Support Regional Congestion)



6 of many

99+

Support Regional Congestion relief

External

Inbox x

Michael Weatherred <Michael.Weatherred.464958635@p2a.co>

to me

Tue, Jul 6, 11:19 AM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win-win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



7 of many

99+

Support Regional Congestion relief External Inbox x

Jon Kemp <Jon.Kemp.463731655@p2a.co>

to me

Fri, Jul 2, 9:26 AM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win-win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



8 of many

Support Regional Congestion relief

External

Inbox

Brian Cahill <Brian.Cahill.463673650@p2a.co>

to me

Thu, Jul 1, 4:38 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win-win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



subject:(Support Regional Congestion)







9 of many

99+

Support Regional Congestion relief

External

Inbox

Sean Mallipudi <Sean.Mallipudi.274604683@p2a.co>

to me

Thu, Jul 1, 2:32 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



Gmail



subject:(Support Regional Congestion)



10 of many

99+

Support Regional Congestion relief

External

Inbox

Manish Jain <Manish.Jain.463648720@p2a.co>

to me

Thu, Jul 1, 12:17 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

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Please support efforts to keep this critical project on track.

Regards,

11 of many

Support Regional Congestion relief

External

Inbox

Timothy Steinhilber <Timothy.Steinhilber.463648658@p2a.co>

Thu, Jul 1, 12:17 PM

to me

Dear VDOT Norm Whitaker,

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Please support efforts to keep this critical project on track.

Regards,



12 of many

Support Regional Congestion relief

External

Inbox

Wallace Taylor <Wallace.Taylor.463647767@p2a.co>

to me

Thu, Jul 1, 12:07 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

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Please support efforts to keep this critical project on track.

Regards,



14 of many

Support Regional Congestion relief

External

Inbox

James Bahr <James.Bahr.404609043@p2a.co>

to me

Thu, Jul 1, 9:53 AM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

This region desperately needs congestion relief. While there was a brief period during the pandemic when many residents worked from home and traffic was lighter, we cannot use the pandemic model when considering the next 20 to 30 years. Per the National Capital Region's Transportation Planning Board's own studies, an additional 1.2 million people will be living in the Washington region by 2045—adding to our traffic gridlock—so alleviating congestion on the Capital Beltway and I-270 is still a top priority. TPB's own studies also show practically no impact (less than 1%) on a quality of life from all of the projects in the proposed long-range plan combined, so taking out this one critical project will not reduce emissions, it will just increase our commutes that much longer.

There is no doubt that these improvements will have a positive impact on Maryland residents. The project will create high-paying, high-quality jobs that provide economic relief, cut down on emissions and pollution (several of the pollutants affecting the environment are sensitive to travel speeds), and decrease travel times. Officials have estimated that the project will result in a \$3.7 billion investment, just for the Phase 1 South portion of the project and support 7,500 new jobs per year during the construction phase. So it's clear that the state of Maryland and its residents will benefit from the much needed construction project.

Please support efforts to keep this critical project on track.

Regards,

13 of many

99+

Support Regional Congestion relief External Inbox X

hossein rezaeinejad <hossein.rezaeinejad.463647334@p2a.co>

to me

Thu, Jul 1, 11:59 AM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win-win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



15 of many

99+

Support Regional Congestion relief External Inbox x

Warren Barrett <Warren.Barrett.463003202@p2a.co>

to me

Fri, Jun 25, 11:39 AM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win-win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



16 of many

Support Regional Congestion relief External Inbox x

Brian Mellott <Brian.Mellott.274622502@p2a.co>

to me

Thu, Jun 24, 12:29 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Rellie we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



18 of many

Support Regional Congestion relief

External

Inbox

Jerry Kavadias <Jerry.Kavadias.461985304@p2a.co>

to me

Tue, Jun 22, 8:20 AM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win-win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



19 of many

99+

Support Regional Congestion relief

External

Inbox

Bellal Shaaban <Bellal.Shaaban.274619650@p2a.co>

to me

Tue, Jun 22, 7:51 AM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relie we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland reside enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs— win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



20 of many

99+

Support Regional Congestion relief

External

Inbox x

Chad Beynon <Chad.Beynon.461961698@p2a.co>

to me

Tue, Jun 22, 7:39 AM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



subject:(Support Regional Congestion)



21 of many

99+

Support Regional Congestion relief

External Inbox x

Francesca Pasta <Francesca.Pasta.274617751@p2a.co>
to me

Tue, Jun 22, 7:19 AM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



22 of many

99+

Support Regional Congestion relief External Inbox x

nathan beil <nathan.beil.293423755@p2a.co>

to me

Dear VDOT Norm Whitaker,

Tue, Jun 22, 7:09 AM

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win-win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



24 of many

Support Regional Congestion relief External Inbox x

John Undeland <John.Undeland.274600452@p2a.co>

Mon, Jun 21, 6:23 PM

to me

Dear VDOT Norm Whitaker,

Residents and businesses throughout the greater Washington area were dealt a major blow with the recent Transportation Planning Board vote to needed traffic relief for the American Legion Bridge, I-495 and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Rellie I am hopeful this project will be allowed to proceed and that construction of the new bridge and express lanes will begin soon. Maryland and Virgir residents will enjoy less congestion, a new bridge with new bike and pedestrian trails, new regional transit and carpool options - a major win for everyone, no matter how they travel.

More than 200,000 trips are taken every day on these facilities, which today are burdened with congestion for six hours. Many of these travelers a constituents of yours who are being exceptionally poorly served by this vote in favor of gridlock.

While traffic dropped during the pandemic, volumes are returning and stop-and-go traffic is evident daily again on the bridge, Beltway and 270. As by the TPB's own studies, an additional 1.2 million people will be living in the Washington region by 2045—adding to our traffic gridlock—and then alleviating congestion on the Beltway and I-270 must be a top priority. TPB's analysis also shows practically no impact (less than 1%) on air quality all of the projects in the proposed long-range plan combined, so taking out this one critical project will not reduce emissions, it will just make our commutes that much more miserable.

It's also important to recognize the project will create high-paying, high-quality jobs, provide economic benefit, cut down on emissions and implementation.

Thank you for your consideration and efforts to reinstate this vital project.

Regards,
John Undeland



Gmail



subject:(Support Regional Congestion)



25 of many

99+

Support Regional Congestion relief

External

Inbox

Carl Jones <Carl.Jones.461508961@p2a.co>

to me

Mon, Jun 21, 6:23 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win-win for the state, residents, and area commuters.

This region desperately needs congestion relief. While there was a brief period during the pandemic when many residents worked from home and traffic was lighter, we cannot use the pandemic model when considering the next 20 to 30 years. Per the National Capital Region's Transportation Planning Board's own studies, an additional 1.2 million people will be living in the Washington region by 2045—adding to our traffic gridlock—so alleviating congestion on the Capital Beltway and I-270 is still a top priority. TPB's own studies also show practically no impact (less than 1%) on a quality of life from all of the projects in the proposed long-range plan combined, so taking out this one critical project will not reduce emissions, it will just make our commutes that much longer.

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Message marked not suspicious

is critical project on track.

Regards,



26 of many

Support Regional Congestion relief

External Inbox x

Laura Allen <Laura.Allen.461400311@p2a.co>

to me

Mon, Jun 21, 4:55 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



27 of many

99+

Support Regional Congestion relief External Inbox x

Peter Placke <Peter.Placke.274623835@p2a.co>

to me

Mon, Jun 21, 4:46 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



28 of many

99+

Support Regional Congestion relief External Inbox x

Douglas Hall <Douglas.Hall.408853606@p2a.co>

to me

Mon, Jun 21, 4:33 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

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Please support efforts to keep this critical project on track.

Regards,

30 of many

99+

Support Regional Congestion relief External Inbox X

Mon, Jun 21, 4:27 PM

Adriano fernandes <Adriano.fernandes.274605286@p2a.co>
to me

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win-win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



31 of many

Support Regional Congestion relief

External

Inbox

Rizwan Siddiqi <Rizwan.Siddiqi.292425943@p2a.co>

to me

Mon, Jun 21, 4:08 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win-win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



subject:(Support Regional Congestion)







34 of many

99+

Support Regional Congestion relief External Inbox X

Michael Izzo <Michael.Izzo.274619948@p2a.co>

to me

Mon, Jun 21, 3:38 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win-win for the state, residents, and area commuters.

This region desperately needs congestion relief. While there was a brief period during the pandemic when many residents worked from home and traffic was lighter, we cannot use the pandemic model when considering the next 20 to 30 years. Per the National Capital Region's Transportation Planning Board's own studies, an additional 1.2 million people will be living in the Washington region by 2045—adding to our traffic gridlock—so alleviating congestion on the Capital Beltway and I-270 is still a top priority. TPB's own studies also show practically no impact (less than 1%) on a quality of life from all of the projects in the proposed long-range plan combined, so taking out this one critical project will not reduce emissions, it will just increase our commutes that much longer.

There is no doubt that these improvements will have a positive impact on Maryland residents. The project will create high-paying, high-quality jobs and provide economic relief, cut down on emissions and pollution (several of the pollutants affecting the environment are sensitive to travel speeds), and decrease travel times. Officials have estimated that the project will result in a \$3.7 billion investment, just for the Phase 1 South portion of the project and support 7,500 new jobs per year during the construction phase. So it's clear that the state of Maryland and its residents will benefit from the much-needed construction project.

Please support efforts to keep this critical project on track.

Regards,



 subject:(Support Regional Congestion)
 






37 of many

99+

Support Regional Congestion relief External Inbox x

Jeffrey Parker <Jeffrey.Parker.274604015@p2a.co>
to me

Mon, Jun 21, 3:24 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

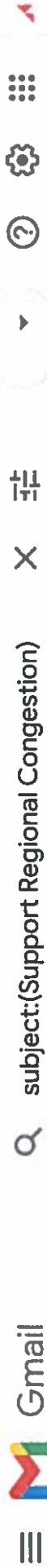
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Please support efforts to keep this critical project on track.

Regards,



38 of many

Support Regional Congestion relief External Inbox x

Francis Oudah <Francis.Oudah.292214415@p2a.co>

Mon, Jun 21, 3:12 PM

to me

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



39 of many

99+

Support Regional Congestion relief External Inbox x

Chris Fronheiser <Chris.Fronheiser.311474136@p2a.co>

to me

Mon, Jun 21, 2:48 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



subject:(Support Regional Congestion)







40 of many

Support-Regional Congestion relief External Inbox x

Robin Cullers <Robin.Cullers.293634418@p2a.co>

to me

Mon, Jun 21, 2:23 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



Gmail



subject:(Support Regional Congestion)



41 of many

99+

Support Regional Congestion relief

External

Inbox x

Andrew Lynch <Andrew.Lynch.274619155@p2a.co>

to me

Mon, Jun 21, 1:58 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Regards,



42 of many

99+

Support Regional Congestion relief

External

Inbox

Marnie Hoffman <Marnie.Hoffman.274624212@p2a.co>

to me

Mon, Jun 21, 1:55 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

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Please support efforts to keep this critical project on track.

Regards,

45 of many

99+

Support Regional Congestion relief External Inbox x

Di Wu <Di.Wu.294383010@p2a.co>
to me

Mon, Jun 21, 1:47 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

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Please support efforts to keep this critical project on track.

Regards,



44 of many

99+

Support Regional Congestion relief

External

Inbox

Nimish y <Nimish.y.292768231@p2a.co>

to me

Mon, Jun 21, 1:47 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

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Please support efforts to keep this critical project on track.

Regards,



Gmail



subject:(Support Regional Congestion)



46 of many

99+

Support Regional Congestion relief

External

Inbox x

Terry Neimeyer <Terry.Neimeyer.274620883@p2a.co>

to me

Mon, Jun 21, 1:47 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

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Regards,



Gmail



subject:(Support Regional Congestion)



47 of many

99+

Support Regional Congestion relief External Inbox x

Cedric Barthelemy <Cedric.Barthelemy.274623961@p2a.co>

to me

Mon, Jun 21, 1:45 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

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Regards,



Gmail



subject:(Support Regional Congestion)



48 of many

99+

Support Regional Congestion relief

External

Inbox x

Kevin Mullen <Kevin.Mullen.280027722@p2a.co>

to me

Mon, Jun 21, 1:45 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

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Regards,



 subject:(Support Regional Congestion)
 







49 of many

99+

Support Regional Congestion relief External Inbox x

Mark Carroll <Mark.Carroll.274372474@p2a.co>

to me

Mon, Jun 21, 1:45 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

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Regards,



50 of many

99+

Support Regional Congestion relief External Inbox x

Andrew Greene <Andrew.Greene.404583385@p2a.co>

Mon, Jun 21, 1:45 PM

to me

Dear VDOT Norm Whitaker,

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Please support efforts to keep this critical project on track.

Regards,



Gmail



subject:(Support Regional Congestion)



51 of 55

99+

Support Regional Congestion relief

External

Inbox x

Michael Miller <Michael.Miller.404613200@p2a.co>

to me

Mon, Jun 21, 1:43 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

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Message marked not suspicious.

Message marked not suspicious.

Regards,

is critical project on track.



Gmail



subject:(Support Regional Congestion)



52 of 55

99+

Support Regional Congestion relief

External

Inbox x

Charl Marais <Charl.Marais.293399537@p2a.co>

to me

Mon, Jun 21, 1:42 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

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Please support efforts to keep this critical project on track.

Regards,



Gmail



subject:(Support Regional Congestion)



53 of 55

99+

Support Regional Congestion relief

External

Inbox x

Shannon brown <Shannon.brown.404582089@p2a.co>

to me

Mon, Jun 21, 1:42 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



Support Regional Congestion relief

External | Inbox x

Brittany Sakata <Brittany.Sakata.260913621@p2a.co>

to me

Mon, Jun 21, 1:42 PM

Dear VDOT Norm Whitaker,

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Regards,

Support Regional Congestion relief External Inbox x

Stephen Ward <Stephen.Ward.274078291@p2a.co>

to me

Mon, Jun 21, 1:42 PM

Dear VDOT Norm Whitaker,

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Please support efforts to keep this critical project on track.

Regards,



Gmail



subject:(Support Regional Congestion)



36 of many

99+

Support Regional Congestion relief

External

Inbox

Timothy Bevard <Timothy.Bevard.274622494@p2a.co>

to me

Mon, Jun 21, 3:24 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

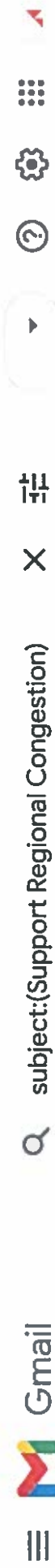
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Please support efforts to keep this critical project on track.

Regards,



17 of many

99+

Support Regional Congestion relief External Inbox x

Michael Higgins <Michael.Higgins.273317566@p2a.co>

to me

Wed, Jun 23, 5:51 AM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win-win for the state, residents, and area commuters.

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Message marked not suspicious.

This is a critical project on track.

Regards,



Gmail



subject:(Support Regional Congestion)



99+

23 of many

Support Regional Congestion relief

External

Inbox x

Syed Khan <Syed.Khan.292290484@p2a.co>

to me

Mon, Jun 21, 8:35 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



32 of many

Support Regional Congestion relief

External Inbox x

Rebecca McCoillum <Rebecca.McCoillum.271444602@p2a.co>

Mon, Jun 21, 3:57 PM

to me

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



Gmail



subject:(Support Regional Congestion)



33 of many

Support Regional Congestion relief

External

Inbox x

Douglas Rose <Douglas.Rose.274622278@p2a.co>

to me

Mon, Jun 21, 3:46 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

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Please support efforts to keep this critical project on track.

Regards,



Gmail



subject:(Support Regional Congestion)



35 of many

99+

Support Regional Congestion relief

External

Inbox

Timothy Henderson <Timothy.Henderson.274620577@p2a.co>

to me

Mon, Jun 21, 3:34 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

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Please support efforts to keep this critical project on track.

Regards,



37 of many

99+

Support Regional Congestion relief External Inbox x

Jeffrey Parker <Jeffrey.Parker.274604016@p2a.co>

Mon, Jun 21, 3:24 PM

to me

Dear VDOT Norm Whitaker,

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Regards,



Gmail



subject:(Support Regional Congestion)



38 of many

99+

Support Regional Congestion relief

External

Inbox x

Francis Oudah <Francis.Oudah.292214415@p2a.co>

to me

Mon, Jun 21, 3:12 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

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Regards,



Gmail



subject:(Support Regional Congestion)



39 of many

99+

Support Regional Congestion relief

External

Inbox x

Chris Fronheiser <Chris.Fronheiser.311474136@p2a.co>

to me

Dear VDOT Norm Whitaker,

Mon, Jun 21, 2:48 PM

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

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Regards,



Gmail



subject:(Support Regional Congestion)



40 of many

99+

Support Regional Congestion relief

External

Inbox x

Robin Cullers <Robin.Cullers.293634418@p2a.co>

to me

Mon, Jun 21, 2:23 PM

Dear VDOT Norm Whitaker,

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Regards,



Gmail



subject:(Support Regional Congestion)



43 of many

99+

Support Regional Congestion relief External Inbox x

Joseph Baldwin <Joseph.Baldwin.274623673@p2a.co>

to me

Mon, Jun 21, 1:54 PM

Dear VDOT Norm Whitaker,

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Regards,

**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

June 16, 2021

VIRTUAL MEETING

MEMBERS AND ALTERNATES PRESENT

Charles Allen, TPB Chair – DC Council
Ella Hanson – DC Council
Andrew Trueblood – DC Office of Planning
Kristin Calkins – DC Office of Planning
Mark Rollings – DDOT
Anna Chamberlin – DDOT
Lezlie Rupert – DDOT
Reubin Collins - Charles County
Jason Groth – Charles County
Patrick Wojahn – College Park
Denise Mitchell – College Park
Kai Hagen – Frederick County
Kelly Russell – City of Frederick
Neil Harris – Gaithersburg
Dennis Enslinger - Gaithersburg
Emmett V. Jordan – Greenbelt
Michael R. Leszcz – Laurel
Gary Erenrich – Montgomery County Executive
Evan Glass – Montgomery County Legislative
Terry Bellamy – Prince George’s County Executive
Victor Weissberg – Prince George’s County Executive
Deni Taveras – Prince George’s County Legislative
Bridget Donnell Newton – Rockville
Kacy Kostiuk – Takoma Park
Marc Korman – Maryland House of Delegates
R. Earl Lewis, Jr. – MDOT
Canek Aguirre – Alexandria
Christian Dorsey – Arlington County
Dan Malouff – Arlington County
David Meyer – City of Fairfax
Jeffrey C. McKay – Fairfax County Legislative
James Walkinshaw – Fairfax County Legislative
David Snyder – Falls Church
Adam Shellenberger – Fauquier County
Matthew Letourneau – Loudoun County
Kristen Umstattd – Loudoun County
Robert Brown – Loudoun County
Pamela Sebesky – Manassas
Jeannette Rishell – Manassas Park
Ann B. Wheeler – Prince William County
Victor Angry - Prince William County
David Marsden – Virginia Senate
Maria Sinner – VDOT

Rob Cary, VDOT
Norman Whitaker- VDOT
Shyam Kannan – WMATA
Mark Phillips - WMATA
Sandra Jackson - FHWA
Dan Koenig - FTA
Tammy Stidham – NPS

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Chuck Bean
Lyn Erickson
Mark Moran
Tim Canan
Andrew Meese
Paul DesJardin
Tom Gates
Sharon Pandak
Stacy Cook
Andrew Austin
Leo Pineda
Karen Armendariz
Sergio Rittaco
John Swanson
Abigail Zenner
Sarah Bond
Kyona Davis
Eric Randall
Jane Posey
Deborah Etheridge
Nazneen Ferdous
Dusan Vuksan
William Bacon
Ciara Williams - DRPT
K. Youngsbluth - DRPT
Kari Snyder - MDOT
Elisa Walton - CAC

Materials referenced in the minutes can be found here:
mwkog.org/events/2021/6/16/transportation-planning-board/

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

Chair Allen called the meeting to order and reminded the board that the meeting is being recorded and broadcast. He said that the process for asking questions and voting is the same as 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 pages of the minutes.

Ms. Erickson said that staff received 14 comments for the meeting. Eleven of those comments urged the TPB to consider climate change when approving projects for Visualize 2045 and to support projects that will help the region to meet the 2030 regional climate goals. She said one comment urges the board to reject any resolution that would require TPB staff to divert time and resources from the region's air quality conformity process. All comments are posted to the meeting page.

2. APPROVAL OF THE MAY 19, 2021 MEETING MINUTES

Chair Allen made a motion to approve the May 2021 TPB minutes.

Mr. Jordan seconded the motion.

The board unanimously approved the minutes.

3. TECHNICAL COMMITTEE REPORT

Mr. Groth said that the Technical Committee met on Friday, June 4. He said that the committee was briefed on the TPB climate change and mitigation study of 2021 and an overview of post-pandemic regional transportation. The committee also learned about the Aspiration to Implementation plan for public outreach. He said it is regional transportation planning at its best. He encouraged the board members to review the other business section of the Technical Committee report. He said more details on the committee meeting are also in the report.

4. COMMUNITY ADVISORY COMMITTEE REPORT

Ms. Walton said that the Community Advisory Committee met on Thursday, June 10. She said the first hour of the meeting was part of a public meeting about Visualize 2045. Committee members were encouraged to attend. During the one-hour committee meeting the committee was briefed on the June TPB agenda and board discussion from the May TPB meeting. The remainder of the meeting focused on how CAC members can fulfill the committee mission by promoting public involvement in regional transportation planning, particularly by supporting Visualize 2045. Long-serving members shared some past experiences and the committee discussed possible strategies for this year. More details on the CAC meeting can be found in the report.

5. STEERING COMMITTEE ACTIONS AND DIRECTOR'S REPORT

Mr. Srikanth said that the Steering Committee met on Friday, June 4. At the meeting, the committee discussed the possibility of returning to in-person meetings at COG. He said board members will be sent a survey. He added that COG will acquire new audio and visual equipment to facilitate meetings with in-person and online participants. He anticipates that in-person meetings could start as soon as September. He said that more detail from the Steering Committee meeting can be found in the report.

Mr. Srikanth said on page 21 of the report, there is a memo describing Steering Committee recommendations to fund five project proposals made by member jurisdictions as part of the new Regional Roadway Safety Program. The board will be asked to approve these recommendations at the July meeting. He said that another memo, on page 33, describes a public outreach activity that will run to the end of July. Called Aspirations to Implementation, this activity is part of Visualize 2045. On page 54, there is a memo notifying the board that a new biennial technical assistance program, called Transit Within Reach, has started. Through the program, TPB will provide technical assistance to jurisdictions with proposals to improve walk and bike access to high-capacity transit stations.

6. CHAIR'S REMARKS

Chair Allen recognized a new board member, Senator Marsden, from the Commonwealth of Virginia. He said that the Steering Committee had a detailed and informed discussion about today's agenda. He said he anticipates that the board will have a healthy, robust, and lengthy discussion about the action

items. He reminded board members to be mindful of the time and make sure there is enough for all members to speak. He said that the agenda has two action items. He said Item 7 asks the board to approve a set of projects and scope of work so that staff can begin the Air Quality Conformity Analysis. Item 8 asks for a parallel scenario study that would provide additional analysis of the climate impact of the long-range transportation plan. He said the board received a lot of materials for these items to review in advance of the meeting.

Chair Allen, based on input from board members, proposed substituting the resolution included in Item 7. This proposed resolution would allow the board to take action on both agenda items, combining Items 7 and 8.

No members of the board objected to combining discussion on the items.

ACTION ITEMS

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

Chair Allen introduced the item and said that Items 7 and 8 would both be presented before discussion. He noted that while Item 7 dealt with a time-sensitive plan update, Item 8 dealt with a proposal for climate change focused scenario analysis intended to affect future long-range plans. He said that a few members of the board have been collaborating and working to see if these two actions can be combined. He said that out of this collaboration had come a substitute resolution for the TPB to consider under Item 7.

He said that this substitute resolution, as currently drafted, would allow the TPB to take action on both agenda items – approving project inputs for the air quality conformity analysis updating the region’s long-range plan and also committing to undertaking a scenario study. So essentially, he said, this substitute resolution combined the topics under agenda Items 7 and 8. He said that unless there was an objection, he proposed taking up both matters under Item 7. Once the resolution is on the table, he said the board would discuss and take action.

Mr. Srikanth said his briefing would cover three sets of documents that were shared with the board. The first, called “Staff Resolution Approval Packet Visualize 2045 Project Inputs and Air Quality Conformity Scope of Work,” contained the staff resolution, TPB Resolution R19-2021. If approved by the board, this resolution would: 1) approve the scope of work for the federally required Air Quality for Conformity Analysis, 2) approve the transit and highway projects that would be included in the analysis, and 3) approve the use of the forecasted population, employment, and household data provided by the COG planning director’s technical advisory group. The second, was “The Substitute Resolution” and Mr. Srikanth said that Mr. Allen had already described this document. Mr. Srikanth then referred to the third document called “Memo Packet for Visualize 2045 Project Inputs and Air Conformity Scope of Work.” This document contained information from staff to the board pertaining to the TPB’s request to FHWA and FTA to grant an extension to the timeframe of the long-range transportation plan update. This included the TPB’s letter and the federal response, which did not grant an extension. This document also included a memo on the financial constraint analysis. He asked the chair if there was time to cover the memo about the requested extension.

Chair Allen said there was enough time.

Mr. Srikanth shared the letter that the TPB wrote on May 10 requesting a six-month extension to the date that the TPB has to complete and receive federal approval for the updated plan, the updated TIP, and for the revised conformity analysis. That date would be December 13, 2022. In the letter the TPB clearly cited the reason it requested the extension, specifically the board’s desire to explore specific

greenhouse reduction actions in the transportation sector. He said that on May 25 the TPB received a letter from FHWA and FTA that the TPB should continue its required updates along the original timeline. The letter also said that if there was a delay, the region's conformity would lapse, which would impact the availability of federal funds for the region.

Mr. Srikanth then described a memo that provided more background on Visualize 2045, the Transportation Improvement Program, and the Air Quality Conformity Analysis. Page 3 described the beginning of the process in March 2020 when staff worked with members to document financial projects for the next 25 years. Page 4 summarized the consequences to the region if the plan, TIP, and conformity lapses. Page 5 provided information on the options available to the TPB when exploring a climate-focused, long-range transportation plan without the six-month extension.

The board had no questions on the TPB request for an extension and the federal response.

Next, beginning the staff briefing for agenda Item 7, Mr. Srikanth referenced the presentation and described what the board was being asked to approve. He said that the board vote would give approval to staff to start a nine-month technical process to demonstrate whether the long-range transportation plan will conform to the ozone-related emissions limits established for the region by the EPA. He said the TPB is legally required to develop and document air quality conformity and fiscal constraint in order for agencies and jurisdictions to receive federal funds for their projects. He said that in addition to the constrained federally required portion of the plan, the long-range plan also includes an aspirational element. The Aspirational Initiatives are not projects, but they represent priority principles around which partners are encouraged to develop projects, programs, and policies. This aspirational element is not federally required, but it does clearly reflect the board's aspirations and goals for improving the region's transportation system.

Mr. Srikanth said that there are three elements of conformity. First, there is the 25-year forecast for the number and location of population, employment, and number of households in the region. More information on the cooperative forecast can be found on slide 2 to 4 of the presentation. Slide 5 covers the scope of work for the Air Quality Conformity Analysis. He said that slide 6 included a sample of transit and highway projects listed on pages 11 to 52 of the memo. He said that the plan included more than 600 projects.

Mr. Randall referred to his presentation on the financial element of Visualize 2045. He said that the financial analysis must meet federal requirements from FHWA, FTA, and the EPA. He said his memo has more information. He said that the requirements emphasize reasonable revenues drawn from existing or legislative sources, with due allowance for growth, and reasonable shares of any discretionary grant funding programs. The goal of the financial analysis is to demonstrate financial constraint, to fund the operations and state of good repair of the existing transportation system, and to provide what capacity expansion can meet forecast population and economic growth. He described the sources of transportation revenues. He said that most funding is not fungible and cannot be reallocated outside its purpose.

Mr. Randall shared the preliminary analysis for transportation revenues for the long-range plan. He said the financial analysis started over a year ago and should be completed by December 2021. He said that there are five categories of transportation funding for the region which add up to \$228.9 billion. He said that a large portion of this funding goes to transit operations and maintenance and state of good repair. Highway projects also account for a significant portion. He said WMATA is the region's biggest project, with 45% of all funds going to support Metrorail, Metrobus, and Metro Access. He said about half of the transportation revenues support the Aspirational Initiatives. He also described how the region is meeting federal requirements for Performance-Based Planning and Programming (PBPP) target setting.

Mr. Randall said that the financial analysis only covers government sources of transportation revenue and spending and that as a society the region spends significantly more on transportation, mostly on personal vehicles, parking, and more. He said governments provide the road and transit network, which

when operated safely and maintained with a state of good repair takes up about 84% of the planning funding. Expansion projects take time and are often studied for years before they are implemented. He said evaluation and funding takes place through an established process, which was determined by state legislations and Congress. He said the TPB priorities were established through the TPB Vision, the Regional Transportation Priorities Plan, and the Aspirational Initiatives. To advance projects that support these priorities, decision-makers and jurisdiction staff need to advance projects from design through to implementation.

Ms. Kostiuk asked if the results of the Air Quality Conformity analysis can be compared with findings from the climate change mitigation study. She requested that the board be briefed on how these two activities compare.

Mr. Srikanth said the climate mitigation study is expected to be complete by December 2021. He also said that the TPB has been voluntarily calculating changes in greenhouse gases and reporting it to the board and to the public for over 11 years. He said that the results of the analyses can be presented jointly in April 2022.

Mr. Collins said that Visualize 2045 contains no projects in southern Maryland. He said that there is a lot of support for rapid transit in southern Maryland. He asked how southern Maryland fits into long-term planning if it is not represented in Visualize 2045.

Mr. Srikanth said that transportation projects are presently being planned at the county level may not be reflected in Visualize 2045. He said that staff can only model certain projects. He said that projects, including many bicycle and pedestrian projects, cannot be modeled at the regional level. He said that once the rapid transit project is funded, it can be modeled.

Mr. Collins emphasized that the rapid transit project impacts Prince George's and Charles Counties. He said it is a regional project.

Mr. Lewis said that MDOT is working to get additional federal funds to help move the rapid transit project forward.

Chair Allen asked Mr. Srikanth to review the contents of the resolutions and highlight the difference between the two.

Mr. Srikanth referred to his presentation and said that there is a staff resolution under Item 7. He said that the substitute resolution is also under Item 7. He said that the staff resolution asks the board to approve the scope of work that staff will use to conduct the Air Quality Conformity Analysis, the projects that will be included in that analysis, and the forecast data for population, employment, and households. He said that the substitute resolution included all those elements. Additionally, the substitute included a provision that commits the TPB to developing another long-range transportation plan update for 2024. He said that plan update will include 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. The substitute also says that the 2024 update would be based on the concept of zero-based budgeting, meaning that all projects currently in the plan would need to be resubmitted for consideration. He said the substitute resolution also commits the TPB to use scenario analysis to inform subsequent plan updates.

Chair Allen invited Mr. Glass to share his thoughts on the substitute resolution.

Mr. Glass said he introduced the substitute because he believes it is important that thorough climate impact analysis be the basis for the 2024 and future long-range transportation plan updates. He said it is important to recognize that the region is facing a climate crisis. He said that the substitute resolution calls for accelerating the subsequent plan so the region can move more swiftly to address this crisis. He said he developed the resolution after consultation with board members and others in the region, many of whom believe that the TPB's long-range transportation plan needs to do a better job of accounting for climate change.

Mr. Erenrich said that he was prepared to vote to support Part B of the substitute resolution but is unable to support Part A until specific projects are removed. He made a motion to split the substitute resolution into separate items for voting.

Mr. Srikanth said that there was nothing in the substitute resolution that would preclude making changes to the conformity inputs in Part A or making changes to Part B. He said that amendments to resolutions are typically made after a motion has been formally made and seconded

Ms. Taveras said she supported the substitute resolution because it took into consideration political sensitivities that will be voiced in the coming years.

Mr. Snyder said he supported the substitute resolution.

Ms. Sinner said that VDOT also supported the amendment. She asked for further explanation regarding the procedure.

Chair Allen said that the next step was for a board member to make a motion to make the substitute resolution the main resolution. At that point, he said, someone could make a motion to separate the motion into two pieces.

Mr. Srikanth said that legal counsel said that was correct. He said the first action was the board deciding whether they want to go with the staff resolution, or the substitute resolution.

Ms. Umstatt said she supported the substitute resolution as a unified resolution.

Ms. Rishell thanked Mr. Glass and Mr. Snyder for their outreach. She said she planned to support the substitute resolution.

Mr. Glass made a motion to make the substitute resolution the main resolution for consideration by the board.

Ms. Sebesky seconded that motion.

Chair Allen conducted a vote by state. Members from the District of Columbia, Virginia, and WMATA approved the motion to make the substitute resolution Resolution R19-2021.

Mr. Erenrich from Montgomery County in Maryland voted "no."

Chair Allen said the motion was approved by the board. The substitute resolution thus became the main resolution. He made a motion for the board to adopt Resolution R19-2021.

Ms. Sinner seconded the motion.

Mr. Srikanth suggested that the board first discuss Part A of the resolution then move on to Part B.

Mr. Erenrich said he had an objection to Part A. He said that the Montgomery County Executive acknowledged all the good work of MDOT to change the recommended preferred alternative to eliminate the widening of I-495 and I-270-I-495 east of I-270, and that this was a significant step to reduce the impacts of the proposed project in Montgomery County.

Mr. Erenrich said that the Montgomery County Executive does not support the inclusion of four new toll lanes on I-495 and I-270 in the conformity analysis for Visualize 2045. He said the county executive has substantial concerns about MDOT's entire project development approach, including determination of the project limits, the definition of the purpose of need, the alternatives considered, the environmental impact analysis, the proposed P3 structure, and contracting with the P3 developer partner before the environmental clearances are obtained.

Specifically, Mr. Erenrich said that in terms of Visualize 2045, the Montgomery County Executive believes that the congestion issues on this corridor can be addressed through less costly and less environmentally impactful changes to these roadways, and substantial improvement to transit along these corridors.

Mr. Erenrich said that the Montgomery County Executive further believes that replacing the American Legion Bridge should be a national infrastructure priority funded through a federal infrastructure program. He noted, in closing, that while the County Executive had no desire to delay the region's conformity analysis, he must vote no on the resolution that includes the four lanes on each of these highways.

Chair Allen asked if Mr. Erenrich was making a motion or making a comment.

Mr. Erenrich made a motion to strike the I-495/I-270 recommended preferred alternative from the conformity analysis.

Mr. Jordan seconded that motion.

Mr. Srikanth said that the Chair has discretion to decide whether the motion to remove projects can be considered friendly.

Chair Allen said that based on reaction from the board he would not accept it as a friendly amendment.

Ms. Sinner agreed that the amendment should not be considered friendly.

Mr. Lewis said that MDOT studied this corridor for many years. He said the solution proposed by Montgomery County does not stand the test of time. He said that the public private partnership is necessary to fund the project. He said that congestion is a significant issue in the region. He said that only replacing the American Legion Bridge is not going to solve corridor issues related to congestion. He added that asking the federal government to pay for the bridge replacement may impact funding for other projects in the state. He said that models run by the TPB and COG show that the I-495/I-270 project increases access to jobs as part of Visualize 2045, which includes this project. He encouraged members to vote the way they did when adding the project to the plan in 2018.

Ms. Newton said that the I-270 expansion project does not take into considerations lessons learned through the pandemic. She said that the City of Rockville submitted a list of questions to MDOT in November 2020 and is waiting for answers. She said this project does not move the region forward. She said that nine neighborhoods in Rockville will be negatively impacted by this expansion. She said the city would lose almost 10 acres of parkland and would have to pay to expand three bridges over the highway. She supports removing the I-495/I-270 projects until more analysis can be completed.

Mr. Glass said he supports the motion to remove the projects.

Ms. Sinner said that VDOT supports keeping the Maryland projects in the Air Quality Conformity Analysis. She said they have been working for years with MDOT on these projects and that they would complete the Virginia express lanes effort and provide much needed relief to the American Legion Bridge. She invited Virginia's Deputy Transportation Secretary Mr. Cary to speak.

Mr. Cary said that the Virginia strongly opposes this change. He said the benefits of the public private partnership are clear in Northern Virginia. He said the Commonwealth has an agreement with Maryland for the American Legion Bridge.

Mr. Wojahn said that the City of College Park has consistently opposed proposals to widen I-495. He recognized that expansion east of the I-270 spur has been removed from the plan, but he said that did not change the fact that it remains a bad proposal. He said he supported the amendment.

Mr. Hagen said that the project has changed considerably since 2018 and that as knowledge has developed it is appropriate for members to vote reflecting that new information. He said that of all the options on the table, the one selected by MDOT is the worst one for the environment.

Mr. Korman said that the reason this project does not have consensus in Maryland is because it is an extremely flawed project. He said that the Maryland House of Delegates has voted numerous times to make changes to this project and the process for developing it. He said he will support the motion to remove the project.

Mr. Dorsey associated himself with comments from Ms. Newton. He said that it seems there is still room for MDOT to work with the local jurisdictions and counties to come up with a consensus plan.

Mr. Lewis said that the project has not consistently changed. It has gone through a NEPA process that looks at alternatives and involves community discussion and input. He said that the project has changed for the better as a result of this process.

Ms. Newton said that there are currently two HOV lanes that will be converted into three HOT lanes, taking away one free lane. She said that the NEPA study was not conducted for the northern part of the I-270 expansion.

Ms. Russell said that she was not going to support removing this project because the HOT lanes would make it easier for people living in Frederick to commute via bus using the tolled express lanes.

Mr. Bellamy asked about the impact of removing this project.

Mr. Srikanth said that Maryland is awaiting federal approval for the environmental document that Maryland has been working on for the entire project. He asked Mr. Lewis to share the schedule and impacts of removing the project from the long-range plan.

Mr. Lewis said that the TPB is not the only point of approval for this project. He said that there are many more steps that localities will be involved in as the project moves forward. He said it is important to keep the project as part of the conformity inputs. He said that there will be ample opportunity for discussion going forward.

Chair Allen called for a vote.

Mr. Lewis requested a weighted vote.

Ms. Erickson said that she was going to conduct the vote by calling on members. The options were "yes," "no," or "abstain."

Chair Allen clarified that a "yes" vote would support removing the I-495/I-270 project from the conformity inputs.

Ms. Erickson conducted the vote.

Board members voted thusly:

- Yes: Ms. Hanson, Chair Allen, Mr. Wojahn, Mr. Hagen, Mr. Jordan, Mr. Leszcz, Mr. Erenrich, Mr. Glass, Mr. Bellamy, Ms. Taveras, Ms. Newton, Ms. Kostiuik, Mr. Korman, Mr. Aguirre, Mr. Dorsey, Mr. Meyer
- No: Ms. Russell, Mr. Enslinger, Mr. Lewis, Mr. McKay, Mr. Walkinshaw, Mr. Letourneau, Ms. Umstattd, Ms. Sebesky, Ms. Rishell, Ms. Wheeler, Mr. Angry, Mr. Marsden, Ms. Sinner
- Abstain: Mr. Trueblood, Ms. Chamberlin, Mr. Collins, Mr. Snyder, Mr. Shellenberger

Ms. Erickson reminded the board that WMATA does not have a weighted vote.

Ms. Erickson said that "yes" votes carried the motion. She said the weighted vote was 9.2 for removing the projects, and 5.7 against removing the projects.

Chair Allen asked for clarification that the motion to strike would carry.

Mr. Srikanth said yes, the motion carried.

Chair Allen said that the discussion would turn to Resolution R19-2021.

Mr. Lewis said that the region made a bad decision by removing the I-495/I-270 projects. He said those projects would make a difference for a lot of people.

Ms. Newton asked if a roll call vote still needed to be called.

Ms. Pandak said that the weighted vote supersedes the roll call.

Ms. Russell asked if the board moved forward with the resolution.

Chair Allen said that the revised resolution had not been voted on.

Ms. Pandak agreed. She said the board is now considering the substitute resolution with the I-495/I-270 project removed.

Ms. Sinner asked if there was a possibility of running the conformity analysis with the project included, so MDOT has the opportunity to work on it before the plan is approved next year.

Mr. Srikanth said that staff does not have the resources to conduct two parallel conformity analyses. Additionally, he noted that even if an analysis could be done as a scenario, with the board having removed the project from further consideration, it would not be possible for the board to, at a later date, adopt a plan with the project in it. He said that if the issues are resolved, the project could come back to the board as soon as next year as an amendment.

Mr. Allen thanked the members for the discussion on the action to amend one part of the resolution. He noted that next would be the action on the full resolution. Speaking to the second part of the resolution, Chair Allen said that the board has been working really hard to push through a more thorough climate change analysis for the region. The result of that work was the resolution before the board. He said the resolution strikes the right balance between infrastructure needs in the region and the different demands. He said that if this resolution is approved, the process for all future long-range transportation plan updates will be different.

Mr. Cary asked for clarification that the previous vote removed the I-495/I-270 projects including the American Legion Bridge.

Mr. Srikanth said that that is correct.

Chair Allen said that the only thing that has changed since Mr. Srikanth's presentation on the alternative resolution is that the I-495/I-270 project was removed.

Chair Allen called for a roll call vote on the full resolution.

Ms. Sinner and Mr. Cary asked if the board could vote to re-instate the removed projects.

Ms. Pandak said that would not be in order unless there is a motion to reconsider in which some new information was presented.

Mr. Allen noted that the prevailing side of a motion has to ask for reconsideration. Ms. Erickson then began to take the roll call vote.

Ms. Russell asked for clarification on the resolution that was being voted on. She said that the substitute resolution that was adopted as the main motion was approved when the I-495/I-270 HOT lanes project was part of the package. Now that the project had been removed, she asked if the board should revisit the approval of the use of the substitute resolution.

Ms. Pandak clarified that the motion to make the substitute resolution the main resolution was already properly made and approved. The main resolution was properly moved and seconded, and now the board was being asked to vote on that resolution with the I-495/I-270 project removed as part of the discussions on the main resolution.

Ms. Sinner asked if it was possible to make a motion to reintroduce the portion of the removed project that includes the American Legion Bridge and up to I-370, but not the entire length.

Ms. Pandak said that that would be inappropriate, since the vote had already begun. She said that the vote would need to be completed.

Chair Allen said that since the vote had started, the board would not consider another motion at this time.

Mr. Cary asked the Chair to accept a new motion to add the HOT lanes project, from American Legion Bridge to I-370, back to the list of projects.

Chair Allen said that the motion had already been ruled out of order and that the board would not be able to accept the motion. He asked Ms. Erickson to continue with the roll call vote.

Ms. Erickson said that the board was considering Resolution R19-2021 (the substitute previously adopted) to adopt Resolution R19-2021 to approve the project submission 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 with the I-495/I-270 project removed.

The board voted thusly:

- Yes: Mr. Allen, Mr. Trueblood, Ms. Chamberlin, Mr. Collins, Mr. Wojahn, Mr. Hagen, Mr. Enslinger, Mr. Jordan, Mr. Leszcz, Mr. Erenrich, Mr. Glass, Mr. Bellamy, Ms. Taveras, Ms. Newton, Ms. Kostiuik, Mr. Korman, Mr. Aguirre, Mr. Dorsey, Mr. Meyer, Ms. Umstatt, Mr. Sebesky, Ms. Rishell, Ms. Wheeler, Mr. Angry, Mr. Marsden, Mr. Kannan
- No: Mr. McKay, Mr. Walkinshaw, Mr. Shellenberger, Ms. Sinner
- Abstain: Ms. Hanson, Ms. Russell, Mr. Lewis, Mr. Letourneau

Ms. Erickson said that motion was approved with 26 “yes” votes, four “no” votes, and four abstentions.

8. PROPOSED ALTERNATIVE BUILD SCENARIO

The discussion and action for Item 8 occurred during Item 7.

OTHER ITEMS

9. ADJOURN

No other business was brought to the board. The meeting adjourned at 2:21 p.m.

Meeting Highlights TPB Technical Committee – July 9, 2021

The Technical Committee met on Friday, July 9, 2021 in an online-only session. Meeting materials can be found here: <https://www.mwcog.org/events/2021/6/4/tpb-technical-committee/>

RECAP OF TPB MEETING

The TPB took action to remove the MDOT I-495/I-270 TRP project from the conformity inputs list. Consequences of this action were explained.

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

ARPA APPLICATIONS RECEIVED AND TIMELINE FOR SELECTION AND TPB APPROVAL

The committee was briefed on applications received from current and past FTA Section 5310 grant recipients for The American Rescue Plan Act of 2021 (ARPA) funding appropriated to the Washington region. The timeline and process for selection and approval of projects for funding and inclusion in the TIP was provided.

FY 2021 TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM FOR THE DISTRICT OF COLUMBIA AND MARYLAND TPB JURISDICTIONS

A portion of the federal Transportation Alternatives Set-Aside Program (TAP) is sub-allocated to the TPB for project selection in the District of Columbia and suburban Maryland. The committee was briefed on the recommended projects and the Steering Committee was asked to approve them.

The following items were presented for information and discussion:

VOR FOCUS GROUPS

As part of the public opinion research conducted for the update to Visualize 2045, TPB staff conducted 11 focus groups to understand more about transportation equity, safety, and climate change. Ms. Armendariz gave a summary of the findings from the focus groups.

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

Ms. Armendariz provided an update on the Aspiration to Implementation outreach activity that will begin at the end of June 2021.

LOCAL AND REGIONAL ELECTRIC VEHICLE PLANNING

The committee was briefed on activities and opportunities related to electric vehicle (EV) planning in the region at the local and regional level. Staff discussed recent and proposed local EV plans, proposed regional support activities, and provided links to resources to assist with vehicle and infrastructure deployment.

TRAVEL TRENDS DASHBOARD DEMONSTRATION

Staff demonstrated an early beta version of an interactive web-based transportation data dashboard. This early version features visualizations of travel count data and the dashboard is being developed to include additional travel data visualizations in the future. Committee members were asked for input and ideas as staff continues to develop and enhance this information resource.

UPDATE ON CONNECTED AND AUTOMATED VEHICLES

On May 25, 2021, staff hosted the fourth regional Connected and Automated Vehicles (CAVs) webinar, focusing on a consultant-developed CAV “planning considerations” white paper findings and recommendations. Staff briefly reviewed the white paper and webinar for the committee, then turned to the current effort to draft regional CAV principles, for TPB review and approval this fall. Draft principles were discussed at a July 8 meeting of the Systems Performance, Operations, and Technology Subcommittee (SPOTS), and outcomes of SPOTS discussions were shared with the Technical Committee on July 9.

OTHER BUSINESS

- 2017/2018 Regional Travel Survey In-Depth Analysis
- Car Free Day
- Resiliency Study Update
- HCT Map project
- Transportation and Climate Initiative (TCI) update
- TPB Climate Change Mitigation Study (CCMS): Release of Full Literature Review with Executive Summary
- Return to Office

COMMUNITY ADVISORY COMMITTEE MONTHLY REPORT

July 15, 2021

Elisa Walton, CAC Chair

The TPB Community Advisory Committee (CAC) met virtually on July 15, 2021. The meeting included a discussion about project approvals for the region's long-range transportation plan, a briefing on a series of TPB focus groups conducted earlier in the year, and a discussion about the outline for the long-range plan.

Discussion about the Approval of Project Inputs for the Long-Range Plan Update

TPB staff director Kanti Srikanth provided a briefing on actions taken at the June meeting of the TPB. He provided some background about the federally required responsibilities of Metropolitan Planning Organizations (MPOs) like the TPB, including requirements for air quality analysis. He said that at its meeting on June 16 the board voted to approve project inputs for the required air quality conformity analysis, which is an essential part of the long-range plan update.

As part of that action in June, Mr. Srikanth said, the board also voted against including an MDOT package of projects that included replacing the American Legion Bridge and HOT lanes on I-270 and I-495. He said that because of this action, the private funding that was assumed for this large package of projects – approximately \$6 billion -- might be in question. However, MDOT has indicated that the bridge still needs to be replaced and other highway repairs are required. Without the availability of private funding for the larger larger package of projects, the state needs to identify approximately \$1.5 billion for those necessary projects. Mr. Srikanth said a list of five projects had been identified for potential elimination from the long-range plan. He said that by eliminating those projects, MDOT would be able to fund the bridge replacement and other necessary improvements.

Mr. Srikanth explained that at the July board meeting, the TPB would first revisit their June vote on whether to include the full package of MDOT projects that the board rejected in June. If that measure fails, the board would convene a special meeting in August, on a proposal to eliminate the six projects mentioned above from the long-range plan.

During a group discussion, members made the following comments:

- ***Could the Wilson Bridge replacement be a model for the American Legion bridge project?*** A member suggested that the Wilson bridge replacement experience, which featured multi-state collaboration and federal leadership, could be a precedent for a cooperative funding arrangement for the American Legion Bridge.
- ***Concerns about public private partnerships.*** A member, speaking from experience in Virginia, noted that for state governments, there can be financial downsides with public private partnerships that sometimes are not immediately apparent in the rush to get a project moving, including restrictions on future road construction.

In order to maximize the opportunity for participation from all CAC members, the committee broke into four breakout groups to discuss the question: "What principles should the TPB follow in the process of approving the project inputs for the long-range transportation plan?"

After 10 minutes of small-group discussions, the following principles were identified by the different groups. They do not represent a consensus of the committee, and in some cases, they may actually be contradictory. These ideas are provided below as a reflection of various suggestions that community leaders have for the TPB:

- ***Only include projects in the long-range plan when they are ready.*** A number of committee members felt the Maryland 495/270 HOT lanes project was an example of a project that just was not ready for inclusion in the plan. They said the process seemed very rushed and politicized.
- ***Consistency is vital.*** Members said the process should not make it easier or harder for one project to be included in the long-range plan. Some said it was not fair that good projects, which have completed all necessary steps and are ready to move forward, might be put on hold because some projects are being treated differently.
- ***Clear public information is essential.*** Some members said that information about projects that were slated for inclusion in the plan has been very confusing. They said the public has found it difficult to understand various proposals when they were in the early stages of project development, and this confusion has continued with a confusing process and technical language.
- ***Take into account the diversity of the region.*** Members noted that the region includes different areas – urban, suburban, rural -- that have different kinds of needs which should be respected and accommodated in the long-range plan.
- ***Be open to new ideas.*** The regional planning process need to research and learn from success stories from around the country, as well as international examples.
- ***Don't reinvent the wheel; build on past planning work.*** Members suggested that the TPB should look more closely at studies from the past and make sure that the region is following up on previous planning work.
- ***The TPB is the place to consider the regional perspective.*** Regional considerations such as “mobility” (do projects help more people to get move efficiently?) and “equity” (do projects in the plan serve all communities?) should be core to the long-range plan development.
- ***Take regional aspirations, including the aspirational initiatives, seriously.*** Some members said the TPB should take its policy aspirations more seriously and not just defer to what the DOTs submit.
- ***Respect expert opinions.*** Other members said the DOTs should have greater weight in the decision-making process. They emphasized that the opinions of transportation professionals should be given more value in the long-range planning process.

Briefing on Focus Groups for the Visualize 2045 Update

Karen Armendariz of the TPB staff briefed the committee on a series of 11 focus groups that were conducted earlier this year as part of the public outreach activities for Visualize 2045. She said the focus groups were designed to provide background information and compelling human narratives to complement the findings of the public opinion survey that the TPB conducted last year. In particular,

she said, this qualitative research sought out the voices of underserved communities. She described how the focus groups focused on the three general topics – equity, safety, and climate change. She provided examples of quotes from focus group participants. She said the report from the focus groups would be released in August.

CAC members agreed that the findings from the focus groups were very compelling. Member comments and questions included the following:

- ***It's important to look at broad issues through the lens of personal experiences.*** A CAC member complimented staff for using the focus groups to better understand the needs of vulnerable communities on a topic like safety, including the specific concerns that people in underserved communities face when walking or bicycling.
- ***Skepticism about teleworking.*** A member observed that telework isn't going to work for everyone. People who are economically disadvantaged may not be able to work from home and therefore, perhaps the region should not be pushing telework so hard as a regional policy priority.
- ***Public outreach is needed earlier in the process.*** A member noted that the focus groups and other public outreach activity for the long range plan update are good but these activities happen quite late in the planning process. Members and staff discussed how public participation might be incorporated into earlier stages of the planning process. Staff did note that by the time projects reached the long range plan many decisions about them have already been made.

Briefing on an Outline for the Visualize 2045 Plan Document

Staff presented the outline for the new long-range plan document and presented a series of questions that it would like the CAC to answer. Staff will conduct an online poll of the committee to get answers to these questions:

- After learning about the plan outline and contents, is there anything that the TPB does that you think should be included or that you want emphasized?
- Can you please share any examples that you've seen that visualize complex information in easy to access ways?

In a brief discussion, one member made the comment that, overall, the COG website (not referring to the new Visualize 2045 website) is good but it is not current. He said that there is too much focus on meetings at COG and not enough information for the public.

Other items

- Lyn Erickson of TPB staff briefed the committee on the upcoming TPP agenda.
- An announcement was made that two staffers , Abigail Zenner and Karen Amendariz, will be leaving TPB staff.

Attendance

CAC Members

Elisa Walton, Chair
Nancy Abeles
Daniel Papiernik
Ashley Hutson
Katherine Kortum
Lyn Erickson
Emmet Tydings
Audrey Nwaze
Leonardo Pineda
Ra Amin
Jeff Jamawat
Rob Jackson
Michael Artson
Solomon Haile
Tracy Duvall

J. Kia James
Audrey Nwaze
Jeff Parnes
Bill Orleans
Tracy Duvall

Staff and Others

Bill Orleans, guest
Kanti Srikanth, COG/TPB Staff
Lyn Erickson, COG/TPB Staff
John Swanson, COG/TPB Staff
Stacy Cook, COG/TPB Staff
Karen Armendariz, COG/TPB Staff
Leo Pineda, COG/TPB Staff



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: July 15, 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: July 15, 2021

At its meeting July 9, the TPB Steering Committee reviewed and approved Resolutions SR1-2022 and SR2-2022 to provide TAP funding for the six recommended projects in Maryland and four recommended projects in the District of Columbia, and approved Resolution SR3-2022 to amend the FY 2021-2024 TIP, requested by WMATA.

TRANSPORTATION ALTERNATIVES SET ASIDE FOR MARYLAND AND THE DISTRICT OF COLUMBIA

The Steering Committee adopted two resolutions that approved six recommended projects in Maryland and four recommended projects in the District of Columbia for the FY 2022 Transportation Alternatives Set Aside Program (TAP). The TPB is directly responsible for designating which projects should receive TAP funding as this is one of the few funding sources that is distributed directly to each MPO. TPB staff briefed the Steering Committee on the project solicitations, volume of applications received, as well as the project selection panel's processes in each of the jurisdictions.

Staff provided a brief description of each project that the selection panels had recommended in Maryland and the District of Columbia and the amount of recommended funding.

Since the Steering Committee action, TPB staff has learned that one of the approved projects – the Greenbelt Station/WMATA Hiker/Biker Trail – was inadvertently underfunded. In response to this new information, the Maryland Department of Transportation has informed TPB staff that the TPB's suballocation of TA Set-Aside funding will be increased to cover the full cost of the Greenbelt project. Please see the attached memo for further details.

There is no need for the TPB to take further action. Therefore, the TPB's total TA Set-Aside suballocation for Maryland (the amount the TPB has available for project selection this year), which previously was \$2,930,671, is now set at \$3,363,501:

- ADA Crosswalk at Lerner & MD 197 in the City of Bowie for \$40,000
- Greenbelt Metro Hiker-Biker Trail in the City of Greenbelt for \$1,528,837
- MD 187 & Cordell Avenue in Montgomery, also in Montgomery County for \$46,664
- New Design Road Side Path, Phase 1 in Frederick County for \$500,000, and
- Oxon Cove Trail Resurfacing & Bridge in Prince George's County (a National Park Service facility) for \$1,228,000

In the District of Columbia, a total of \$1,030,989 was recommended for these four projects:

- 11th Street NW Safety Improvements for \$221,774
- Permanent Curb Extension Study for \$108,413
- Capital Crescent Trail Rehabilitation Planning (NPS facility) for \$449,190
- Washington Union Station Restroom in East Hall for \$251,612

Further details about each project are included in the materials accompanying the attached resolutions. The TPB unanimously approved TPB SR1-2022 approving the Maryland recommended projects, and then approved TPB SR2-2022, approving the recommended projects in the District of Columbia.

WMATA AMENDMENT TO FY 2021-2024 TIP

Next, Mr. Phillips provided an overview of a request from WMATA to amend the FY 2021-2024 TIP to update funding and project information for FY 2022 to bring the TIP in alignment with WMATA's FY 2022 Capital Budget. The amendment adds \$659.3 million in funding to FY 2022, increasing the four-year total of WMATA's portion of the TIP from \$6.731 billion to \$7.391 billion. Mr. Phillips briefed the committee on some of the additions to the 13 categorical projects in WMATA's portion of the TIP that accounted for the increase.

This amendment was initially planned to be reviewed by the Steering Committee and then brought before the full board to approve the amendment at its July 21 meeting. In the interest of ensuring sufficient time on the TPB's agenda for discussion of MDOT's request to reinstate segments of the I-270/I-495 HOT lanes project in the conformity analysis of Visualize 2045, Chair Allen suggested that the Steering Committee act to approve the amendment.

Mr. Erenrich of Montgomery County DOT inquired why the amendment didn't include any acknowledgements of the recent WMATA Board approval of a sustainability policy to commit to the purchase of electric buses and to eventually attain a zero-emissions fleet. Mr. Phillips replied that the programming of funds to replace older vehicles in the fleet with new, electric buses was slated to begin in FY 2023, one year beyond the scope of this amendment. Mr. Erenrich stated that he believed that WMATA could and should be moving sooner to advance its efforts and be consistent with other local and regional transit agencies in the elimination of transit-related emissions.

Mr. Allen noted that the Steering Committee could still approve this amendment and as part of the TPB's review of Steering Committee actions, the board could consider Mr. Erenrich's comments, and give an opportunity for other agencies and jurisdictions to weigh in.

Funding for these projects was included in the financial analysis of Visualize 2045. The projects and programs funded in this amendment are either included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP or are exempt from the air quality conformity requirement. The Steering Committee voted unanimously to approve resolution SR3-2022, included in the attached materials.

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

DRAFT TPB AGENDA

The Steering Committee reviewed the draft TPB agenda and made several suggestions. They discussed meeting logistics, including the option of providing members with a certain amount of time to speak to ensure that everyone who wanted to speak gets a chance, while recognizing that there is limited time on the agenda.

Attachments

- Approved resolutions SR1-2022 and SR2-2022: to provide TAP funding for the six recommended projects in Maryland and four recommended projects in the District of Columbia
- Memorandum and presentation on MD and DC TAP project recommendations
- Approved resolution SR3-2022 to amend the FY 2021-2024 TIP, requested by WMATA

TPB Steering Committee Attendance – July 9, 2021

(only voting members listed)

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



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, TPB Transportation Planner
SUBJECT: Revised Funding Information Regarding FY 2021 Transportation Alternatives Set-Aside Funding for Maryland
DATE: July 15, 2021

On July 9, 2021, the TPB Steering Committee approved Resolution SR1-2022 to fund a list of six projects in Maryland to receive federal Transportation Alternatives Set-Aside funding for FY 2022. That resolution and an explanatory memo from July 9 are attached to this memorandum.

Since the Steering Committee action, TPB staff has learned that one of the approved projects – the Greenbelt Station/Wmata Hiker/Biker Trail – was inadvertently underfunded. In response to this new information, the Maryland Department of Transportation has informed TPB staff that the TPB’s suballocation of TA Set-Aside funding will be increased to cover the full cost of the Greenbelt project.

Therefore, the TPB’s total TA Set-Aside suballocation for Maryland (the amount the TPB has available for project selection this year), which previously was \$2,930,671, is now set at \$3,363,501.

BACKGROUND

Because of a previously undiscovered formula error in the MDOT online application portal, Greenbelt’s request for TA Set-Aside funding was not fully captured in its application. The city requested \$1,528,837 in TA funding. However, due to the error in the online form, MDOT miscalculated the request and informed TPB staff on May 28 that Greenbelt was seeking only \$853,837. The TPB’s TA Set-Aside selection panel recommended the lower number for funding, believing it to be the full request, and the TPB Steering Committee subsequently approved that level of funding on July 9.

Given the fact that the Greenbelt project ranked extremely high in the evaluations of the TPB’s TA selection panel this year and that the error occurred through no fault of the applicant, MDOT has indicated in writing to TPB staff that it agrees that Greenbelt should receive its entire TA Set-Aside award, as requested. To that end, MDOT SHA’s has confirmed that the TPB can increase the TPB Steering Committee’s previously identified \$853,837 TA award to Greenbelt by \$675,000, resulting in a revised TA award amount of \$1,528,837. This increase will fully fund the Greenbelt project.

This additional \$675,000 will be comprised of the remaining \$242,170 in the TPB’s TA sub-apportionment for FY 2021, and \$432,830 in TA State Flex funding.

As shown in the table below, the TPB's total award for all projects in FY 2022 is now \$3,363,501. It should be noted that the previous surplus of \$242,170 in the TPB's suballocation, which was described in the staff memo from July 9, will now be fully expended with this larger award to Greenbelt. Moreover, the total award for the six projects listed below will fully exhaust the TPB's suballocation for FY 2022.

REVISED FUNDING TABLE

PROJECT	APPLICANT/SPONSOR	PREVIOUS AWARD	REVISED AWARD
ADA Crosswalk at Lerner and MD 197	City of Bowie	\$40,000	\$40,000
New Design Road Side Path Phase 1	Frederick County	\$500,000	\$500,000
Greenbelt Station/WMATA Hiker-Biker Trail	City of Greenbelt	\$853,837	\$1,528,837
MD 187 & Cordell Pedestrian Safety Improvements	Montgomery County	\$20,000	\$20,000
MD 188 (Wilson Lane) at Cordell Avenue Pedestrian Safety Improvements	Montgomery County	\$46,664	\$46,664
Oxon Cove Trail Resurfacing and Bridge Replacement	National Park Service	\$1,228,000	\$1,228,000
	TOTAL AWARDS	\$2,688,501	\$3,363,501
	TPB SUBALLOCATION	\$2,930,671	\$3,363,501
	UNSPENT TPB SURPLUS	\$242,170	\$0



MEMORANDUM

TO: TPB Steering Committee and TPB Technical Committee
FROM: John Swanson, TPB Transportation Planner
 Arianna Koudounas, COG Regional Planner
SUBJECT: Projects recommended for funding in FY 2022 in Maryland and the District of Columbia under the Transportation Alternatives Set-Aside Program
DATE: July 9, 2021

SUMMARY

Under the federal Transportation Alternatives Set-Aside (TA Set-Aside) Program, the TPB is responsible for selecting projects using sub-allocated funding for Suburban Maryland, Northern Virginia, and the District of Columbia. This memorandum includes recommendations for funding for FY 2022 in Maryland and the District of Columbia. The recommendations are listed below. On July 9, 2021, the TPB Steering Committee will be asked to adopt two resolutions, which are attached, to approve the recommendations.

Maryland – TA Set-Aside Funding Recommendations, FY 2022

Project Name	Jurisdiction/Agency	Funding
ADA Crosswalk at Lerner & MD 197	City of Bowie	\$40,000
Greenbelt Metro Hiker-Biker Trail	City of Greenbelt	\$853,837
MD 187 & Cordell Avenue	Montgomery County	\$20,000
MD 188 (Wilson Lane) at Cordell Avenue	Montgomery County	\$46,664
New Design Road Side Path, Phase 1	Frederick County	\$500,000
Oxon Cove Trail Resurfacing & Bridge	National Park Service (Prince George’s Co.)	\$1,228,000
TOTAL		\$2,688,501

District of Columbia – TA Set-Aside Funding Recommendations, FY 2022

Project Name	Jurisdiction/Agency	Funding
11th Street NW Safety Improvements	DDOT	\$221,774
Permanent Curb Extension Study	DDOT	\$108,413
Capital Crescent Trail Rehabilitation Planning	National Park Service	\$449,190
Washington Union Station Restoration in East Hall	DDOT (USRC)	\$251,612
TOTAL		\$1,030,989

BACKGROUND

The Transportation Alternatives Set-Aside (TA Set-Aside) Program was established by federal law to fund a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS), community improvements, historic preservation, and environmental mitigation. MAP 21, the surface transportation legislation enacted in 2012, established the program as the Transportation Alternatives Program (TAP). The FAST Act of 2015 renamed the program as the Transportation Alternatives Set-Aside (TA Set-Aside) Program, and the key features of the program largely remain the same. Information on the TA Set-Aside is available from FHWA at: https://www.fhwa.dot.gov/environment/transportation_alternatives/.

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

For the National Capital Region, the program offers an opportunity to support and enhance regional planning activities. At the direction of the TPB, our region’s TA Set-Aside is framed as a complementary component of the TPB’s Transportation Land-Use Connections (TLC) Program, which provides technical assistance funding for small planning studies to TPB member jurisdictions.

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

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

PROJECT SELECTION

For FY 2022, two selection panels – one each for Maryland and D.C. – were assembled to determine funding recommendations for the TA Set-Aside funds. TPB staff invited representatives from state DOTs in our region, along with representatives from COG/TPB staff, to participate on these panels.

This year’s selection panel participants included:

- Pam Liston, Virginia Department of Transportation (both MD and DC)
- Jonathan Rogers, District Department of Transportation (MD only)
- Christy Bernal, Maryland Department of Transportation (DC only)
- Michael Farrell, COG/TPB Staff (both MD and DC)
- Arianna Koudounas, COG Staff (both MD and DC)
- John Swanson, COG/TPB Staff (both MD and DC)

For the MD panel discussion, MDOT staff member Christy Bernal served as a technical resource. For the DC discussion, DDOT staffer Kelsey Bridges served as a technical resource.

Prior to the panel meetings, individual panelists reviewed and scored applications for a maximum of 110 points. The total score for each project combined each reviewer's professional assessment (50 points) and regional selection criteria (60 points). The professional assessment is based on each panel member's transportation planning expertise, knowledge of transportation planning in the region, evaluation of the project budget, and project management experience. The regional criteria are rooted in TPB policies and programs, with the understanding that some projects would not meet all criteria. Regional selection criteria included the following:

- *Focus on expanding transportation options (10 points):* Will the project significantly increase transportation options for pedestrians, cyclists and other non-drivers? Will the transportation benefits of the project be more than just recreational?
- *Support for Regional Activity Centers (10 points):* Does the project enhance walkability and accessibility within or between the region's 141 Activity Centers? (Regional Activity Centers are places where jobs and housing are concentrated and it should be easy to walk, bike, or take transit.)
- *Access to high-capacity transit (10 points):* Will the project improve ped/bike access to transit facilities, such as Metrorail, VRE, or bus rapid transit? In particular, does the project increase access in Transit Access Focus Areas, which have been identified by the TPB as priority locations for walk/bike improvements?
- *Access in Equity Emphasis Areas (10 points):* Does the project promote accessibility for communities in Equity Emphasis Areas (EEAs)? (EEAs are locations that the TPB has identified as having high concentrations of low-income and/or minority populations.)
- *National Capital Trail Network (10 points):* Does the project include a segment of the NCTN or improve access to the NCTN?
- *Safe access to schools (5 points):* Does the project enhance safe ped/bike access to schools?
- *Increased access for people with disabilities (5 points):* Does the project promote accessibility for people with disabilities?

The selection panel for Maryland met on June 30, 2021 and reconvened on July 7 to finalize their decisions. The selection panel for DC met on July 7.

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

MARYLAND FUNDING RECOMMENDATIONS

Maryland conducts its solicitation on an annual basis. This year's solicitation period opened on April 1 and closed on May 17, 2021. For jurisdictions in the National Capital Region, the MDOT application included a supplementary form requesting information about how proposed projects responded to the TPB's regional priorities.

For the portion of Maryland in the TPB's planning area, MDOT received ten eligible applications representing a total of \$13,269,768 in requested funding. In its FY 2022 TA Set-Aside sub-allocation for Maryland, the TPB has \$2,930,671 available.

The selection panel recommended six projects for funding, totaling \$2,688,501. These recommendations leave \$242,170 unallocated. MDOT has informed TPB staff that it intends to roll over these funds into the statewide TA Set-Aside funding, which will be used to select projects in September. Unfunded projects in the Washington region will be eligible to receive those funds.

The federally required local of match of at least 20% will be provided by the applicants. In some cases, applicant matches were higher than 20%.

Consistency with Regional Priorities

The six recommended projects described below will serve many of the TPB's key regional policies. Five of the projects are in Activity Centers. The two largest projects (Greenbelt and Oxon Cove), which account for 77% of the TPB's suballocation, are both in Equity Emphasis Areas.

Three of the projects improve access to transit, and one of these (Greenbelt) is a Transit Access Focus Area (TAFA). The TPB identified 49 TAFAs throughout the region in 2020 as priority locations for improving walk/bike access to transit.

All six projects support the National Capital Trail Network (NCTN), a region-wide system of trails that, when completed, will connect all the region's jurisdictions. Two of the projects (New Design Road and Greenbelt) are for unbuilt segments of the NCTN, one will fund rehabilitation of an existing NCTN segment (Oxon Cove), and the other projects all support access to the network.

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

Finally, several of the projects are related to previous work funded by the TPB. The three largest projects (Greenbelt, Oxon Cove, and New Design Road) build upon planning studies that were previously funded by the TPB's Transportation Land Use (TLC) Program.

Maryland Project Descriptions

- **ADA Crosswalk at Lerner and MD 197**

City of Bowie, \$40,000

Fast-moving traffic on MD 197 makes this crossing extremely dangerous, especially for older adults and people with disabilities. This project will design an ADA pedestrian walkway that will include a new concrete landing and extension of the walkway towards a regional trail, traffic beacons and lights, the relocation of existing signboards, and the rerouting of a drainage ditch. These improvements will increase access to a segment of the National Capital Trail Network along MD 197.

- **Greenbelt Metro Station Hiker-Biker Trail**

City of Greenbelt, \$853,837

This project will construct a multi-use trail to connect and expand multi-modal opportunities at the Greenbelt Metro Station which offers WMATA rail and bus service, MARC service and a planned County Bikeshare station. The Trail will connect neighborhoods and provide safe pedestrian and bicycle connection to commercial properties, regional parks and the trail network including Indian Creek Trail and Lake Artemisia. The project is consistent with recommendations in a TLC project on Cherrywood Lane that was completed in 2020. The station vicinity was classified by the TPB as a Transit Access Focus Area in 2020.

- **MD 187 and Cordell Avenue Pedestrian Safety Improvements**

Montgomery County, \$20,000

This dangerous intersection in Bethesda will receive funding to design geometric and ped beacon safety improvements to increase pedestrian safety and help achieve the state and the county's Vision Zero goals.

- **MD 188 (Wilson Lane) and Cordell Avenue Pedestrian Safety Improvements**

Montgomery County, \$46,664

This Safe Routes to School project will construct pedestrian access improvements to Bethesda Elementary School as part of county- and state-wide effort to reach Vision Zero goals.

- **New Design Road Side Path, Phase I**

Frederick County, \$500,000

This key segment of the National Capital Trail Network will undergo 100% design funding with this grant and will be ready to move toward implementation. The 2.5-mile trail segment is between Manor Woods Road and English Muffin Way. This is the first of three phases for a side path along New Design Road that will eventually tie Frederick City with the C&O Canal National Park. The project will build upon 35% design work funded through the TLC Program in 2020.

- **Oxon Cove Trail Resurfacing and Bridge Replacement**

National Park Service (Prince George's County), \$1,228,000

The project includes resurfacing and rehabilitating one mile of Oxon Cove Trail in unincorporated Oxon Hill and replacing a pedestrian bridge that was destroyed by flooding in 2015. It will improve the condition and safety of a key segment of the broader regional trail network and restore critical local connections between Oxon Cove Park, nearby commercial centers and the Town of Forest Heights. The project is a segment of the National Capital Trail Network and in fact, was part of the "Bicycle Beltway" concept that has long been championed by the TPB. The project will build upon recommendations from a 2019 TLC study "Eastover and Forest Heights Trail Improvements."

Maryland Surplus

As noted above, the panel's recommendations leave \$242,170 unfunded from the FY 2022 suballocation due to MDOT restrictions on partially funding projects. MDOT has informed TPB staff that the TPB surplus will not be rolled over into next year's TPB TAP suballocation and will instead be rolled into the statewide TAP funds, which will be allocated through an MDOT process this fall.

For the selection of projects using the statewide funds, the TPB selection panel encourages funding for the following two projects, listed in priority order. The selection panel was unable to fund these projects, in part because of their large costs:

- Metzerott Road Safety Improvements (Prince George's County's request was \$3,488,000)
- Frederick and Pennsylvania Trail (Frederick County's request was \$2,560,000)

DISTRICT OF COLUMBIA

Like Maryland, the District of Columbia conducts its TAP solicitation on an annual basis. This year's solicitation period opened on March 31 and closed on May 12, 2021. The DDOT application included a supplementary form requesting information on how proposed projects responded to the TPB's regional priorities.

For FY 2022 in the District of Columbia, DDOT informed TPB staff that the TPB has responsibility for project selection for up to \$1,030,989. DDOT received four eligible applications representing a total of \$1,030,989 in requested funding. This funding amount is equal to the amount available, so all the submitted applications can be funded.

Federal regulations typically prohibit state DOTs from receiving TA Set-Aside funding. However, the Federal Highway Administration (FHWA) has ruled that DDOT, in its function as a department of local government, is eligible to apply for this program funding. Three of the four applications this year were submitted by DDOT.

Following review and discussion regarding the applications, the selection panel recommended full funding for all four projects, which are described below.

The federally required local match of 20%, at a minimum, will be provided by DDOT, Union Station Redevelopment Corporation, and the National Park Service.

Consistency with Regional Priorities

Like the Maryland projects, the projects recommended for D.C. are highly consistent with regional priorities. All four of them are in Activity Centers, all are in Equity Emphasis Areas, and all are close to high-capacity transit. One of the projects, the Capital Crescent Trail, is a vital link in the National Capital Trail Network.

Also similar to Maryland, several of the projects listed below will improve the safety of our roads, sidewalks, and trails. They represent incremental and practical steps toward the TPB's objective of reducing fatalities and injuries on our roads, as well working toward the District's Vision Zero goals.

D.C. Project Descriptions

- **11th Street NW Safety Improvements**
DDOT, \$221,774

The 11th Street NW Safety Improvements Project will improve bicycle infrastructure in and adjacent to existing facilities as well as incorporate pedestrian improvements through shortened crossings and improved visibility. The two intersections slated for improvements are 1) at 11th, Vermont, and S Street, and 2) at 11th, Rhode Island, and Q Street.

- **Permanent Curb Extension Study**
DDOT, \$108,413

This study will use DDOT's existing inventory of tactical installations (such as the plastic flexible posts seen throughout the city) and develop a methodology for identifying locations for upgrades to potentially make permanent changes. The study will include a prioritization phase and a feasibility phase, and will take 20 locations to a concept design that will be ready to move toward permanent improvements.

- **Capital Crescent Trail Rehabilitation Phase 1, Planning and Design**
National Park Service (DC), \$449,190

This is the first step in a two-phase project to fully rehabilitate all 3.7 miles of the Capital Crescent Trail in DC. Phase 1 is for design, planning, and environmental compliance. The trail is heavily used and is a segment of the National Capital Trail Network, approved by the TPB in 2020.

- **Washington Union Station Restoration in East Hall**
DDOT/Union Station Redevelopment Corporation, \$251,612

The primary goal of the Washington Union Station Restoration of the Historic East Hall Decorative Finishes project is to clean, repaint, and conserve the historic decorative finishes on the upper walls above the pilasters and the ceiling. Union Station is both a national treasure and is the region's premier multimodal transportation facility, serving over 37 million people annually or approximately 100,000 per day.

NEXT STEPS

The TPB Steering Committee on July 9, 2021 will be asked to approve the two attached resolutions to fund the panel's recommendations for Maryland and the District of Columbia. The Steering Committee actions will be included in material provided to the TPB as part of the Director's Report (Item 5) for its meeting on July 21. The Steering Committee approval and TPB concurrence will constitute approval by the TPB of the recommendations and will be consistent with the board's responsibility as an MPO under federal law for project selection for the TA Set-Aside Program.

Following the board's action, TPB staff will forward information regarding the approved projects to MDOT and DDOT for actions at the state level. In Maryland, as noted above, all unfunded projects in our region will be eligible for funding using the statewide TA Set-Aside funds.



For more information regarding the TPB's role in these processes, please contact:

- John Swanson, jswanson@mwkog.org, 202-962-3295
- Arianna Koudounas, akoudounas@mwkog.org, [202-962-3312](tel:202-962-3312)

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

**RESOLUTION TO APPROVE PROJECTS IN MARYLAND FOR TRANSPORTATION
ALTERNATIVES SET-ASIDE PROGRAM FUNDING UNDER THE SURFACE
TRANSPORTATION BLOCK GRANT PROGRAM FOR FY 2022**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing American's Surface Transportation Act (FAST Act) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

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

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

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

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

WHEREAS, the TA Set-Aside is a complementary component of the TPB's Transportation/Land-Use Connections (TLC) Program, which supports planning-related projects and events of TPB member jurisdictions; and

WHEREAS, a solicitation for TA Set-Aside applications for FY 2022 was conducted by the District of Columbia Department of Transportation between April 1 and May 17, 2021; and

WHEREAS, the TPB’s TA Set-Aside Selection Panel for D.C. met on June 30 and July 7, 2021 and recommended funding six applications received based on project readiness and eligibility and each project’s ability to meet the regional selection criteria; and

WHEREAS, on July 9, 2021, the TPB Technical Committee was briefed on the recommended projects; and

WHEREAS, this resolution 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 approves the projects for funding under the Transportation Alternatives Set-Aside Program for FY 2022 in Maryland, as described in the July 9, 2021 memo entitled “Projects recommended for funding in FY 2022 in Maryland and the District of Columbia under the Transportation Alternatives Set-Aside Program” and as listed below:

ADA Crosswalk at Lerner & MD 197	City of Bowie	\$40,000
Greenbelt Metro Hiker-Biker Trail	City of Greenbelt	\$853,837
MD 187 & Cordell Avenue	Montgomery County	\$20,000
MD 188 (Wilson Lane) at Cordell Avenue	Montgomery County	\$46,664
New Design Road Side Path, Phase 1	Frederick County	\$500,000
Oxon Cove Trail Resurfacing & Bridge	National Park Service	\$1,228,000
TOTAL		\$2,688,501

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

**RESOLUTION TO APPROVE PROJECTS IN THE DISTRICT OF COLUMBIA FOR
TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM FUNDING UNDER THE SURFACE
TRANSPORTATION BLOCK GRANT PROGRAM FOR FY 2022**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing American's Surface Transportation Act (FAST Act) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

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

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

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

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

WHEREAS, the TA Set-Aside is a complementary component of the TPB's Transportation/Land-Use Connections (TLC) Program, which supports planning-related projects and events of TPB member jurisdictions; and

WHEREAS, a solicitation for TA Set-Aside applications for FY 2022 was conducted by the District of Columbia Department of Transportation between March 31 and May 12, 2021; and

WHEREAS, the TPB’s TA Set-Aside Selection Panel for D.C. met on July 7, 2021 and recommended funding four applications received based on project readiness and eligibility and each project’s ability to meet the regional selection criteria; and

WHEREAS, on July 9, 2021, the TPB Technical Committee was briefed on the recommended projects; and

WHEREAS, this resolution 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 approves the projects for funding under the Transportation Alternatives Set-Aside Program for FY 2022 in the District of Columbia, as described in the July 9, 2021 memo entitled “Projects recommended for funding in FY 2022 in Maryland and the District of Columbia under the Transportation Alternatives Set-Aside Program“ and as listed below:

11th Street NW Safety Improvements	\$221,774
Permanent Curb Extension Study	\$108,413
Capital Crescent Trail Rehabilitation Planning	\$449,190
Washington Union Station Restoration	\$251,612
TOTAL	\$1,030,989

FY 2022 MARYLAND & DISTRICT OF COLUMBIA TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM

Projects Recommended for TPB Funding

Arianna Koudounas, AICP
COG Regional Planner

TPB Steering Committee
TPB Technical Committee
July 9, 2021



Overview

- TA Set Aside Background
- TPB TAP Selection Process
- Regional Policies Criteria
- Maryland: Schedule + Project Recommendations
- District of Columbia: Schedule + Project Recommendations
- Resolutions



TA Set Aside Background

- **PURPOSE:** A federal formula program that provides funding to projects considered “alternatives” to traditional highway construction
- **FEDERAL AUTHORIZATION**
 - MAP-21 (2012) – Established as the “Transportation Alternatives Program”
 - FAST Act (2015) - Renamed “Transportation Alternatives Set-Aside”
- **TPB ROLE:** Large MPOs are sub-allocated funds and given the responsibility for selecting projects for those funds



TPB TAP Selection Process

- Selection panels for Maryland and the District of Columbia had staff present from MDOT and DDOT, respectively, as technical resources.
- Maryland selection panel: staff from COG/TPB, VDOT, and DDOT.
- DC selection panel: staff from COG/TPB, VDOT, and DDOT.
- Panel members individually scored projects.



- At the Maryland and DC selection panel meetings on June 30 and July 7, respectively, the panel used rankings to help evaluate and jointly prioritize projects for funding.

Regional Policies Criteria

- Expanding Multimodal Transportation Options for Non-Drivers (10 points)
- Supporting Regional Activity Centers (10 points)
- Access to High-Capacity Transit (10 points)
- Increased Access in Equity Emphasis Areas (10 points)
- National Capital Trail Network (10 points)
- Safe Routes to School (5 points)
- Increased Access for People with Disabilities (5 points)



Maryland FY 2022 Schedule

- April 1-May 17 Application period
- June 30 TPB Selection Panel selects projects
- July 9 TPB Steering Committee approval



Maryland Project Recommendations

- **Available Funds:** \$2,930,671
- **Recommended:** \$2,688,501
- **Remaining Funds:** \$242,170

Maryland Project Recommendations

Project	Jurisdiction	Recommendation
ADA Crosswalk at Lerner & MD 197	<i>City of Bowie</i>	<i>\$40,000</i>
Greenbelt Metro Station Hiker-Biker Trail	<i>City of Greenbelt</i>	<i>\$853,837</i>
MD 187 and Cordell Avenue Pedestrian Safety Improvements	<i>Montgomery County</i>	<i>\$20,000</i>
MD 188 (Wilson Lane) and Cordell Avenue Pedestrian Safety Improvements	<i>Montgomery County</i>	<i>\$46,664</i>
New Design Road Side Path, Phase I	<i>Frederick County, \$500,000</i>	<i>\$500,000</i>
Oxon Cove Trail Resurfacing and Bridge Replacement	<i>National Park Service; Prince George's County</i>	<i>\$1,228,000</i>
TOTAL		\$2,688,501



District of Columbia FY 2022 Schedule

- March 31-May 12 Application period
- July 7 TPB Selection Panel selects projects
- July 9 TPB Technical Steering Committee approval



DC Project Recommendations

- **Available Funds:** \$1,030,989
- **Recommended:** \$1,030,989
- **Remaining Funds:** \$0



DC Project Recommendations

Project	Jurisdiction	Recommendation
11th Street NW Safety Improvements	<i>DDOT</i>	<i>\$221,774</i>
Permanent Curb Extension Study	<i>DDOT</i>	<i>\$108,413</i>
Capital Crescent Trail Rehabilitation Phase 1, Planning and Design	<i>National Park Service; DC</i>	<i>\$449,190</i>
Washington Union Station Restoration in East Hall	<i>DDOT/Union Station Rehabilitation Corporation</i>	<i>\$251,612</i>
TOTAL		\$1,030,989



RESOLUTIONS

- COG/TPB staff recommend the Maryland and DC TAP project recommendations be fully funded, as per the following resolutions:
 - Maryland: SR1-2022
 - District of Columbia: SR2-2022



Arianna Koudounas

jakoudounas@mwkog.org

John Swanson

jswanson@mwkog.org

MWCOG.ORG/TPB

777 North Capitol Street NE, Suite 300
Washington, DC 20002



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 UPDATE PROJECT AND FUNDING INFORMATION TO MATCH THE APPROVED
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITYFY 2022 CAPITAL BUDGET**

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, in the attached letters of June 30 and July 1, 2021, WMATA has requested an amendment to the FY 2021-2024 TIP to update project and funding information for thirteen project groupings to match WMATA's FY 2022 Capital Budget, which was approved on April 22, 2021. increasing the four-year program total by \$659.3 million from \$6.731 billion to \$7.391 billion, as described in the attached materials; and

WHEREAS, these projects and programs are either exempt from the air quality conformity requirement, as defined in the Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012, or are included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP; 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 National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to update project and funding information for thirteen project groupings to match WMATA's FY 2022 Capital Budget, increasing the four-year program total by \$659.3 million from \$6.731 billion to \$7.391 billion, as described in the attached materials.

Approved by the TPB Steering Committee at its virtual meeting on July 9, 2021.



June 30, 2021

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

RE: Amendment Request to the FY2021-2024 TIP for the Washington Metropolitan Area Transit Authority (WMATA) FY2022 Approved Budget

Dear Chairman:

The Washington Metropolitan Area Transit Authority (WMATA) requests the FY 2021-2024 Transportation Improvement Program (TIP) be amended in support of WMATA's FY2022 Approved Budget as adopted by the WMATA Board of Directors on April 22, 2021. This amendment request increases WMATA's FY2022 Approved Budget in the TIP by \$722.4 million from \$1,865.3 million to \$2,587.6 million reflecting a cumulative change of 38.7%. The change is in part addressed by the issuance of additional debt to a total of \$1,027 million for FY2022. The FY2022 Approved Budget also includes approximately \$240 million for new railcars, the extension of the Silver Line into Loudoun County, and the Potomac Yards Station in Alexandria. In addition to ongoing system improvements the budget and requested amendment supports significant advancement of critical safety improvements and state of good repair projects.

WMATA's program within the TIP is structured into nine major categories and thirteen separate capital programs (13 individual TIP IDs). Attachment A and B detail the requested amendment. In summary, the amendment represents the following key capital investments:

TIP 5853 - Railcars Replacement and Rehabilitations and Enhancements is increased by \$48.6 million associated with WMATA's procurement of new railcars and Railcar Rehabilitation.

TIP 5856 - Rail System Infrastructure Rehabilitation is increased by \$336.9 million. The key projects contributing to the increase is WMATA's Platform Rehabilitation Program, Union Station and Purple Line projects, and the advancement of projects including tunnel ventilation and standpipe replacement systemwide.

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

*By Metrorail:
Judiciary Square-Red Line
Gallery Place-Chinatown
Red, Green and
Yellow Lines*

*A District of Columbia
Maryland and Virginia
Transit Partnership*

TIP 5859 – Track and Structures is increased by \$157.7 million. The majority is attributed to the advancement of safety critical repairs to ariel structures and rehabilitation of other structural infrastructure (track and pedestrian bridges) and the advancement of the L-Line (Yellow Line) Tunnel Liner project to maintain the structural integrity of the tunnel.

TIP 5857 - Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement is increased by \$47.5 million to support continued work at the Bladensburg, Shepherds, 4 Mile Run, and Northern bus garages.

TIP 5867 - Facilities Maintenance Support - Systemwide Support Equipment, Environmental Compliance Projects, and Administrative Support is increased by \$72.5 million with the majority attributed to the ongoing construction at WMATA's new Heavy Rail Operations facility and New Carrollton Bus Bays.

TIP 5855 - Service Vehicles is increased by \$5.9 million to support the procurement for service vehicle replacements in FY2022.

The requested amendment reflects the availability and program of federal, state, and local funds for FY2022, including funds authorized under the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) and the required local match for federal funds. WMATA's FY2022 Approved Budget and Capital Investment Program will soon be available at [WMATA's website](#).

The proposed amendment does not add additional capacity for motorized vehicles and does not require air quality conformity analysis. FY2022 presents an opportunity for WMATA to advance capital investments without significant impacts to customers while ridership remains lower than usual given the impact of COVID-19. WMATA's FY2022 Approved Budget represents its commitment to improve safety and reliability of its public transit systems.

WMATA hereby requests the Transportation Planning Board Steering Committee consider this amendment for approval at its July 9th, 2021 meeting. Upon final approval of the amendment, WMATA will submit its request for inclusion in the District of Columbia's STIP. Thank you for your continued support of WMATA.

Sincerely,

Patrick W. Bailey
Director, Funds and Grants Management
Office of Capital and Financial Management

Approved FY22 TIP-Budget as of April 22, 2021

FY22 CIP PROJECT SOURCES OF FUNDS

Attachment A-1

(In Millions)

MWCOG June 30th, 2021

TIP ID	Category	TIP Sub-Category	Proposed/Revised FY22 Total	Federal 5307 Grants	Federal 5337 Grants	Federal 5339 Grants	Federal PRIIA Grants	Federal 5339b Grants	5339 us Shelter	VA CMAQ	Local Funding	Other Sources Non-Fed	CARRY FORWARD
5853	A. Vehicles / Vehicle Parts	Rail Cars - Replacement, Rehabilitation & Enhancements	\$257.9	0.0	59.0	0.0	41.8	0.0	0.0	0.0	140.3	13.0	3.8
5854		Buses - Replacement, Rehabilitation & Enhancements	\$168.7	95.1	0.0	0.0	0.0	4.3	0.0	5.1	45.7	0.0	18.5
5855		Access & Service Vehicles	\$12.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.4	0.0	0.0
5856	B. Rail System Infrastructure Rehabilitation	Rail System Infrastructure Rehabilitation	\$650.7	0.0	0.0	0.0	194.5	0.0	0.0	0.0	427.7	4.1	24.4
5857	C. Maintenance Facilities	Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	\$77.1	31.0	0.0	13.7	0.0	0.0	0.0	0.0	32.4	0.0	0.0
5866		Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	\$2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0
5867		Facilities Maintenance Support - Systemwide Support Equipment, Environmental Compliance Projects, and Administrative Support	\$168.3	0.0	27.9	0.0	0.0	0.0	1.5	0.0	139.0	0.0	0.0
5858	D. Systems and Technology	Systems and Technology	\$276.5	57.0	0.0	0.0	0.0	10.4	0.0	0.0	209.1	0.0	0.0
5859	E. Track and Structures	Track and Structures	\$346.3	0.0	63.5	0.0	0.0	0.0	0.0	0.0	281.2	0.0	1.7
5860	F. Passenger Facilities	Passenger Facilities	\$312.5	23.0	35.8	0.0	60.7	0.0	0.0	0.0	40.6	152.5	0.0
5861	G. Maintenance Equipment	Maintenance Equipment	\$0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
5862	H. Other Facilities	Other Facilities	\$307.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	307.4	0.0	0.0
5863	I. Project Management and Support	Project Management and Support	\$7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0
Total Capital Improvement Plan			\$2,587.6	\$206.0	\$186.2	\$13.7	\$297.0	\$14.7	\$1.5	\$5.1	\$1,645.5	\$169.5	\$48.5

Approved FY22 TIP-Budget as of April 22, 2021

FY22 CIP PROJECT SOURCES OF FUNDS

Attachment B-1

(In Millions)

MWCOG June 30th, 2021

TIP ID	Category	TIP Sub-Category	Approved FY22 TIP Budget (in system as of Jan 2020)	Proposed FY22 TIP Budget	\$ Change	% Change
5853	A. Vehicles / Vehicle Parts	Rail Cars - Replacement, Rehabilitation & Enhancements	\$209.3	\$257.9	\$48.6	23.2%
5854		Buses - Replacement, Rehabilitation & Enhancements	\$176.3	\$168.7	(7.6)	-4.3%
5855		Access & Service Vehicles	\$6.5	\$12.4	5.9	90.8%
5856	B. Rail System Infrastructure Rehabilitation	Rail System Infrastructure Rehabilitation	\$313.9	\$650.7	336.9	107.3%
5857	C. Maintenance Facilities	Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	\$29.7	\$77.1	47.5	160.0%
5866		Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	\$6.0	\$2.1	(3.8)	-64.0%
5867		Facilities Maintenance Support - Systemwide Support Equipment, Environmental Compliance Projects, and Administrative Support	\$95.8	\$168.3	72.5	75.7%
5858	D. Systems and Technology	Systems and Technology	\$249.6	\$276.5	26.8	10.8%
5859	E. Track and Structures	Track and Structures	\$188.6	\$346.3	157.7	83.6%
5860	F. Passenger Facilities	Passenger Facilities	\$254.3	\$312.5	58.2	22.9%
5861	G. Maintenance Equipment	Maintenance Equipment	\$0.0	\$0.5	0.5	#DIV/0!
5862	H. Other Facilities	Other Facilities	\$328.9	\$307.4	(21.5)	-6.5%
5863	I. Project Management and Support	Project Management and Support	\$6.4	\$7.1	0.8	11.8%
	Total Capital Improvement Plan		\$1,865.3	\$2,587.6	\$722.4	38.7%

Modifications to TIP Descriptions

Amendment Request June 30, 2021

TIP ID #	Existing Description	Revised Description	
5852	<p>Replacement of Railcars: Replacement of the rail fleet including the 1000-Series and 4000-Series</p> <p>Rehabilitation of railcars: Midlife rehabilitation of rail fleet</p> <p>Rail fleet expansion: expansion of the rail fleet to met ridership growth</p> <p>Rail Enhancement: enhancement to the rail fleet that improve safety, reliability, and passenger comfort</p> <p>Preventive Maintenance for rail cars</p>	<p>Replacement of Railcars; Rehabilitation of railcars; and Midlife rehabilitation of rail fleet; and Rail fleet expansion to address ridership growth and service operations expansion and move to 8-car trains</p>	<p>Updates description to be current with CIPFY22 and Six Year Plan</p>
5854	<p>Replacement of Buses: Replacement of the bus fleet</p> <p>Rehabilitation of Buses: Mid-life of the bus fleet</p> <p>Bus Enhancements: Purchase and or replacement of equipment that upgrades or enhances the capability of the bus fleet</p>	<p>Replacement of the bus fleet; Routine Bus Rehabilitation and Life Cycle Overhaul of the bus fleet; Bus enhancements or upgrade or replacement/repair of equipment (security, fare boxes, bike racks, ADA, etc.)</p>	<p>Minor change to update language</p>
5856	<p>Provides funds for Rehabilitation segments of Metrorail system, particularly the Red, Orange, Blue Lines</p> <p>Preventive Maintenance for the rail system infrastructure rehabilitation</p>	<p>Rehabilitation and safety of Metrorail system including platform rehabilitation; Station Modernization; Replace/Rehab critical structures; Replace/Rehab rail systems; Conduct Preventive Maintenance for the rail system infrastructure.</p>	<p>Minor change to update language</p>
5857	<p>Rehabilitation and Replacement of Bus Garages: upgrades, rehabilitation, and/or replacement of bus garages and maintenance facilities, including the rehabilitation of the Bladensburg bus facility and the replacement of the Southern Avenue, Royal Street (Cinder Bed Road), Shepard Parkway bus garages.</p> <p>(b.) Maintenance of Bus Garages: maintenance of bus garages/maintenance facilities. (c.)</p> <p>Expansion of Bus Garages: expansion of bus garages to meet storage and maintenance needs of growing fleet.</p>	<p>Rehabilitation and Replacement Expansion or redesign of Bus of Bus Garages and maintenance facilities to meet storage, maintenance needs, and diversification of fleet. Facility Modernization to update equipment, address safety and adapt to alternative bus fleet types (e.g. CNG, Zero emission/ Electric Bus, etc.) (Bladensburg; Northern Bus Garage, Southern Avenue, Royal Street (Cinder Bed Road), Shepard Parkway, etc).</p>	<p>Minor changes to update language and reflect recent policy to support zero emission buses.</p>
5863	<p>Credit Facility</p>	<p>Project Planning, Management and Support</p>	<p><u>Change TIP Name</u> to more accurately reflect the activities of the TIP</p>



July 1, 2021

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

RE: Amendment Request to the FY2021-2024 TIP for the Washington Metropolitan Area Transit Authority (WMATA) FY2022 Approved Budget

Dear Chairman:

This letter is to clarify the Washington Metropolitan Area Transit Authority's (WMATA) amendment request to the FY 2021-2024 Transportation Improvement Program (TIP). While WMATA's FY2022 Approved Budget, as adopted by the WMATA Board of Directors on April 22, 2021, increased by \$722.4 million from \$1,865.3 million to \$2,587.6 million, the amendment request to the TIP reflects an increase of programmed funds by \$659.3 million. The delta of the TIP and Approved Budget is a total of \$64.6 million which was previously obligated in the TIP and will support the FY2022 capital program.

Should you require additional information, please feel free to contact Marci Malaster at mmalaster@wmata.com or Chimgae Tumurbaatar at mtumurbaatar@wmata.com. Thank you again for your continued support of WMATA.

Sincerely,

Patrick W. Bailey
Director, Funds and Grants Management
Office of Capital and Financial Management

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

*By Metrorail:
Judiciary Square-Red Line
Gallery Place-Chinatown
Red, Green and
Yellow Lines*

*A District of Columbia
Maryland and Virginia
Transit Partnership*

**National Capital Region Transportation Planning Board
 FY 2021-2024 Transportation Improvement Program
 Washington Metropolitan Area Transit Authority
 TIP ACTION 21-29: Formal Amendment Request**

<i>TIP ID</i>	5853	<i>Agency Project ID</i>		<i>Total Cost</i>	\$1,020,829,636
<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Municipality</i>	Region-wide	<i>County</i>	
<i>Project Type</i>	Transit - Metrorail/Heavy Rail	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Rail Cars - Replacement, Rehabilitation, Expansion, & Enhancements				
<i>Project Limits</i>	Not Location Specific				
<i>Description</i>	Provides funds for: a. Replacement of Rail Cars: replacement of the rail fleet cars. b. Rehabilitation of Rail Cars: mid-life rehabilitation of rail fleet. c. Rail Fleet Expansion: expansion of the rail fleet to meet ridership growth. d. Rail Enhancements: enhancements to the rail fleet that improve safety, reliability, and passenger comfort. e. Preventative Maintenance for railcars				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$157,245,000	\$173,042,636	\$167,733,000	\$162,366,000	-	\$660,386,636
OTHER	WIP	-	\$10,667,000	\$12,951,000	-	-	-	\$23,618,000
OTHER	PRIIA	-	\$39,413,000	\$20,900,000	\$45,322,000	\$41,790,000	-	\$147,425,000
OTHER	SECT. 5337- SGR	-	\$47,200,000	\$47,200,000	\$47,200,000	\$47,200,000	-	\$188,800,000
OTHER	TID	-	\$600,000	-	-	-	-	\$600,000
<i>Total Other</i>		-	\$255,125,000	\$254,093,636	\$260,255,000	\$251,356,000	-	\$1,020,829,636
<i>Total Programmed</i>		-	\$255,125,000	\$254,093,636	\$260,255,000	\$251,356,000	-	\$1,020,829,636

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
21-18 Modification 2021-2024	04/21/2021	N/A	N/A	N/A
21-29 Amendment 2021-2024	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Capital Investment Advancement

Funding Change(s):

Total project cost decreased from \$1,648,761,600 to \$1,020,829,636

TIP ID 5854 **Agency Project ID** **Total Cost** \$676,386,114
Lead Agency Washington Metropolitan Area Transit Authority **Municipality** Region-wide **County**
Project Type Transit - Maintenance **Completion Date** **TCM**
Project Name Buses - Replacement, Rehabilitation, Expansion, & Enhancements
Project Limits Not Location Specific
Description Provides funds for Replacement of the bus fleet; Routine Bus Rehabilitation and Life Cycle Overhaul of the bus fleet; Bus enhancements or upgrade or replacement/repair of equipment (security, fare boxes, bike racks, ADA, etc.)

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	CMAQ	-	\$4,324,914	\$4,067,558	\$2,800,000	\$2,960,000	-	\$14,152,472
OTHER	LOCAL	-	\$49,703,547	\$65,693,695	\$62,912,000	\$50,411,000	-	\$228,720,242
OTHER	SECT. 5307	-	\$101,728,037	\$76,055,763	\$112,128,872	\$108,768,872	-	\$398,681,544
OTHER	SECT. 5339 (C)	-	\$4,162,472	-	-	-	-	\$4,162,472
OTHER	SECT. 5339	-	\$10,223,128	-	\$10,223,128	\$10,223,128	-	\$30,669,384
<i>Total Other</i>		-	\$170,142,098	\$145,817,016	\$188,064,000	\$172,363,000	-	\$676,386,114
Total Programmed		-	\$170,142,098	\$145,817,016	\$188,064,000	\$172,363,000	-	\$676,386,114

Version History

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

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Capital Investment Advancement

Funding Change(s):

Total project cost decreased from \$1,025,911,338 to \$676,386,114

<i>TIP ID</i>	5855	<i>Agency Project ID</i>		<i>Total Cost</i>	\$31,900,000
<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<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>	MetroAccess and Service Vehicles				
<i>Project Limits</i>	Not Location Specific				
<i>Description</i>	Provides funds for a. MetroAccess Vehicles: purchase/ replacement of Metro Access vehicles. b. Replacement of Service Vehicles: purchase/ replacement of vehicles that will be used Authority-wide for service activities.				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$6,500,000	\$12,400,000	\$6,500,000	\$6,500,000	-	\$31,900,000
	<i>Total Other</i>	-	\$6,500,000	\$12,400,000	\$6,500,000	\$6,500,000	-	\$31,900,000
	<i>Total Programmed</i>	-	\$6,500,000	\$12,400,000	\$6,500,000	\$6,500,000	-	\$31,900,000

Version History

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

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Capital Investment Advancement

Funding Change(s):

Total project cost decreased from \$44,600,000 to \$31,900,000

<i>TIP ID</i>	5856	<i>Agency Project ID</i>		<i>Total Cost</i>	\$1,441,591,101
<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<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>	Rail Line Segment Rehabilitation				
<i>Project Limits</i>	Not Location Specific				
<i>Description</i>	Funding supports: Rehabilitation and safety of Metrorail system including Platform Rehabilitation; Station Modernization; Replace/Rehab critical structures; Replace/Rehab rail systems; and Preventive Maintenance/Rehabilitation of rail system infrastructure.				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$348,622,630	\$524,986,944	\$231,263,000	\$110,675,078	-	\$1,215,547,652
OTHER	WIP	-	\$1,829,000	\$4,068,000	\$3,000,000	-	-	\$8,897,000
OTHER	PRIIA	-	\$86,412,000	\$97,270,000	\$3,098,000	\$5,601,500	-	\$192,381,500
OTHER	SECT. 5307	-	\$3,874,517	-	-	-	-	\$3,874,517
OTHER	SECT. 5337-SGR	-	-	-	-	\$20,890,432	-	\$20,890,432
<i>Total Other</i>		-	\$440,738,147	\$626,324,944	\$237,361,000	\$137,167,010	-	\$1,441,591,101
<i>Total Programmed</i>		-	\$440,738,147	\$626,324,944	\$237,361,000	\$137,167,010	-	\$1,441,591,101

Version History

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

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Capital Investment Advancement

Funding Change(s):

Total project cost decreased from \$1,690,945,287 to \$1,441,591,101

TIP ID 5857 **Agency Project ID** **Total Cost** \$321,268,001
Lead Agency Washington Metropolitan Area Transit Authority **Municipality** Region-wide **County**
Project Type Transit - Maintenance **Completion Date** **TCM**
Project Name Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement
Project Limits Not Location Specific
Description Provides funds for: Rehabilitation or replacement, expansion or redesign of bus garages and maintenance facilities to meet storage, maintenance needs, and diversification of fleet. Facility Modernization to update equipment, address safety and adapt to alternative bus fleet types (e.g. CNG, Zero emission/Electric Bus, etc.) (Bladensburg; Northern Bus Garage, Southern Avenue, 4 Mile Run, Royal Street (Cinder Bed Road), Shepard Parkway, etc).

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$4,354,000	\$41,380,001	\$81,000,000	\$132,770,000	-	\$259,504,001
OTHER	SECT. 5307	-	\$17,416,000	\$24,816,025	\$6,000,000	\$2,600,000	-	\$50,832,025
OTHER	SECT. 5339	-	-	\$10,931,975	-	-	-	\$10,931,975
<i>Total Other</i>		-	\$21,770,000	\$77,128,001	\$87,000,000	\$135,370,000	-	\$321,268,001
Total Programmed		-	\$21,770,000	\$77,128,001	\$87,000,000	\$135,370,000	-	\$321,268,001

Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21- Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21- Amendment 2021-2024	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Capital Investment Advancement

Funding Change(s):

Total project cost increased from \$318,910,000 to \$321,268,001

<i>TIP ID</i>	5858	<i>Agency Project ID</i>		<i>Total Cost</i>	\$848,965,973
<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<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>	Systems and Technology				
<i>Project Limits</i>	Not Location Specific				
<i>Description</i>	Provides funds for a. Rail Power Systems: upgrade of rail system's power supply. b. Operations Support Software: purchase and/or replacement of software that supports the transit system. c. Business Support Software & Equipment: purchase and/or replacement of software and equipment that supports the agency's mission. d. Rail Fare Equipment: purchase and/or replacement of fare equipment for the transit system.				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$174,733,101	\$220,534,968	\$203,728,504	\$148,920,216	-	\$747,916,789
OTHER	SECT. 5307	-	-	\$45,576,000	-	-	-	\$45,576,000
OTHER	SECT. 5312	-	\$176,000	-	-	-	-	\$176,000
OTHER	SECT. 5339	-	\$2,180,000	-	-	-	-	\$2,180,000
OTHER	SECT. 5307/5340	-	\$17,383,904	-	\$9,801,496	\$25,931,784	-	\$53,117,184
	<i>Total Other</i>	-	\$194,473,005	\$266,110,968	\$213,530,000	\$174,852,000	-	\$848,965,973
	<i>Total Programmed</i>	-	\$194,473,005	\$266,110,968	\$213,530,000	\$174,852,000	-	\$848,965,973

Version History

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

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Capital Investment advancement

Funding Change(s):

Total project cost decreased from \$1,080,458,715 to \$848,965,973

<i>TIP ID</i>	5859	<i>Agency Project ID</i>		<i>Total Cost</i>	\$885,011,237
<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<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>	Track and Structures				
<i>Project Limits</i>	Not Location Specific				
<i>Description</i>	Provides funds for: a. Track Rehabilitation: maintain and rehabilitate track and track infrastructure including aerial structures. b. Station/Tunnel Rehabilitation: repair of water leaks in stations, vent shafts, air ducts, tunnels, tunnel liners, and other areas in the system. c. Preventative Maintenance for track and structures				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$89,659,000	\$293,854,237	\$96,175,000	\$130,859,000	-	\$610,547,237
OTHER	SECT. 5337- SGR	-	\$75,600,000	\$50,760,000	\$78,132,000	\$69,972,000	-	\$274,464,000
	<i>Total Other</i>	-	\$165,259,000	\$344,614,237	\$174,307,000	\$200,831,000	-	\$885,011,237
	<i>Total Programmed</i>	-	\$165,259,000	\$344,614,237	\$174,307,000	\$200,831,000	-	\$885,011,237

Version History

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

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Capital Investment advancement

Funding Change(s):

Total project cost decreased from \$1,065,522,800 to \$885,011,237

<i>TIP ID</i>	5860	<i>Agency Project ID</i>		<i>Total Cost</i>	\$899,163,674
<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<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>	Passenger Facilities				
<i>Project Limits</i>	Not Location Specific				
<i>Description</i>	Provides funds for a. Elevator/ Escalator Facilities: rehabilitation of elevator and escalators and expansion of elevator capacity. b. Maintenance of Rail Station Facilities: upgrade, rehabilitation, and/or replacement of station area components. c. Bicycle/ Pedestrian Facilities: rehabilitation, replacement and expansion of bicycle and pedestrian facilities. d. Rail Station Capacity/ Enhancements: expand the capacity of rail stations, improve passenger access, and protect exposed assets. e. Bus Priority Corridor Improvements: bus stops, runningway enhancements, street operations management and safety strategies to produce more reliable bus. f. Rail Station Equipment: purchase of equipment to be used in rail stations, including police emergency management equipment and other related. g. Preventative Maintenance for passenger facilities				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$62,844,752	\$82,647,493	\$83,105,080	\$67,754,300	-	\$296,351,625
OTHER	WIP	-	\$77,939,000	\$152,500,000	\$36,870,000	\$41,580,000	-	\$308,889,000
OTHER	PRIIA	-	\$22,675,000	\$30,330,000	\$25,830,000	\$26,858,500	-	\$105,693,500
OTHER	SECT. 5307	-	\$20,269,405	\$18,387,424	\$24,117,488	\$21,147,200	-	\$83,921,517
OTHER	SECT. 5337-SGR	-	\$25,797,600	\$28,652,000	\$31,294,432	\$18,564,000	-	\$104,308,032
<i>Total Other</i>		-	\$209,525,757	\$312,516,917	\$201,217,000	\$175,904,000	-	\$899,163,674
<i>Total Programmed</i>		-	\$209,525,757	\$312,516,917	\$201,217,000	\$175,904,000	-	\$899,163,674

Version History

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

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Capital Investment Advancement

Funding Change(s):

Total project cost decreased from \$1,267,420,657 to \$899,163,674

<i>TIP ID</i>	5861	<i>Agency Project ID</i>		<i>Total Cost</i>	\$500,000
<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<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>	Maintenance Equipment				
<i>Project Limits</i>	Not Location Specific				
<i>Description</i>	Provides funds for a. Rail Maintenance Equipment: purchase and/or replacement of equipment to maintain the rail system. b. Bus Repair Equipment: purchase and/or replacement of repair equipment. c. Business Facilities Equipment: purchase and/or replacement of equipment that supports the business process of the agency.				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	-	\$500,000	-	-	-	\$500,000
	<i>Total Other</i>	-	-	\$500,000	-	-	-	\$500,000
	<i>Total Programmed</i>	-	-	\$500,000	-	-	-	\$500,000

Version History

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

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Capital Investment Advancement

Funding Change(s):

Total project cost decreased from \$2,300,000 to \$500,000

<i>TIP ID</i>	5862	<i>Agency Project ID</i>		<i>Total Cost</i>	\$592,458,000
<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<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>	Other Support Facilities				
<i>Project Limits</i>	Not Location Specific				
<i>Description</i>	Provides funds for: a. Business Support Facilities: facilities that support business operations functions. b. Metro Transit Police Department (MTPD) Support Facilities Rehabilitation: upgrade and rehabilitation of MTPD facilities. c. MTPD Support Facilities Expansion: expansion of MTPD to meet new ridership and facility demands, to include the new District 2, police training facility, and special operations division facility.				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$263,716,000	\$307,406,000	\$13,062,000	\$8,274,000	-	\$592,458,000
	<i>Total Other</i>	-	\$263,716,000	\$307,406,000	\$13,062,000	\$8,274,000	-	\$592,458,000
	<i>Total Programmed</i>	-	\$263,716,000	\$307,406,000	\$13,062,000	\$8,274,000	-	\$592,458,000

Version History

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

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Capital Investment Advancement

Funding Change(s):

Total project cost decreased from \$688,287,000 to \$592,458,000

<i>TIP ID</i>	5863	<i>Agency Project ID</i>		<i>Total Cost</i>	\$26,802,300
<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<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>	Project Management and Support				
<i>Project Limits</i>	Not Location Specific				
<i>Description</i>	Provides funds for Project Planning, Management and Support				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$7,500,000	\$7,102,300	\$6,100,000	\$6,100,000	-	\$26,802,300
	<i>Total Other</i>	-	\$7,500,000	\$7,102,300	\$6,100,000	\$6,100,000	-	\$26,802,300
	<i>Total Programmed</i>	-	\$7,500,000	\$7,102,300	\$6,100,000	\$6,100,000	-	\$26,802,300

Version History

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

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Capital Investment Advancement

Funding Change(s):

Total project cost decreased from \$65,183,800 to \$26,802,300

<i>TIP ID</i>	5866	<i>Agency Project ID</i>		<i>Total Cost</i>	\$61,840,000
<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<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>	Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation and Replacement				
<i>Project Limits</i>	Not Location Specific				
<i>Description</i>	Provides funds for a. Maintenance of Rail Yards: maintenance and/or rehabilitation of rail maintenance yards. b. Rail Maintenance Facilities: construction and/or replacement of rail maintenance facilities.				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$2,700,000	\$2,140,000	\$27,000,000	\$28,500,000	-	\$60,340,000
	<i>Total Other</i>	-	\$2,700,000	\$2,140,000	\$27,000,000	\$28,500,000	-	\$60,340,000
	<i>Total Programmed</i>	-	\$2,700,000	\$2,140,000	\$27,000,000	\$28,500,000	-	\$60,340,000

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
21-29	Amendment 2021-2024	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Capital Investment Advancement

Total project cost decreased from \$78,450,000 to \$60,340,000

<i>TIP ID</i>	5867	<i>Agency Project ID</i>		<i>Total Cost</i>	\$585,413,001
<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<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>	Facilities Maintenance Support Systemwide Support Equipment, Environmental Compl Projects and Adm Support				
<i>Project Limits</i>	Not Location Specific				
<i>Description</i>	Provides funds for: a. Environmental Compliance Projects: facility or equipment upgrades and/or replacements required to comply with environmental regulatory requirements or directives. b. Maintenance Bus & Rail Facilities: upgrades, rehabilitation, and/or replacements of systemwide support equipment, financial planning and project administration, to include a new test track, railcar commissioning facility and New Carrollton Yard capacity improvements.				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$64,973,172	\$144,547,468	\$139,573,000	\$193,438,000	-	\$542,531,640
OTHER	SECT. 5307	-	\$560,000	-	\$9,184,000	-	-	\$9,744,000
OTHER	SECT. 5337-SGR	-	\$8,028,828	\$22,324,533	-	-	-	\$30,353,361
OTHER	SECT. 5307/5340	-	-	-	-	\$2,784,000	-	\$2,784,000
	<i>Total Other</i>	-	\$73,562,000	\$166,872,001	\$148,757,000	\$196,222,000	-	\$585,413,001
	Total Programmed	-	\$73,562,000	\$166,872,001	\$148,757,000	\$196,222,000	-	\$585,413,001

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
21-29 Amendment 2021-2024	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Capital Investment Advancement

Funding Change(s):

Total project cost increased from \$576,148,010 to \$585,413,001

National Capital Region Transportation Planning Board
 FY 2021-2024 Transportation Improvement Program
 Washington Metropolitan Area Transit Authority
 Programmed Funding Sources by Fiscal Year

FUNDING SOURCE	2021	2022	2023	2024	TOTAL YEAR
Congestion Mitigation and Air Quality Improvement Program	\$4,324,914	\$4,067,558	\$2,800,000	\$2,960,000	\$14,152,472
Passenger Rail Investment and Improvement Act	\$148,500,000	\$148,500,000	\$74,250,000	\$74,250,000	\$445,500,000
Sect. 5307 - Urbanized Area Formula Program	\$143,847,959	\$164,835,212	\$151,430,360	\$132,516,072	\$592,629,603
Sect. 5312 - Public Transportation Innovation	\$176,000	\$0	\$0	\$0	\$176,000
Sect. 5337 - State of Good Repair Program	\$156,626,428	\$148,936,533	\$156,626,432	\$156,626,432	\$618,815,825
Sect. 5339 (c) - Low or No Emissions Vehicle Program	\$4,162,472	\$0	\$0	\$0	\$4,162,472
Sect. 5339 - Bus and Bus Facilities Formula Program	\$12,403,128	\$10,931,975	\$10,223,128	\$10,223,128	\$43,781,359
Section 5307/5340	\$17,383,904	\$0	\$9,801,496	\$28,715,784	\$55,901,184
Technology and Innovation Deployment Program	\$600,000	\$0	\$0	\$0	\$600,000
FEDERAL SUBTOTAL	\$488,024,805	\$477,271,278	\$405,131,416	\$405,291,416	\$1,775,718,915
Local	\$1,232,551,202	\$1,876,235,742	\$1,118,151,584	\$1,046,567,594	\$5,273,506,122
LOCAL SUBTOTAL	\$1,232,551,202	\$1,876,235,742	\$1,118,151,584	\$1,046,567,594	\$5,273,506,122
Local Funding Agreement (non-matching)	\$90,435,000	\$169,519,000	\$39,870,000	\$41,580,000	\$341,404,000
OTHER SUBTOTAL	\$90,435,000	\$169,519,000	\$39,870,000	\$41,580,000	\$341,404,000
TOTAL	\$1,811,011,007	\$2,523,026,020	\$1,563,153,000	\$1,493,439,010	\$7,390,629,037



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: July 15, 2021

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



National Capital Region
Transportation Planning Board

June 14, 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 the District of Columbia for the Benning Road Reconstruction and Streetcar 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 the District of Columbia Department of Transportation (DDOT) for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the Benning Road Reconstruction and Streetcar Project.

The Benning Road Reconstruction and Streetcar Project includes the replacement of the bridge over the Anacostia Freeway and the rehabilitation of the Ethel Kennedy Memorial Bridge, enhancing pedestrian and bicycle facilities, and improving safety and access along the two-mile corridor. The project will allow for the existing DC Streetcar line to extend across the Anacostia River to connect to the Benning Road Metrorail station on a center-running alignment, providing a vital new transit link between Ward 7 and activity/employment centers which will improve equitable access to transit services for historically disadvantaged communities. The project improves safety, helps reduce greenhouse gas emissions, and addresses state of good repair needs.

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 grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by the District of Columbia. 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: Everett Lott, Acting Director, District Department of Transportation



National Capital Region
Transportation Planning Board

June 14, 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 the District of Columbia for the DC Circulator Bus Garage Plan

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District of Columbia Department of Transportation (DDOT) for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the DC Circulator Bus Garage Plan.

The DC Circulator bus program is a crucial component of the District's transportation system and provides a vital service to residents, businesses, commuters, and visitors to the nation's capital. DC Circulator has an opportunity to be a leader in clean energy transit in the country and address environmental justice issues stemming from the emissions of diesel buses. The new DC Circulator Bus Garage is a leading-edge project for the Washington, D.C. metropolitan region in advancing the electrification of transit buses with necessary support infrastructure. The development of this project will allow the District of Columbia to replace the 44 remaining diesel buses in its fleet, eliminating diesel exhaust on routes throughout the city including in neighborhoods of persistent poverty. The garage will include on-site solar electricity generation to ensure that the transition to electric buses relies on clean energy solutions. This project advances the Clean Energy Omnibus Act of 2019, the Sustainable DC 2.0 Plan, and the moveDC long-range plan.

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 electric vehicles to provide a broad range of clean public 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 the District of Columbia. 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: Everett Lott, Acting Director, District Department of Transportation



National Capital Region
Transportation Planning Board

June 14, 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 the District of Columbia for the South Capitol Street Trail

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District of Columbia Department of Transportation (DDOT) for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the South Capitol Street Trail.

The South Capitol Street Trail will extend the Anacostia Riverwalk Trail with a 3.8-mile multi-use path through a portion of southeastern Washington, D.C. currently lacking safe pedestrian and bicycling access. The long-distance trail will complete an important missing link and connect several population centers with each other and with activity centers and employment centers, encouraging commuter use and reducing greenhouse gas emissions. The South Capitol Street Trail will also preserve green space for the public benefit and include sustainable development principles to promote storm water management, such as permeable surfaces and tree planting.

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 South Capitol Street 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 the District of Columbia. 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: Everett Lott, Acting Director, District Department of Transportation



National Capital Region
Transportation Planning Board

June 28, 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 Fairfax County, Virginia for the Richmond Highway (US 1)
Bus Rapid Transit 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 Fairfax County, Virginia for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the Richmond Highway (US 1) Bus Rapid Transit (BRT) Project.

The Fairfax County Department of Transportation (FCDOT) proposes to implement a new 7.4-mile high quality BRT with dedicated and mixed right-of-way which will provide faster and reliable transit service along the Richmond Highway corridor from the terminus of the Washington Metropolitan Area Transit Authority (WMATA) Yellow Line at Huntington Metrorail Station south to Ft. Belvoir, a major US Army installation. The project includes the construction of new BRT-dedicated median lanes and nine BRT stations, procurement of a dedicated fleet of 60-foot BRT buses, roadway widening, improvements to existing sidewalks, construction of new sidewalks and bicycle facilities, and the associated improvements of station areas. These improvements will improve safety for transit riders, bicyclist, and pedestrians. The project also serves an identified Equity Emphasis Area and will help improve mobility and accessibility to traditionally underserved populations.

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 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 Fairfax 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: Tom Biesiadny, Director, Fairfax County Department of Transportation



National Capital Region
Transportation Planning Board

June 30, 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 Montgomery County, Maryland for the Hydrogen Electric Site and Buses for the Great Seneca Transit Network Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Montgomery County, Maryland for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the Hydrogen Electric Site and Buses for the Great Seneca Transit Network Project.

Montgomery County proposes to acquire 13 new hydrogen fuel cell electric buses and develop a new green hydrogen production site and compression, storage, and dispensing site that will fuel the 13 buses. The 13 hydrogen-electric buses will support the first phase of the Great Seneca Transit Network (GSTN). The GSTN serves and supports growth in the life sciences, medical, and educational institutions in Rockville and Gaithersburg and will link the burgeoning life sciences cluster in this area with the WMATA Red Line and other transit. The GSTN will reduce carbon pollution by connecting areas to public transit and enhance equity by connecting underserved communities to educational and job opportunities. The GSTN also supports walking and biking while addressing Vision Zero's goal to eliminate serious and fatal collisions along these new transit corridors. The infrastructure improvements for this phase are fully funded as a separate project and will be completed by 2024.

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 safe and environmentally friendly public and private 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 Montgomery 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. Chris Conklin, Director, Montgomery County Department of Transportation



National Capital Region
Transportation Planning Board

July 12, 2021

Jiayang (Jay) Zheng
Team Leader, Traffic Engineering Safety
Office of Traffic and Safety
Maryland Department of Transportation State Highway Administration
7491 Connelly Drive
Hanover, MD 21076

Re: SHA HSIP Local Agency Project Grant Application by Montgomery County, Maryland for Protected Pedestrian Crossings using Pedestrian Hybrid Beacons

Dear Mr. Zheng:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Montgomery County for a Maryland State Highway Administration Highway Safety Improvement Program Grant Program for the Protected Pedestrian Crossings project.

Montgomery County proposes to apply proven-effective systemic safety treatments at up to five locations. Pedestrian Hybrid Beacons (PHB) will be installed at four of these locations and a full signal with Accessible Pedestrian Signals (APS) and Countdown Pedestrian Signals (CPS) will be installed at the fifth location. PHBs have been shown to significantly reduce pedestrian crashes. A Federal Highway Administration (FHWA) study published in 2010 found that PHBs can reduce pedestrian crashes by 69 percent and total crashes by 29 percent. Because one of the locations is too wide for a PHB, a full signal with APS and CPS is needed.

The project supports TPB Resolution R3-2021 establishing a regional roadway safety policy to reduce fatalities and serious injuries on the region's roadways. PHBs and CPSs are specifically supported in section 2 of that resolution. The project is also 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 investments in safety improvements to reduce the number of people killed and injured on the region's roadways. This grant would reduce the number of fatalities at the specified locations over time and would advance the region's long-term transportation priorities.

The TPB requests your favorable consideration of this request by Montgomery County.

Sincerely,

Charles Allen
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Chris Conklin, Director, Montgomery County Department of Transportation
Mr. Gary Erenrich, Special Assistant to the Director, Montgomery County Department of Transportation



National Capital Region
Transportation Planning Board

July 12, 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 Marlboro Pike, Phase II, Enhanced Equity through Safer Streets Improvement Project by Prince George's County, Maryland

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 George's County Department of Public Works and Transportation (DPW&T) for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to reconstruct a section of Marlboro Pike to implement vital safety improvements

The Marlboro Pike, Enhanced Equity through Safer Streets Improvement Roadway Reconstruction Project transforms a 1.25 mile section of Marlboro Pike in Prince George's County, Maryland to a safer more equitable roadway by reducing the roadway to one lane in each direction and synchronizing signal timings. The funding requested supports justifiable safety countermeasures that have a direct local impact on the adjoining neighborhood, businesses and community. The project will ultimately provide the community with the transportation choices they desire: safe and comfortable routes and increased opportunities for walking, bicycling, and taking transit.

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 spot improvements to address safety and equity. The project addresses the National Capital Region's Smart Growth and Vision Zero principles and will also serve a regionally designated Equity Emphasis Area with a significant concentration of low-income or minority populations.

The TPB requests your favorable consideration of this request by Prince George's 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. Martin L. Harris, Deputy Director, Prince George's County Department of Public Works & Transportation



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: July 15, 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: Nicholas Ramfos, Director, Transportation Operations Programs
SUBJECT: 2021 Commuter Connections Employer Recognition Awards
DATE: July 15, 2021

The intent of this memorandum is to provide a summary of the 2021 Commuter Connections Employer Recognition Awards.

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

During FY 2021, nominations for the awards categories of Incentives, Marketing and Telework were received in January and reviewed by a selection committee in March which was held virtually and chaired by Vice Mayor and TPB Vice Chair Pamela Sebesky.

The 2021 Employer Recognition Awards was COG's first in-person post-pandemic event held at National Press Club on June 29, 2021. The event was emceed by TPB Vice Chairman Pamela Sebesky. District of Columbia Councilmember and TPB Chair Charles Allen was also an awards presenter.

Awards recipients included:

Incentives: National Institute of Allergy and Infectious Diseases, NIH, Rockville, MD

Marketing: GEICO, Chevy Chase, MD

Telework: American Speech-Language-Hearing Association, Rockville, MD

Employer Services Sales Team Achievement Award: District Department of Transportation

Employer Services Organization Achievement Award: Fairfax County Department of Transportation



MEMORANDUM

TO: Transportation Planning Board
FROM: Mark S. Moran, TPB Travel Forecasting and Emissions Analysis Program Director
SUBJECT: TPB Climate Change Mitigation Study of 2021: Release of Literature Review with Executive Summary
DATE: July 15, 2021

The TPB Climate Change Mitigation Study of 2021 (CCMS) is a 12-month scenario study whose goal is to identify potential pathways for the region to reduce on-road, transportation-sector greenhouse gas emissions to meet regional greenhouse gas reduction goals associated with 2030 and 2050. The study is divided into two phases: Phase 1, conducted by TPB staff, concluded with a report, dated March 2, summarizing major findings from past work done in this area by both TPB and COG.¹ The findings from that report were presented by TPB staff to the TPB Technical Committee in February, and to both the TPB and the Climate, Energy and Environment Policy Committee (CEEPC) in May.

Phase 2 of the CCMS is a technical analysis conducted by COG's planning services on-call consultant, ICF. Phase 2 began with a literature review of climate action plans and transportation greenhouse gas emissions reduction strategies. ICF staff (Michael Grant and Adam Agalloco) presented the major findings from the ICF literature review at the June 4 Technical Committee meeting.²

The **ICF literature review** was finalized on July 8, shared with the Technical Committee on July 9, and is now being shared with the TPB.³ At 83 pages, the report is quite comprehensive, but there is also a 12-page executive summary that succinctly summarizes the main findings of the report. The next steps in the study are:

1. Develop a list of greenhouse gas reduction scenarios to be tested.
2. Select the analysis tools for the study.
3. Conduct the analysis.
4. Document the findings in a final report by the end of this year.

Questions or comments about the study can be sent to Mark Moran, mmoran@mwkog.org.

¹ Erin Morrow, Dusan Vuksan, and Mark S. Moran, "TPB Climate Change Mitigation Study of 2021, Phase 1 Report: Greenhouse Gas Emissions Reductions Strategies: Findings from Past Studies" (Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, March 2, 2021), <https://www.mwkog.org/file.aspx?&A=MiD6Ji82bKyfKHZxf4NWSf6IDtx%2bOIVznGk7eZoe1E%3d>

² Michael Grant and Adam Agalloco, "TPB Climate Change Mitigation Study of 2021 - Literature Review," <https://www.mwkog.org/events/2021/6/4/tpb-technical-committee/>

³ ICF, "TPB Climate Change Mitigation Study of 2021: A Review of Climate Action Plans and Literature on Transportation Greenhouse Gas Emissions Reduction Strategies and Their Effectiveness" (National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, July 8, 2021), <https://www.mwkog.org/events/2021/7/9/tpb-technical-committee/>



MEMORANDUM

TO: Transportation Planning Board
FROM: Erin Morrow, TPB Transportation Engineer
SUBJECT: Transportation and Climate Initiative (TCI): Model Rule, Summary of Public Input, and Additional Draft Documents Released
DATE: July 15, 2021

On June 10, 2021, the [Transportation and Climate Initiative](#) (TCI) released five documents: (1) the [model rule](#) for the [Transportation and Climate Initiative Program \(TCI-P\)](#), (2) a [summary of public input](#) received since the draft model rule was released in March, (3) the [Draft Framework for Public Engagement \(Guiding Principles\)](#), (4) the [Draft TCI-P Model Implementation Plan](#), and (5) the [Draft Proposed Strategies for Regional Coordination](#). [Public input](#) on the three draft documents is requested by August 13, 2021. TCI presented an overview of these documents during a webinar on June 10. The webinar [slide deck](#) and recording in both [English](#) and [Spanish](#) are available.

TCI-P is a multi-state cap-and-invest program in the Northeast, Mid-Atlantic, and Southeast to cap carbon dioxide emissions from transportation fuels and invest revenue from the program into programs and policies to further reduce greenhouse gas emissions from on-road vehicles. In December 2020, the District of Columbia and three states¹ signed a [Memorandum of Understanding](#) (MOU) to participate in the TCI-P. Maryland, Virginia, and six other states² continue to collaborate on the model rule and other aspects of TCI with the four signatory TCI-P jurisdictions. TPB received a [memorandum](#) about the TCI-P draft model rule under Item 5 at the March 17, 2021 meeting.

The MOU requires the TCI-P jurisdictions to release a coordinated final [model rule](#) after providing for a public review and input period on the draft model rule. According to TCI, since the release of the draft model rule for TCI-P on March 1, 2021, “more than 400 submissions were provided through the TCI-P portal, reflecting the views of over 100 different organizations.” TCI received comments on a wide range of topics including equity, equity advisory bodies, commitments to equitable investment, air quality monitoring, workforce development, managing uncertainty in the TCI-P, and carbon dioxide emissions and fuel sales reporting. The [summary of public input](#) includes responses from the TCI-P jurisdictions. The [public comments received](#) can be found on the TCI-P website.

In addition to revising the draft model rule based on the public feedback received, the TCI-P jurisdictions, with support from the collaborating jurisdictions, developed three additional draft documents to further address public feedback on aspects of the program not covered in the model rule. These three documents, also referenced in the introductory paragraph, along with their descriptions from the TCI-P website, are:

¹ Connecticut, Massachusetts, and Rhode Island

² Delaware, New Jersey, New York, North Carolina, Pennsylvania, and Vermont

- [Draft Framework for Public Engagement \(Guiding Principles\)](#) – This document includes guiding principles for TCI-P jurisdictions to follow when conducting outreach and public engagement, with a focus on ensuring just and equitable outcomes. This includes emphasis on emission reductions and access to low-carbon transportation for communities that are overburdened by pollution and underserved by the transportation system.
- [Draft TCI-P Model Implementation Plan](#) – The Model Implementation Plan (MIP) provides a common framework for jurisdictions to follow in developing their own Implementation Plans. Each TCI-P jurisdiction will develop an Implementation Plan that describes the various steps and processes it will pursue – including regulations and other legal mechanisms – to achieve the goals of the program. Each jurisdiction’s Implementation Plan will include a timeline and address the topics outlined in the MIP, in a manner that reflects the specific laws, regulations, and other unique circumstances and priorities of that jurisdiction.
- [Draft Proposed Strategies for Regional Collaboration](#) – Recognizing that achieving long-term reductions in pollution from transportation will require a combination of policy approaches, the draft Proposed Strategies for Regional Collaboration document summarizes a range of additional policies and programs that current TCI-P signatory jurisdictions are proposing. These strategies would be implemented collaboratively to further reduce transportation emissions while also advancing other TCI-P goals, including direct benefits for overburdened and underserved communities.

The state agency contacts for the District of Columbia, Maryland, and Virginia are:

District of Columbia

- Jenn Hatch, Climate Analyst, Department of Energy & Environment (DOEE)
(jenn.hatch@dc.gov)

Maryland

- Devon Dodson, Senior Advisor, Maryland Department of the Environment
(devon.dodson1@maryland.gov)
- Chris Hoagland, Climate Change Program Manager, Maryland Department of the Environment (chris.hoagland@maryland.gov)
- Virginia Burke, Transportation Air Quality Program Manager, Maryland Department of Transportation (vburke@mdot.maryland.gov)
- Dorothy Morrison, Director, Office of Environment, Maryland Department of Transportation (dmorrison@mdot.maryland.gov)

Virginia

- Chris Bast, Chief Deputy Director at the Virginia Department of Environmental Quality
(chris.bast@deq.virginia.gov)



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: July 15, 2021

This memo provides information about the background, purpose, and logistics about the Aspiration to Implementation activity that began at the end of June and will culminate in early August.

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 Phase II Outreach 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 is using the activity to 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 are 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.

Respondent Journey



General Posters:

TPB staff understand that not everyone will be available to interact with a poster at a selected location. TPB staff also want to hear how the Aspirational Initiatives would be useful for people who have yet have to learn about the initiatives or are unable to access projects that align with them.

To accommodate these groups, staff created posters that were placed at locations such as recreation centers, job centers, grocery stores, or libraries. People using these posters will be able to scan a QR code to access the Visualize 2045 website and answer general questions about any Aspirational Initiative of their interest.

Accommodations:

In addition to providing QR codes, all posters have a telephone number that a person can text if they don't have access to a smart phone, Wi-Fi, or cellular data.

PROMOTION AND AMBASSADORS

To get the word out about this outreach, staff is promoting the activity on social media and word of mouth. Staff has provided 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. Ambassadors are asked to share pictures of the signs when they encounter them around the region. Staff have also asked ambassadors to share the campaign with their networks, neighbors, and constituents to spread the word and encourage participation.

POSTER LOCATIONS

Posters and flyers have been posted at more than 40 locations throughout the region. For more information about locations and other features of this outreach activity, contact TPB staff.

ITEM 7 – Action

July 21, 2021

Regional Roadway Safety Program Approval

Action: Approve Regional Roadway Safety Program technical assistance recipients.

Background: 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 FY 2021 funding.



MEMORANDUM

TO: Transportation Planning Board
FROM: Jon Schermann, Transportation Planner
SUBJECT: FY 2021 Regional Roadway Safety Program Technical Assistance Funding Recommendations
DATE: July 15, 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 (RRSP). The panel met in May and recommended five projects for funding. The TPB is scheduled to vote on the panel's recommendations on July 21.

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 RRSP Selection Panel recommends five projects for funding.

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

- All projects address one or more of the funding priorities outlined in TPB Resolution R3-2021.
- All projects either directly or indirectly encourage improved road user behavior.
- All projects work to identify and/or design safety countermeasures.
- All 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 (four from Maryland jurisdictions and seven 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
- \$35,000 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 award funding at lower levels than the applications requested. 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 five 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).

REGIONAL ROADWAY SAFETY PROGRAM

FY 2021 Technical Assistance

Jon Schermann
Transportation Planner

Transportation Planning Board
July 21, 2021

Regional Roadway Safety Program

- Initial round
- Established and funded by the TPB via Resolution R3-2021 adopted July 2021
- Promotes TPB roadway safety priorities
- Program Funding (FY 2021)
 - Core UPWP: \$150,000
 - Maryland Technical Assistance: \$35,000
 - Virginia Technical Assistance: \$35,000
 - District of Columbia Technical Assistance: \$30,000
 - **Total Program Funding: \$250,000**



Solicitation

- Application solicitation between January 19 – March 22, 2021
 - Optional abstracts were due February 12
- 11 applications were received for \$700,000 in funding requests
 - 4 applications from Maryland jurisdictions and 7 applications from Virginia jurisdictions



Selection

- Selection Panel
 - TPB staff + safety officials from DDOT, MDOT, VDOT, and FHWA
- Individual Evaluations



- Discussion: consensus recommendations - sought balance between Maryland and Virginia



Overview of Recommendations

- Total funding: \$250,000
- 5 applications recommended for funding
 - All projects address one or more of the funding priorities outlined in TPB Resolution R3-2021.
 - All projects either directly or indirectly encourage improved road user behavior.
 - All projects work to identify and/or design safety countermeasures.
 - All projects are either entirely within or connect to Equity Emphasis Areas.
 - Three projects are from Maryland jurisdictions and two are from Virginia jurisdictions.



Draft Funding Recommendations

Jurisdiction Name	Project	Panel Recommendation
Montgomery County	MD 650 High Injury Network Safety Study and Design	\$60,000
Prince George's County	Roadway Safety Audits and Design Recommendation for County Maintained High Injury Network	\$40,000
City of Laurel	Bowie Road Safety Audit	\$30,000
Arlington County	Arlington / Virginia School Zone Speed Camera Guidelines	\$60,000
Fairfax County	Herndon Parkway (Van Buren to Spring) Complete Street Safety Improvements	\$60,000



Next Steps

- Begin consultant selection process in July
- Open FY 2022 application period in August

Jon Schermann

Transportation Planner
jschermann@mwkog.org

mwkog.org/TPB

Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002



National Capital Region
Transportation Planning Board

ITEM 8 – Action

July 21, 2021

American Rescue Plan Act of 2021 (ARPA) Funding Recommendations and a FY 2021-2024 TIP Amendment to Include the Projects

Action: Approve Resolution R1-2022 to approve funding recommendations for ARPA and to approve an amendment of the FY 2021-2024 Transportation Improvement Program (TIP) to include these projects.

Background: The board will be briefed on the projects recommended for funding for ARPA appropriations to the DC-MD-VA urbanized area. A grant solicitation for current and past FTA Section 5310 Enhanced Mobility grant recipients was conducted from May 21 to June 21. A selection committee reviewed the grant applications and recommended projects to be presented to the TPB officers for concurrence. The board will be briefed on the solicitation and selection process and asked to approve the projects for funding and inclusion in the TIP.

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

**RESOLUTION TO APPROVE PROJECTS FOR FUNDING UNDER THE FEDERAL TRANSIT
ADMINISTRATION'S AMERICAN RESCUE PLAN ACT OF 2021 (ARPA) PROGRAM AND TO
AMEND THE FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

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, FAST authorizes the Federal Transit Administration's Section 5310 Enhanced Mobility program to provide capital and operating grants to eligible subrecipients to "improve mobility for seniors and individuals with disabilities...by removing barriers to transportation services and expanding the transportation mobility options available";

WHEREAS, under FAST, projects funded by the Enhanced Mobility program must respond to strategies in a "locally developed, coordinated public transit-human services transportation plan"; and

WHEREAS, in June 2013, the Governor of Maryland, the Governor of Virginia and the Mayor of the District of Columbia designated the TPB, with the Metropolitan Washington Council of Governments (COG), as the administrative agent, as the recipient of the Enhanced Mobility program for the Washington, DC-VA-MD Urbanized Area; and

WHEREAS, the TPB adopted an Update to the Coordinated Human Service Transportation Plan at its regular meeting on December 19, 2018 (R9-2019), which includes the comments and input of the TPB's Access for All Advisory Committee received on June 7, 2018; and

WHEREAS, the TPB, with COG as the administrative agent, is the Designated Recipient of ARPA funding for the Washington, DC-VA-MD Urbanized Area because of its role as Designated Recipient of Enhanced Mobility; and

WHEREAS, the purpose of ARPA funding is to support expenses eligible under Enhanced Mobility, but recipients are directed to prioritize payroll and operational needs; and

WHEREAS, eligibility criteria was adopted to make ARPA funding available to existing subrecipients and recent subrecipients of Enhanced Mobility (or JARC and New Freedom projects funded under an Enhanced Mobility solicitation) who qualify; and

WHEREAS, a solicitation for ARPA grant applications was conducted from May 21 through June 21; and

WHEREAS, a selection committee comprised of COG/TPB staff met on July 6, 2021 to review the applications and evaluate them against the selection criteria; and

WHEREAS, the selection committee recommended funding six projects described in the attached memorandum; and

WHEREAS, the TPB Officers and Chair of the AFA Committee concurred with the selection committee recommendations; and

WHEREAS, the attached FY 2021-2024 TIP amendment includes the project information for these projects;

WHEREAS, there is \$532,226 in FTA ARPA program funds, at 100% Federal, allocated to COG for supporting qualifying projects in the Washington, DC-VA-MD Urbanized Area program; and

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves five projects for funding described in the attached memorandum and TIP amendment and amends the FY 2021-2024 TIP to include these projects.

**National Capital Region Transportation Planning Board
 FY 2021-2024 Transportation Improvement Program
 TIP Action 21-31: Formal Amendment
 for TPB Review and Approval on July 21, 2021**

<i>TIP ID</i>	6366	<i>Agency Project ID</i>		<i>Total Cost</i>	\$17,164,444
<i>Lead Agency</i>	TPB	<i>Municipality</i>	Region-wide	<i>County</i>	
<i>Project Type</i>	Human Service Transportation Coordination	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Enhanced Mobility of Seniors and Individuals with Disabilities				
<i>Project Limits</i>					

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Description

This also includes funding for six sub-projects funded in FY 2021 by the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 and five sub projects funded in FY 2021 by the American Rescue Plan Act (ARPA). See the listing of subprojects for each on the following pages.

These funds are for the urbanized area within the District of Columbia, Maryland and Virginia metropolitan region.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	SECT. 5310	\$3,220,000	\$4,284,444	\$3,220,000	\$3,220,000	\$3,220,000	-	\$17,164,444
	<i>Total Other</i>	\$3,220,000	\$4,284,444	\$3,220,000	\$3,220,000	\$3,220,000	-	\$17,164,444
	<i>Total Programmed</i>	\$3,220,000	\$4,284,444	\$3,220,000	\$3,220,000	\$3,220,000	-	\$17,164,444

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
21-23 Amendment 2021-2024	04/21/2021	4/21/2021	06/02/2021	N/A
21-31 Amendment 2021-2024	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$16,632,218 to \$17,164,444

ARPA PROJECTS FUNDED IN FY 2021

These subprojects will be added to the comprehensive list of subrecipients and subprojects for the TPB's Enhanced Mobility Program.

Subrecipient	Description	Cost	Location
Boat People SOS	Mobility Management services for transportation to vaccination sites.	\$100,000	Northern Virginia/some DC
Dulles Area Transportation Association	Continuation of Mobility Management services for transportation to vaccination sites for Veterans who are seniors and/or have a disability.	\$30,640	Northern Virginia
Easter Seals Serving DC MD VA	Vehicle operating expenses and maintenance to restart direct transportation services for adult day program participants.	\$188,856	MD
Liberty Transportation Management Corporation	Operating expenses for wheelchair accessible taxi service.	\$143,370	DC
New Horizons Supported Services, Inc.	Operating expenses to support direct transportation services to recreation and employment for program participants with disabilities	\$69,360	MD
TOTAL:		\$532,226	

Amendment Summary Report for TIP Action 21-31
 Formal Amendment
 For TPB Review and Approval on July 21, 2021

TIP ID	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	NARRATIVE DESCRIPTION
6366	Enhanced Mobility of Seniors and Individuals with Disabilities	3	\$532,226	\$16,632,218	\$17,164,444	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): Sect. 5310 - Elderly and Persons with Disabilities Program + Increase funds in FFY 21 in OTHER from \$3,752,218 to \$4,284,444 <i>Total project cost increased from \$16,632,218 to \$17,164,444</i>
TOTAL		\$3	\$532,226	\$16,632,218	\$17,164,444		



MEMORANDUM

TO: Transportation Planning Board
FROM: Lynn Winchell-Mendy, Transportation Planner
SUBJECT: Funding Recommendations for the Federal Transit Administration's (FTA) American Rescue Plan Act of 2021 (ARPA) and Amendment of the TIP
DATE: July 15, 2021
CC: Kanti Srikanth, TPB Staff Director
Lyn Erickson, Plan Development and Coordination Program Director
Nicholas Ramfos, Director, Transportation Operations Programs

The purpose of this memo is to provide funding recommendations for FTA's ARPA program. On July 7, 2021, the selection committee finalized its recommendations for grant funding \$532,226 of allocated FTA funds from applications totaling \$1.16M in requested funds, with concurrence from the TPB officers and the Access for All (AFA) Committee Chair. The TPB will be asked on July 21, 2021 to approve these funding recommendations and amend the FY 2021-2024 Transportation Improvement Program (TIP) accordingly.

BACKGROUND

The TPB's Enhanced Mobility of Seniors and Individuals with Disabilities program provides funding to remove barriers to transportation services and expand transportation mobility options for these communities. The federal American Rescue Plan Act of 2021 provided supplemental funds (\$50M nationally) to the FTA's Enhanced Mobility of Seniors and Individuals with Disabilities program (Section 5310). The allocations of these funds to the National Capital region provided this second opportunity to competitively award additional funds to existing subrecipients and recent subrecipients of previous Enhanced Mobility (or JARC and New Freedom) program funds to help mitigate adverse fiscal impacts to the organization or the service due to the COVID-19 pandemic.

SUMMARY

A TPB and COG staff selection committee reviewed the nine applications received for this supplemental funding and on July 6, 2021, finalized its recommendations for awarding the available \$ 532,226. A description of the Committee's recommendations is provided below with additional details on the recommended projects in Attachment A. Also, an overview of the ARPA program is provided in Attachment B.

The TPB's Selection Committee for FTA's ARPA program was made up of five COG/TPB staff members as outlined in Attachment B. The selection committee discussions resulted in a unanimous recommendation to fund five applications, some at a scaled amount. The committee's recommendations were reviewed by TPB Officers and the AFA Chair who were offered the opportunity for a briefing on the applications and recommendations and concurred with the presentation for approval at the July 21, 2021 meeting.

FUNDING RECOMMENDATIONS

The Selection Committee recommends funding five of the nine applications received, competitively allocating the \$532,226 in federal funding available. Total funding requests of \$1,169,334 exceeded the amount available. With the intent of providing some relief to as many of the programs/services adversely affected by the pandemic as possible, the Selection Committee acted to provide funding to higher scoring applications from agencies that did not receive funds under the CRRSAA solicitation, and scaled several of the recommendations. The funds are 100% Federal, so no match is required.

Recommendations are for funding both operating expenses for direct transportation providers and for transportation to vaccination sites. One application recommended for funding at a significantly scaled amount is to an agency who received CRRSAA funding, but serves Veterans, a unique demographic. Attachment A provides a summary of the projects being recommended for funding.

NEXT STEPS

Approve the recommendations for funding and the update of the TIP to include the projects. Following the approval, applicants will be notified of the TPB action and staff will develop the submittal materials for FTA approval. Upon FTA approval, staff will work with the applicants to issue contracts and administer the grants.

The four applications not recommended for funding, are described on pages 4 & 5 of Attachment A. Upon TPB's action, these applicants will be notified and offered a debriefing about their application with TPB staff, including suggestions for improving their application for consideration in the current Enhanced Mobility solicitation.

ATTACHMENT A - RECOMMENDATIONS FOR FUNDING UNDER THE AMERICAN RESCUE PLAN ACT OF 2021 (ARPA)

1. **Boat People SOS:** Mobility Management services for transportation to vaccination sites. Expenses include staff salary and fringe, workshop costs, marketing, and PPE.

Geographic Focus: VA/DC

Requested		Recommended	
Federal Funds	\$100,000	Federal Funds	\$100,000

2. **Dulles Area Transportation Association:** Continuation of Mobility Management services for transportation to vaccination sites for Veterans who are seniors and/or have a disability. Expenses include staff salary and taxi vouchers.

Geographic Focus: Northern Virginia

Requested		Recommended	
Federal Funds	\$80,000	Federal Funds	\$30,640

3. **Easter Seals Serving DC|MD|VA:** Vehicle operating expenses and maintenance to restart direct transportation services for adult day program participants. Expenses include driver salary and fringe, fuel, training, vehicle operating costs (not specific), and PPE.

Geographic Focus: MD

Requested		Recommended	
Federal Funds	\$369,680	Federal Funds	\$188,856

4. **Liberty Transportation Management Corporation:** Operating expenses for wheelchair accessible taxi service. Expenses include dispatcher, mechanic and administrator salaries, preventative maintenance (oil, fluids, tires), PPE, insurance

Geographic Focus: DC

Requested		Recommended	
Federal Funds	\$143,370	Federal Funds	\$143,370

5. **New Horizons Supported Services, Inc.:** Operating expenses to support direct transportation services to recreation and employment for program participants with disabilities. Expenses include vehicle lease and fuel.

Geographic Focus: MD

Requested		Recommended	
Federal Funds	\$100,000	Federal Funds	\$69,360

Applications Not Recommended for Funding

The following table shows the applications not recommended for funding. The rationale for not funding these applications include:

- Applications were lower scoring;
- Applicant will be receiving funding for the same project under the first round of federal supplemental funds through the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA)
- Region being served has already received funding for another or a similar project (spreading funds throughout the region).

It is important to note that applications not recommended for funding at this time will have another opportunity with the current Enhanced Mobility solicitation and will receive recommendations for improving their application. They will also be offered a debriefing about their application with TPB staff.

Applications Not Recommended for Funding				
Applicant	Geographic Focus	Proposed Project	Federal Funds Requested	Reason
ECHO	Virginia	Restart direct transportation services to employment and programming for people with disabilities. Request includes transportation program salaries, vehicle operating costs (fuel, preventative maintenance, insurance, licensing, etc.)	\$113,471	Received funding under CRRSAA for the same project. Application was lower scoring.
Montgomery County DOT	Montgomery County, MD	Mobility Management services and taxi vouchers for transporting older adults and people with disabilities to vaccination sites. Request includes percentage of oversight staff salaries and fringe, taxi vouchers, partner organization staff time for eligibility screening.	\$81,212.50	Current Enhanced Mobility grant has a balance and could be used for transportation to vaccination for eligible County residents. Application was lower scoring. Funding under CRRSAA included transportation to vaccination sites in the same jurisdiction.

The Arc of Prince William/INSIGHT, Inc.	Prince William County, VA	Restart direct transportation services to programming for people with developmental disabilities. Driver salary and fringe, fuel, preventative maintenance.	\$81,600	Received funding under CRRSAA for the same project. Application was lower scoring.
Regency Taxi	Montgomery County, MD	Mobility Management services and taxi vouchers for transporting older adults and people with disabilities to vaccination sites. Request includes staff salary and training for coordination, taxi vouchers, and marketing.	\$100,000	Received funding under CRRSAA for a similar project. Application was lower scoring.

ATTACHMENT B - AMERICAN RESCUE PLAN ACT OF 2021 (ARPA)

Overview

The Federal Transit Administration's (FTA's) Enhanced Mobility of Seniors and Individuals with Disabilities program (Section 5310) is for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. The Metropolitan Washington Council of Governments (COG), as the administrative agent for the National Capital Region Transportation Planning Board (TPB), is the Designated Recipient for this program for the Washington DC-VA-MD Urbanized Area. Under ARPA the Designated Recipient for Section 5310 is tasked with the management of the program, including the approval of grant awards. The funds are 100% Federal; no match is required.

Coordinated Human Service Transportation Plan

By adopting eligibility criteria that made funding available only to existing subrecipients and recent subrecipients of Enhanced Mobility (or JARC and New Freedom projects funded under an Enhanced Mobility solicitation) who qualify, the projects are known to be consistent with the 2018 Update to the Coordinated Human Service Transportation Plan for the National Capital Region ("Coordinated Plan") and the expanded eligibility of transportation to vaccination sites.

Selection Process and Criteria for ARPA

The TPB adopted the following eligibility criteria for ARPA:

- Funding will be made available to existing subrecipients and recent subrecipients of Enhanced Mobility (or JARC and New Freedom projects funded under an Enhanced Mobility solicitation) who qualify.
- The application must be for the benefit of the same project as the existing or recently closed award, and/or for transportation to COVID vaccination sites. If for vehicles already delivered, it should be to support the purpose of the vehicles, i.e. driver salaries, coordination staff, operating costs, etc.
- Applicants will be required to document impact, specifically the need to end or limit activities or services and lay off or furlough staff.
- Applicants will be required to document that any CARES act dollars received have been fully expended or were not used for the project in the application
- It is recommended that the request be at least \$75,000 - \$100,000 for ease of management but does not preclude applying for funding for lower amounts.

The TPB used the same quantitative scoring process and eligibility criteria for ARPA that was used for CRRSAA:

Criterion	Maximum Points
Project Focus: Additional points (up to the 45) will be awarded to projects addressing transportation to vaccination sites in Equity Emphasis Areas	45
Project Feasibility	25
Institutional Capacity to Manage and Administer an FTA Grant	20
Partnership/Coordination Additional points (up to the 10) will be awarded to partnerships across department or jurisdictions	10

Solicitation for ARPA projects

The TPB solicitation for ARPA funds was conducted from May 21 through June 21, 2021. Notification of the funding opportunity was sent to existing subrecipients and recent subrecipients of Enhanced Mobility (or JARC and New Freedom projects funded under an Enhanced Mobility solicitation) who qualify. An overview of ARPA funding, eligibility criteria to apply and selection criteria was also shared with the TPB, the TPB's Technical Committee, the Access for All Advisory Committee.

Selection Committee

An internal selection committee was convened and consisted of five COG/TPB staff members:

- Ms. Lynn Winchell-Mendy, TPB Transportation Planner
- Ms. Sergio Ritacco, TPB Transportation Planner
- Ms. Lyn Erickson, Plan Development and Coordination Program Director
- Mr. Nicholas Ramfos, Program Director, Transportation Operations Programs
- Ms. Jenny Schitter, COG Principal Health Planner

After the solicitation period closed, the selection committee thoroughly reviewed all the applications and scored them based on the selection criteria listed above.

The Selection Committee collectively reviewed the applications, scores, and after a thoughtful and deliberative process, developed funding recommendations as described in Attachment A. The recommendations are being shared with Officers of the Board and the Access for All Committee Chair for concurrence. Staff can respond to any questions you may have on the recommendations.

PROJECTS RECOMMENDED FOR AMERICAN RESCUE PLAN ACT OF 2021 (ARPA) FUNDING

For Approval and Inclusion in the FY 2021-2024 TIP

Lynn Winchell-Mendy
TPB Transportation Planner

Transportation Planning Board
July 21, 2021



Outline of Presentation

- ARPA program basics/eligibility/selection criteria
- Review five recommended projects
- Action on resolution R1-2022 to approve projects and amend the TIP
- Next steps



ARPA Program Basics

- On March 11, 2021, ARPA was signed into law
- Included \$50 million for the 5310 Enhanced Mobility Program
- Washington, DC/VA/MD urbanized area = \$532,226 (100 % Federal) available for award
- For expenses eligible under Enhanced Mobility, but recipients are directed to prioritize payroll and operational needs



ARPA Eligibility

- Existing subrecipient/recent subrecipients of Enhanced Mobility (or JARC and New Freedom projects funded under an Enhanced Mobility solicitation)
- Application for the benefit of the same project as the existing or recently closed award, and/or for transportation to COVID vaccination sites
- Applicants required to document impact, specifically the need to end or limit activities or services and lay off or furlough staff
- Applicants required to document that any CARES act dollars received was fully expended or not used for the project in the application



ARPA Selection Criteria

Recommendations for funding were based on the following selection criteria:

Criterion	Maximum Points
Project Focus: Additional points (up to the 45) will be awarded to projects addressing transportation to vaccination sites in Equity Emphasis Areas	45
Project Feasibility	25
Institutional Capacity to Manage and Administer an FTA Grant	20
Partnership/Coordination Additional points (up to the 10) will be awarded to partnerships across department or jurisdictions	10



Selection Recommendations

- Internal selection committee of COG and TPB staff
 - 5 members scored 9 applications based on Selection Criteria
 - Met July 6 and developed recommendations for funding
- Selection committee recommends funding 5 of the 9 applications received, using the entire \$532,226
 - Recommendations prioritize awarding funds to organizations that did not receive funding under CRRSAA
 - Recommendations include operating expenses for direct transportation providers and transportation to COVID vaccination sites



Summary of Applications Received

Funding Available: \$532,226

Requested: \$1,169,333

	Requested
Total Number of Projects:	9
DC:	1
MD (includes some DC):	4
VA (includes some DC):	4



Projects Types

- Mobility Management services and vouchers for transportation to vaccination sites
- Payroll & operating expenses to restart or continue direct transportation services



Project Recommendations

Boat People SOS

Mobility Management services for transportation to vaccination sites. Expenses include staff salary and fringe, workshop costs, marketing, and PPE

Geographic Focus: Northern Virginia, some DC

- **Total:** \$100,000

Dulles Area Transportation Association (DATA)

Continuation of Mobility Management services for transportation to vaccination sites for Veterans who are seniors and/or have a disability. Expenses include staff salary and taxi vouchers

Geographic Focus: Northern Virginia

- **Total:** \$30,640



Project Recommendations

Easter Seals Serving DC|MD|VA

Vehicle operating expenses and maintenance to restart direct transportation services for adult day program participants. Expenses include driver salary and fringe, fuel, training, and PPE

Geographic Focus: MD

- **Total: \$188,856**

Liberty Transportation Management Corporation

Operating expenses for wheelchair accessible taxi service. Expenses include dispatcher, mechanic and administrator salaries, preventative maintenance (oil, fluids, tires), PPE, insurance

Geographic Focus: DC

- **Total: \$143,370**



Project Recommendations



Photo courtesy of NADTC

New Horizons Supported Services, Inc.

Operating expenses to support direct transportation services to recreation and employment for program participants with disabilities

Expenses include vehicle lease and fuel

Geographic Focus: MD

- **Total: \$69,360**



Next Steps

- Approve R1-2022
 - 5 projects recommended for funding
 - amend the FY 2021-2024 TIP to include the projects
- TPB staff notifies applicants
 - Projects not recommended for funding will receive a notice with recommendations for improvement, and be offered a debriefing
 - Confirm Federal compliance for projects recommended for funding
- TPB staff submits selected projects to FTA for final approval



Lynn Winchell-Mendy

TPB Transportation Planner

(202) 962-3253

lwmendy@mwkog.org

mwkog.org/TPB

Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002



Photo courtesy of NADTC



National Capital Region
Transportation Planning Board

ITEM 9 – Action

July 21, 2021

Amending the Conformity Projects Approved on June 16, 2021
(Resolution R19-2021) to Re-Establish the Fiscal Constraint for
Maryland Department of Transportation Projects

Action: Adopt TPB Resolution R2-2022 to add the Maryland I-270/I-495 HOT Lanes construction project to the conformity inputs for the Visualize 2045 Update and the FY 2023-2026 TIP.

Background: At the request of several TPB member jurisdictions from Maryland and Virginia, in the first part of its action, the TPB will entertain a motion to amend the June 16, 2021 project list approval to add the Maryland I-270/I-495 HOT Lanes construction project to the list of projects to be included in the conformity analysis. Inclusion of this project in conformity inputs will reestablish the fiscal constraint of all MDOT projects that will be included in the conformity analysis.

All materials for this first part are provided under the title Item 9A – Supporting Documents for July Resolution R2-2022.

Should the motion to adopt Resolution R2-2022, with any amendments, not prevail, in the second part of the item the TPB will issue notice of a special meeting on August 18, 2021 for the limited purpose of taking action on removing additional MDOT projects from conformity inputs and adopting a revised schedule for updating Visualize 2045 and adopting the FY 2023 2026 TIP.

All materials for this second part are provided under title Item 9B – Supporting Documents for August Resolution R3-2022.

Process:

In recognition of the need to complete action on this topic during this meeting and in the interest of time, the Chair will manage discussions and action through strict adherence to allocated times for members.

The Chair will begin the item by inviting MDOT to present the rationale for its proposal to add the Maryland I-270/I-495 HOT Lanes project to the conformity inputs and to formally make its motion of resolution R2-2022. MDOT will be allocated 5 minutes.

In recognition of the fact that the board has held extensive discussions about the merits and readiness of this project for inclusion in the TPB's long range transportation plan and its conformity analysis and has once before acted to remove the project, at this time, the Chair will entertain only questions on MDOT's presentation of the rationale to add the project to the conformity analysis and the plan. Members who wish to speak will each be given two minutes to be used to either ask a question or make a statement of the jurisdiction's view on the proposal. Members will be recognized by turn.

After all members who wish to speak have done so, MDOT will be provided 5 minutes to respond to the questions succinctly with the option of submitting written responses to the board after the meeting.

The Chair will then call the question on the motion and take a roll call proportional (weighted) vote.

Depending on the outcome of the vote the Chair will either take up the second part of the agenda item or declare it not needed and conclude the meeting.

ITEM 9A – Action

July 21, 2021

Amending the Conformity Projects Approved on June 16, 2021
(Resolution R19-2021) to Re-Establish the Fiscal Constraint for
Maryland Department of Transportation Projects

Action: Adopt TPB Resolution R2-2022 to add the Maryland I-270/I-495 HOT Lanes construction project to the conformity inputs for the Visualize 2045 Update and the FY 2023-2026 TIP.

Supporting documents for **Part A** – Resolution R2-2022

1. Staff Overview memo
2. Member Letters received
3. Resolution R2-2022
4. Conformity project table – with Maryland I-270/I-495 HOT Lanes construction project addition shown in highlighted rows



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Agenda Item 9A: Amending Project Inputs to Air Quality Conformity Analysis for the proposed Visualize 2045 Update and FY 2023-2026 TIP
DATE: July 15, 2021

This memorandum provides the background to the subject matter along with an overview of the proposed actions during the TPB's July 21, 2021 meeting. Nine letters received from members mentioned here and associated with this topic are attached.

BACKGROUND

On June 16, 2021, the TPB adopted Resolution R19-2021 to approve the Air Quality Conformity Analysis Scope of Work, the project submissions of the TPB member agencies for inclusion in the Air Quality Conformity Analysis for the proposed FY 2023 2026 TIP and update to the Visualize 2045 Plan, and 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. The project submissions approved by TPB as part of resolution R19-2021 excluded the Maryland I-270/I-495 HOT Lanes project while approving the remaining Maryland projects.

Maryland Department of Transportation (MDOT) notified the TPB, on June 21, 2021, that the exclusion of the I-270/I-495 HOT Lanes project from the conformity inputs had also removed the private revenues that supported that project and had thus disrupted the fiscal constraint for all the projects MDOT had submitted. As such, MDOT would need to remove additional projects (transit and/or highway) to reestablish the fiscal constraint for its project submission. MDOT has also requested, in a July 7, 2021 letter, as an alternate to removing other projects, the TPB amend the Maryland projects previously approved as air quality conformity inputs by restoring the I-270/I-495 HOT Lanes project and the private sector revenues associated with that project.

The above information, particularly the unintended consequences on other priority projects in Maryland jurisdictions that MDOT was funding, was not known during the June 16, 2021 discussions and actions. Many TPB member jurisdictions from Maryland have requested the TPB to amend the Maryland projects previously approved to be included in the air quality conformity analysis by restoring the I-270/I-495 HOT Lanes project and the private sector revenues associated with the project to avoid the removal of projects that local jurisdictions' prioritize (see attached letters).

Similarly, a number of TPB member jurisdictions from Virginia have articulated the significant adverse impact TPB's exclusion of the I-270/I-495 HOT Lanes project that had been in Visualize 2045 will have on the performance outcomes from Virginia projects and the mobility/accessibility improvements it anticipated from the I-270/I-495 HOT lanes project. These TPB members have

requested the TPB to amend projects previously approved to be included in the air quality conformity analysis by restoring the I-270/I-495 HOT Lanes project in its entirety or a large portion of it.

ACTION OVERVIEW

The TPB's agenda for the July 21, 2021 meeting accommodates a consideration of both alternatives – (A) amending the June 16, 2021 approved list of projects for conformity analysis, or (B) removing additional Maryland projects from conformity inputs at a special meeting on August 18, 2021.

EXPLANATION

Federal requirements state that the projects included in the regional air quality conformity analysis must be fiscally constrained. This means that the funding needed to build, operate, and maintain all projects/services reflected in the air quality conformity analysis should be reasonably expected to be available. With MDOT's notification that the list of MDOT funded projects that the TPB approved on June 16, 2021 no longer complies with this fiscal constraint requirement (due to the exclusion of the I-270/I-495 HOT lanes project), the TPB needs to amend the MDOT projects it approved on June 16, 2021 to reestablish the fiscal constraint.

Under Part A of this item, as requested by MDOT and several other TPB member jurisdictions from Maryland and Virginia, the TPB will first entertain a motion to reestablish the fiscal constraint of MDOT projects by adding the Maryland's construction of the American Legion Bridge 1-270 to 1-70 Relief Plan - Phase 1 of the Traffic Relief Plan:

- a. Phase 1 South, starting with the from the Virginia side of the American Legion Bridge, constructs two HOT lanes in each direction on; I-495 to I-270 and then on I-270 from I-495 to I-370, with an anticipated completion by 2025;
- b. Phase 1 North, a related part of the project that is in Pre-NEPA, constructs two HOT Lanes in each direction on I-270 from I-370 to I-70, with an anticipated completion by 2030.

This first part of the item relates to the proposed resolution R2-2022. MDOT's notification to introduce a motion to adopt the resolution is summarized in their July 13, 2021 letter to the TPB (attached).

Should the motion to amend the MDOT projects and add the I-270/I-495 HOT lanes project to the conformity analysis not prevail, it would mean that the TPB would not have reestablished the fiscal constraint for MDOT projects to be included in the conformity analysis.

Then under Part B of agenda Item 9, as notified by MDOT, the TPB will accept MDOT's proposal to reestablish fiscal constraint for its projects by removing some MDOT funded projects approved by the TPB on June 16, 2021. The list of projects to be removed from conformity analysis, as proposed by MDOT is as listed in MDOT July 13, 2021 letter.

Following its standard process, the TPB will issue notice of a special meeting to be convened on August 18, 2021 for the limited purpose of taking action, adopting Resolution R3-2022, on the proposed changes to MDOT projects, and to adopt the modified schedule for its update of Visualize 2045 and the FY 2023-2026 TIP, amending the schedule it first adopted in December of 2020.

Attachments:

- June 21, 2021 Letter from MDOT
- June 24, 2021 Letter from Prince George's County
- July 1, 2021 Letter from VDOT
- July 7, 2021 Letter from MDOT
- July 7, 2021 Letter from the City of Gaithersburg
- July 12, 2021 Letter from the City of Manassas Park
- July 12, 2021 Letter from the City of Frederick
- July 13, 2021 Letter from MDOT
- July 13, 2021 Letter from Prince William County

June 21, 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 Deputy Director Srikanth:

I am writing to inform the Board that based on the action taken at the June 16, 2021 meeting of the National Capital Region Transportation Planning Board (TPB), which included approving resolution TPB R19-2021, to remove the revised Traffic Relief Plan (I 495/270 HOT Lanes project) from the Air Quality Conformity Analysis inputs, work on that analysis cannot move forward until two key issues are resolved and the TPB once again approves a revised set of conformity inputs.

The Maryland Department of Transportation (MDOT) submitted a package of projects and studies for analysis in the 2022 Update of Visualize 2045, the region's Long Range Transportation Plan (LRTP), supported by a financial plan for the projects and studies. This financial plan included \$6 billion of private funding that was reasonably expected to be available from a private concessionaire. Federal conformity analysis regulations require the TPB to demonstrate that projects included in the plan's air quality conformity analysis will have adequate funds to build, operate and maintain the projects.

TPB's action to exclude the I 495/270 HOT Lanes projects from the LRTP essentially removes the assumed \$6 billion in private sector revenues, which were slated to fund the replacement of the American Legion Memorial Bridge – an aging structure that is one of the nation's most congested chokepoints – and other smaller structures along the interstate included in the Phase 1 south section of the recommended preferred alternative. This infusion of private sector capital enabled the State to leverage the Transportation Trust Fund (TTF) balance to support other critical transit and highway projects. Since the TPB acted to remove the Traffic Relief Plan (I-495/270 HOT Lanes project) and eliminate the associated private sector capital, MDOT can no longer reasonably expect this private funding to be available to replace or maintain the American Legion Memorial Bridge or fund the related transportation projects. As a part of the National Highway System, MDOT is federally required to maintain the bridge and its Interstates in a state of good repair and will now have to use State funding from the TTF for those system preservation needs.

The Honorable Charles Allen and Kanathur Srikanth
Page Two

MDOT will now begin the process of assessing project inputs for air quality and costs for financial constraint. **Projects currently modeled for construction in the National Capital Region will almost certainly need to be downgraded to studies or removed entirely to offset the loss of revenue for system preservation costs of the American Legion Memorial Bridge and interstates.** MDOT will submit a revised package of inputs and financial information for TPB's consideration at its July 21, 2021 Board meeting. The TPB will have to review and take action to approve the revised set of conformity inputs to be used in the regional air quality conformity analysis for the plan update. We anticipate this action on a revised set of conformity inputs will require a new 30-day public comment period.

We appreciate your cooperation in this matter. If you need further assistance, please contact Ms. Heather Murphy, MDOT Planning and Capital Programming Director, at 410-865-1275 or via email at hmurphy@mdot.maryland.gov. Ms. Murphy 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



PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Public Works and Transportation
Office of the Director



Angela D. Alsobrooks
County Executive

Terry L. Bellamy
Director

June 24, 2021

The Honorable Charles Allen
Mr. Kanti Srikanth
Deputy Executive Director, Metropolitan Planning
National Capital Regional Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, D.C. 20002

Dear Chairman Allen and Deputy Executive Director Srikanth:

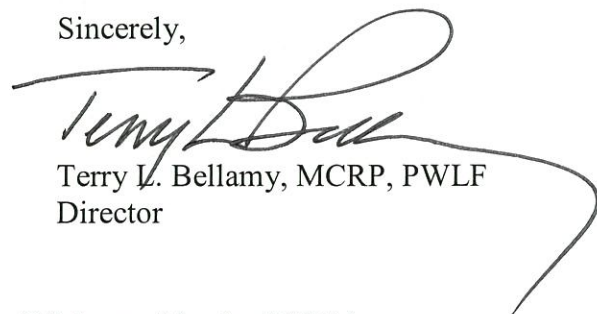
I am writing to ask the Transportation Planning Board (TPB) for reconsideration of the vote taken on June 16, 2021. Specifically, passage of TPB R19-2021 to remove the I-495/I-270 Managed Toll Lanes project from the Visualize 2045 Long-Range Plan for Air Quality Conformity Analysis Testing (AQC).

This request is based on receipt of a letter from Maryland Department of Transportation (MDOT) Deputy Secretary, R. Earl Lewis, Jr. dated June 21, 2021. In the correspondence, Mr. Lewis shared new information that had not been made available until now. We would have appreciated the full picture presented at or leading up to the June 16 TPB meeting. Mr. Lewis noted that the \$6 Billion in private funding associated with the Managed Toll Lanes project was necessary for supporting a suite of other projects in the submission by MDOT to the AQC.

The County continues to stress our concerns as outlined in the Prince George's County comments regarding the Managed Lanes Draft Environmental Impact Statement (DEIS) and in subsequent meetings and conversations. Primarily, the need for Regional equity, multi-modalism, and comprehensive transportation solutions to remain at the forefront.

I would like to thank both of you in advance for consideration of this request. Please let myself, Deputy Director, Martin L. Harris, or my Alternate Representative on the TPB, Victor Weissberg, know if you have any questions or concerns.

Sincerely,



Terry L. Bellamy, MCRP, PWLF
Director

Chairman Allen and Deputy Executive Director Srikanth
June 24, 2021
Page 2

cc R. Earl Lewis, Jr., Deputy Secretary, Maryland Department of Transportation (MDOT)
Heather Murphy, Director, Office of Capital Programming and Planning, MDOT
Tara H. Jackson, Chief Administrative Officer, Office of the County Executive
Joy A. Russell, Chief of Staff, Office of the County Executive
John Erzen, II, Deputy Chief of Staff, Office of the County Executive
Floyd E. Holt, Deputy Chief Administrative Officer, Office of the County Executive
Martin L. Harris, Deputy Director, DPW&T
Victor Weissberg, Major Projects Manager, DPW&T



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Stephen C. Brich, P.E.
COMMISSIONER

July 1, 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

Dear Chairman Allen:

I am writing to you concerning the actions taken at the June 16, 2021 meeting of the National Capital Region Transportation Planning Board related to Visualize 2045. The actions taken create a situation that will prevent the successful completion of a fiscally constrained long-range plan. The Maryland Department of Transportation's (MDOT) letter to you dated June 21st explains that, in order to maintain compliance with the federally mandated fiscal constraint requirements for Visualize 2045, the National Capital Region Transportation Planning Board (TPB) will need to revisit the conformity project inputs at its July 21st meeting.

To address the needed amendments, we concur with MDOT that an action item should be added to the July 21 TPB meeting agenda. The Commonwealth requests the inclusion of an additional item titled, "Addition of the Maryland I-495/I-270 Traffic Relief Plan (TRP) to the Visualize 2045 2022 Update Air Quality Conformity Analysis Scope of Work" to the July 21 TPB meeting agenda. After conferring with the Maryland Department of Transportation (MDOT) we strongly support the following actions:

- Amend the proposed Visualize 2045 2022 Update Air Quality Conformity Analysis to include the Maryland I-495/I-270 Traffic Relief Plan (TRP), which extends from the Virginia side of the American Legion Bridge to I-70 in Frederick County.
- Alternatively, in the event that the entire TRP project is not added to the Air Quality Conformity Analysis, we support the following:
 - Add to the Air Quality Analysis, as a construction project, Maryland's I-495/I-270 Traffic Relief Plan (TRP) - Phase 1 South, which extends from the Virginia side of the American Legion Bridge to I-370, and,

The Honorable Charles Allen

July 1, 2021

Page 2 of 3

- Include as a study to Visualize 2045, Maryland's I-495/I-270 Traffic Relief Plan (TRP) - Phase 1 North, from I-370 to I-70 in Frederick County. Maryland's I-495/I-270 Traffic Relief Plan (TRP) - Phase 1 North could then be considered for submission as a construction project in a later plan amendment in approximately two years.
- VDOT understands that MDOT will continue efforts to work with localities between the time of the July 21st TPB meeting and May, 2022 to address local planning and infrastructure issues associated with the Maryland I-495/I-270 Traffic Relief Plan (TRP).

This project and the validity of the constrained long-range plan are very important to this region and should be given due consideration. At the June 16 TPB, the Commonwealth's representative, Maria Sinner, offered for consideration a project with a reduced scope and different termini for the initial construction phase as described above. This reduced scope project was different from the more extensive proposal that was earlier voted down by the Board. After reviewing the meeting audio, the Commonwealth believes that, given the magnitude of the project under consideration, not enough time or discussion was provided to consider the Commonwealth's motion. We believe further consideration of this alternate proposal is in the best interests of the National Capital region and strongly believe additional discussion and consideration is warranted.

The Traffic Relief Plan implements one of the seven Aspirational Initiatives of Visualize 2045 (*Expand the Express Highway Network*) adopted by the TPB on October 17, 2018. As you know, VDOT is developing the I-495 NEXT Express Lanes project from Tysons to the vicinity of the American Legion Bridge, which is being designed to connect the Virginia and Maryland multi-modal express lanes, creating a truly regional multi-modal network and the foundational infrastructure for regional transit services in this corridor. This regional transit service is needed to meet today's unmet demand in the corridor and to support future regional growth. The significant benefits that will be provided by Virginia's I-495 Northern Extension project would be significantly amplified by its connection to the Maryland's ongoing I-495 & I-270 P3 project.

MDOT and VDOT have collaborated on a transit study to best leverage this Express Lanes network's potential to implement a bus service similar to a bus rapid transit system on I-495. Today, there is not a single bus line that runs across the American Legion Bridge. Together 495 NEXT and the Maryland TRP will transform how people travel in this corridor.

In Virginia's Express Lanes corridors on I-95 and I-495, we have seen a 20% reduction in congestion on the general-purpose lanes, providing a tremendous benefit to all travelers, not just toll payers. We have also seen substantial growth in bus service and HOV travel thanks to the Express Lanes, moving more people in fewer vehicles. In fact, during the morning rush-hour on I-95, the Express Lanes move more than twice as many people per lane than the general-purpose lanes. This is good for the transportation network, our economy, and especially the environment.

The Commonwealth and Maryland have made substantial financial expenditures in reliance upon TPB's prior formal approval of these projects as part of the federally mandated regional long-range transportation plan. With the region expected to grow by more than 1 million people over the next 20 years, we believe that this project is vital to the region's mobility, economy, and quality of life. We believe that further consideration of this proposal is in the best interests of the National Capital region.

The Honorable Charles Allen

July 1, 2021

Page 3 of 3

We respectfully request inclusion of this item ("Addition of the Maryland I-495/I-270 Traffic Relief Plan (TRP) to the Visualize 2045 2022 Update Air Quality Conformity Analysis Scope of Work") and the item requested by MDOT on the July 21 TPB meeting agenda. I would be happy to discuss this matter with you should you believe that would be helpful.

Sincerely,



Robert H. Cary, PE, LS
Chief Deputy Commissioner

- C: Kanti Srikanth, Deputy Executive Director, MWCOG
Gregory I. Slater, Secretary of Transportation, Maryland
Earl Lewis, Deputy Secretary of Transportation, Maryland
Shannon Valentine, Secretary of Transportation
Nick Donohue, Deputy Secretary of Transportation, Virginia
John Lawson, Deputy Secretary of Transportation, Virginia
Stephen C. Brich, PE, Commissioner of Highways, VDOT
John D. Lynch, PE, District Administrator, VDOT NoVA
Maria Sinner, PE, Assistant District administrator, VDOT, NoVA



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Gregory Slater
Secretary

Office of the Secretary

July 7, 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 Deputy Director Srikanth:

I am writing to request that the National Capital Region Transportation Planning Board (TPB) revisit the vote taken at its June 16, 2021, meeting and propose that a new motion be added to the TPB's meeting agenda on July 21, 2021, to include Phase 1 of the Traffic Relief Plan I-495/270 High Occupancy Toll (HOT) Lanes project in the conformity analysis the TPB has begun.

There is a strong rationale for revoting on this issue as it was not properly presented and the removal of this project was rushed without a full understanding of the impacts, which has been attested to by multiple TPB voting members in recent communications. Those impacts include the new requirement for Visualize 2045 updates to be financially constrained, which means Maryland must reevaluate and reduce its local enhancement projects to pay for the system preservation work that private funding would have completed as part of this project.

Since it was first included in Visualize 2045, the initial scope of this project has been modified multiple times to address feedback we have received from agency partners, local leaders, and the public to focus on the American Legion Bridge and I-270 corridor. Other key enhancements to the project include free, reliable trips for transit buses and carpools with three or more people, an essential bicycle and pedestrian connection across the Potomac River to help address another Visualize 2045 aspirational goal, and a transit subsidy from the toll revenue to impacted jurisdictions. This modified project represents a good-faith compromise between all parties to address a long-identified need in our region.

The hasty actions of the TPB to remove Phase 1 of the Traffic Relief Plan I-495/270 HOT Lanes project eliminated the associated private sector capital; therefore, MDOT can no longer reasonably expect this private funding to be available to replace or maintain the American Legion Bridge or fund the related transportation projects. After this information in MDOT's June 21, 2021 letter to the TPB was made public to its members, we believe that the TPB should add the following motion to the July 21, 2021 agenda:

- Amend the proposed 2022 Update to Visualize 2045 and its Air Quality Conformity Analysis and scope of work to include Maryland's construction of the American Legion Bridge I-270 To I-70 Relief Plan – Phase 1 of the Traffic Relief Plan from the Virginia side of the American Legion Bridge to I-70.
- The project's immediate focus is on delivering Phase 1 South starting with the American Legion Bridge. Phase 1 South is I-495 from George Washington Parkway to I-270 and then I-270 from I-495 to I-370, with an anticipated completion by 2025.
- Phase 1 North (I-270 from I-370 to I-70) is a related part of the project that is in Pre-NEPA, with an anticipated completion by 2030.

This project addresses the need for new multi-modal travel options on the most congested and unreliable freeways in Maryland. Simply widening the bridge alone does not relieve congestion, does not provide reliable options for carpools and regional transit service, and does not provide a bicycle and pedestrian connection across the Potomac River. Without the totality of these multi-modal investments generated from leveraged private capital, the National Capital Region will continue to be one of most congested in the country which will severely limit its economic opportunity.

As alluded in our June 21, 2021 letter, MDOT is preparing an alternative motion for the TPB's consideration if the motion to add Phase 1 of the I-495/I-270 HOT Lanes project back into the Air Quality Conformity Analysis is unsuccessful. That motion will propose a list of reductions to MDOT project conformity inputs for air quality and costs for financial constraint. MDOT will submit a revised package of inputs and financial information that will be included in the mailout materials for the July 21, 2021 TPB meeting. The TPB will have to review and take action to approve a revised set of conformity inputs for the regional air quality conformity analysis in the 2022 plan update of Visualize 2045. **Based on an analysis since the June 16, 2021 TPB action, the list of projects under consideration for either downgrade to study or removal is attached.** Since the American Legion Bridge rehabilitation or replacement as well as the associated system preservation benefits are expected to be needed before 2035, these projects for consideration are all scheduled to be built by 2035 or earlier. While the total project cost estimate for the I-495/270 HOT Lanes is \$6 billion for Phase 1 South and North, the American Legion Bridge and system preservation cost is in the range of \$1.5 billion, which will equal the value of the projects being removed or downgraded. The final list will be forwarded to the TPB by July 13, 2021.

Chairman Allen and Deputy Director Srikanth
Page Three

We appreciate your consideration of this request and look forward to your response. If you need further assistance, please contact Ms. Heather Murphy, MDOT Planning and Capital Programming Director, at 410-865-1275 or via email at hmurphy@mdot.maryland.gov. Ms. Murphy will be happy to assist you.

Sincerely,

A handwritten signature in blue ink, appearing to read "R. Earl Lewis, Jr.", written in a cursive style.

R. Earl Lewis, Jr.
Deputy Secretary

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

County	L RTP ID	TITLE	PROJECT DESCRIPTION/LIMITS	YEAR OF EXPENDITURE	TOTAL COST (in millions)
Frederick	CE3566	US 15/US 40 Corridor (Frederick City)	US 15/US 40 upgrades through the City of Frederick to include widening to three lanes in each direction from I-70 to MD 26	2030	\$191.0
Frederick	CE1210	MD 85 Corridor	Widen MD 85 to a 4 to 6 lane divided highway from south of English Muffin Way to south of Crestwood Boulevard/Shockley Drive.	2035	\$126.0
Frederick	CE2261	MD 180/Ballenger Creek Pike Corridor	Study to upgrade existing capacity and traffic operations along MD 180 and Ballenger Creek Pike (formerly MD 351) from Greenfield Drive to Corporate Drive, while supporting existing and planned development.	2035	\$136.0
Montgomery	CE2618	MD 97 Corridor	The MD 97 Montgomery Hills project will evaluate safety and accessibility issues on MD 97.	2030	\$39.0
Montgomery	CE1203	MD 117 Corridor	Upgrades from I-270 to West of Game Preserve Road.	2030	\$90.0
Montgomery	CE1206	MD 124 Corridor	Reconstruct MD 124 (Woodfield Road), from Mildcounty Highway to Warfield Road.	2035	\$162.0
Montgomery	CE1211	MD 97 at MD 28 Interchange	Construct interchange improvements along MD 97 at MD 28.	2035	\$161.0
Montgomery	CE1649	Corridor Cities Transitway (CCT)	This Bus Rapid Transit project will extend from the Shady Grove Metro station to the COMSAT facility (1.5 miles.) However, this CLRP project only includes Phase 1 of the project (9 miles) extending from Shady Grove to Metropolitan Grove.	2035	\$272.5
Prince George's	CE1479	I-95/I-495 at Greenbelt Metro Station Interchange	Construction of a full interchange along I-95/I-495 at the Greenbelt Metro station.	2030	\$134.0
Prince George's	CE2253	MD 197 Corridor	Reconstruct the roadway to upgrade and widen existing MD 197 to a multi-lane divided highway from Kenhill Drive to MD 450 Relocated.	2030	\$76.0
Prince George's	CE1207	MD 450 Corridor	Upgrade and widen existing MD 450 to a multi-lane divided highway from Stonybrook Drive to west of MD 3.	2030	\$44.0
Prince George's	CE1202	US 1 Corridor	Reconstruct US 1 from MD 193 to I-95/I-495.	2030	\$81.0
Prince George's	CE1196	MD 5 Corridor	Upgrade existing MD 5 to a multi-lane freeway from I-95/I-495 (Capital Beltway) to US 301.	2035	\$769.0
Prince George's	CE3425	US 50 Corridor	Study examining US 50 capacity and operational improvements between the Maryland/District of Columbia line and I-95/I-495.	2035	\$30.0
Prince George's	CE1619	US 301 Corridor (Bowie)	Upgrade and widen US 301 from north of Mount Oak Road to I-595 (US 50). Construct an interchange with a service road at MD 197.	2035	\$527.0

Note: There were no major projects in Charles County scheduled to be built before 2040, therefore none are listed here.



July 7, 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, D.C. 20002

Dear Chairman Allen and Deputy Director Srikanth:

I am writing to request that the National Capital Region Transportation Planning Board (TPB) revisit the action taken at the June 16, 2021, board meeting – Resolution TPB R19-2021 – which removed the I 495/270 HOT Lanes project from consideration in the air quality conformity analysis.

This unprecedented and last-minute project removal did not receive proper time and discussion at the June TPB meeting, and since then, new information has become available on the lack of financial constraint in the Maryland portion of Visualize 2045. In order to receive federal approval of our long-range transportation plan and maintain the region's ability to receive and use federal transportation dollars, this issue needs to be addressed at the upcoming July 21, 2021, TPB meeting.

Aside from the critical funding issue, it is a vital role of the TPB to perform this analysis in order to determine the actual impact of this and other projects, and removing a project from the analysis is a clear abrogation of TPB's duties. As a region we must work together to improve air quality and we need to understand whether projects contribute to improvements.

On behalf of the City of Gaithersburg, I am requesting that the TPB add an action agenda item to reinstate the I-495/I-270 HOT Lanes project in the air quality conformity analysis and inputs, which includes Phase 1 South for construction in 2025 and Phase 1 North for construction in 2030.

Thank you for your help in the matter. If you have any questions or need additional information, please reach out to Deputy City Manager Dennis Enslinger at dennis.enslinger@gaithersburgmd.gov.

Sincerely,

Jud Ashman
Mayor, City of Gaithersburg

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301-258-6300 • FAX 301-948-6149 • cityhall@gaithersburgmd.gov • gaithersburgmd.gov

MAYOR
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COUNCIL MEMBERS
Neil Harris
Laurie-Anne Sayles
Michael A. Sesma
Ryan Spiegel
Robert T. Wu

CITY MANAGER
Tanisha R. Briley



CITY OF MANASSAS PARK

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Mayor:

Jeanette Rishell

Vice Mayor:

Preston Banks

City Manager:

Laszlo A. Palko

City Clerk:

Lana A. Conner

City Attorney:

Dean Crowhurst

July 12, 2021

Council

Members:

Alanna Mensing

Haseeb Javed

Laura Hampton

Yesy Amaya

Darryl Moore

July 12, 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

Dear Chairman Allen:

I am writing to you concerning the removal of Maryland's (MD), Traffic Relief Plan, I-495/I-270 Express Lane Project, (from the American Legion Bridge to Frederick) from the Air Quality Conformity Analysis at the June 16th meeting of the TPB.

Among the consequences of this action is the loss of \$6 Billion in private investment funds. As contained in a letter from MD to the TPB, MD indicated the state is responsible for the State of Good Repair of critical infrastructure such as the American Legion Bridge and the Interstate system. This infrastructure serves not only residents of MD but also is of regional importance. So, MD will now need to revise their financial plan by removing projects, or downgrading projects to studies, in order to meet the financial needs of this critical infrastructure.

Manassas Park supports the MD Traffic Relief Plan because it brings in a large infusion of private investment to the region and increases transit opportunities in the corridor. Virginia's I-495 NEXT Express Lanes project from Tysons Corner to the American Legion Bridge is being designed to connect the Virginia and Maryland multimodal express lanes, resulting in a truly regional multi-modal network.

Removing regionally significant projects at the planning level, when not fully developed or vetted sets a bad precedent. Therefore, Manassas Park supports and recommends that the TPB:

- Amend the proposed Visualize 2045 2022 Update Air Quality Conformity Analysis to include the Maryland I-495/I-270 Traffic Relief Plan, which extends from the Virginia side of the American Legion Bridge to I-70 in Frederick County.

In the event that the entire TRP project is not added to the Air Quality Conformity Analysis, Manassas Park supports the following:

- Add Phase 1 South, which extends from the Virginia side of the American Legion Bridge to I-370, to the Air Quality Analysis as a construction project, and,
- Include Phase 1 North, from I-370 to I-70 in Frederick County, to Visualize 2045 as a study. Phase 1 North could be submitted as a construction project in a later plan amendment in approximately two years.

With the region expected to grow by more than 1 million people over the next 20 years, this project is important to both VA and MD regarding regional mobility, the economy, and quality of life.

Therefore, we respectfully request the inclusion of the Traffic Relief Plan I-495/I-270 Express Lane project in the Air Quality Conformity Analysis.

Sincerely,



Jeanette Rishell
Mayor
City of Manassas Park

CC:

Kanti Srikanth, Deputy Executive Director, MWCOG
John D. Lynch, PE, District Administrator, VDOT, NoVA
Maria Sinner, PE, Assistant District Administrator, VDOT, NoVA

Michael C. O'Connor
Mayor



Marc DeOcampo
Chief Administrative Officer

Gayon Sampson
Executive Assistant to the Mayor

FREDERICK

OFFICE OF THE MAYOR

July 12, 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, D.C. 20002

Dear Chairman Allen and Deputy Director Srikanth:

I am writing to urge the National Capital Region Transportation Planning Board (TPB) to support the reinstatement of the I495/I-270 Traffic Relief Plan (TRP) to the proposed 2022 Update to Visualize 2045 and its Air Quality Conformity Analysis (AQC). The scope of work extends from the Virginia side of the American Legion Bridge to I-70 in Frederick County.

Removal of the project at the TPB's Board meeting last month with the approval of Resolution TPB R-19-2021 by a weighted vote has compromised the fiscal constraint of Maryland's projects, a federally required mandate, putting federal dollars at risk across the region.

As a result, Maryland has now proposed the removal of several critically important projects for Frederick, a jurisdiction that is expected to grow significantly in the planning period. The City of Frederick and Frederick County are attracting large employers that expect to draw workforce from the region and we anticipate traffic to increase bi-directionally, magnifying our need for improvements not only to our city's edge at Route 70, but through Frederick on Route 15, which is now at risk. Without any true opportunity for better rail connections, we strongly support enhanced and expanded commuter bus service which would be achieved through buses traveling free on the toll lanes. I urge the TPB to support all its member jurisdictions, understanding that our needs and access to multi-modal options vary greatly.

The City of Frederick supports action to re-establish the fiscal constraint for Maryland projects by restoring the TRP to the 2022 AQC Analysis in the Visualize 2045 plan update. Thank you for your consideration.

Sincerely,

Michael O'Connor, Mayor

Cc: Board of Aldermen
Frederick County Executive Jan Gardner
Frederick County Council

July 13, 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 Deputy Director Srikanth:

I am writing to follow up on my July 7, 2021 letter regarding two motions that the Maryland Department of Transportation (MDOT) will be introducing for the National Capital Region Transportation Planning Board's (TPB) consideration at its upcoming July 21, 2021 meeting.

MDOT's first motion and priority is to return Phase 1 of the I-495/I-270 HOT Lanes project back into the air quality conformity analysis. The need for new multi-modal travel options on the most congested and unreliable two freeway segments in Maryland must be addressed. To further the multi-modal needs on the system, the MDOT team worked to include significant transit components as part of the Phase 1 of the I-495/I-270 HOT Lanes project. MDOT convened a transit working group that identified potential improvements, along with an investment in transit from the toll revenue. We remain committed to a continued partnership through the region to further identify tangible transit solutions that further advance the land use goals within the capital region. The multi-state and cross-jurisdictional congestion problem impacts the entire region, and TPB members from both Maryland and Virginia have sent similar requests to add the project back into conformity.

TPB Resolution R2-2022 proposes adding the construction of the American Legion Bridge 1-270 To 1-70 Relief Plan - Phase 1 of the Traffic Relief Plan back into the air quality conformity analysis and scope of work:

- Phase 1 South, starting with the American Legion Bridge, constructs two HOT lanes in each direction from I-495 from George Washington Parkway to I-270 and then I-270 from I-495 to I-370, with an anticipated completion by 2025; and
- Phase 1 North, a part of the project that is in Pre-NEPA, constructs two HOT Lanes in each direction on I-270 from I-370 to I-70, with an anticipated completion by 2030.

If TPB resolution R2-2022 is unsuccessful, MDOT will still need to reestablish and meet the federal requirements for financial constraint by revising its package of projects, previously approved by TPB last month, in order for the 2022 update to Visualize 2045 to be able to be approved. Because of this, MDOT will propose a second motion for notice at the July 21, 2021

Chairman Allen and Deputy Director Srikanth

Page Two

TPB meeting reducing projects in the long range plan to match the available funding as private funding is no longer available to maintain a state of good repair of the American Legion Bridge and other aging bridge and highway infrastructure along the I-495 and I-270 corridors.

Based on an analysis since the June 16, 2021 TPB action, a list of reductions to MDOT project conformity inputs for air quality and costs for financial constraint has been developed. Since the American Legion Bridge replacement as well as the associated system preservation benefits are expected to be needed before 2035, these projects for consideration are all scheduled to be built by 2035 or earlier. While the total project cost estimate for the I-495/270 HOT Lanes is \$6 billion for Phase 1 South and North, the American Legion Bridge and associated system preservation cost is approximately \$1.233 billion.

The preliminary projects listed below will be downgraded to studies in the 2022 update to Visualize 2045. All construction funding will be removed, and they will not be modeled in the air quality conformity analysis.

1. MD 180/Ballenger Creek Pike Corridor
2. MD 97 at MD 28 Interchange
3. Corridor Cities Transitway (CCT)
4. I-95/I-495 at Greenbelt Metro Station Interchange
5. US 301 Corridor (Bowie)

I understand that this draft motion will be included in the mailout materials for the July 21, 2021 TPB meeting and will be sent out for public comment before action is taken at a special August TPB meeting to approve the final list of project reductions. As we receive feedback from the public, I am available for discussions with my fellow TPB members on the list of downgraded projects.

If you need further assistance, please contact Ms. Heather Murphy, MDOT Planning and Capital Programming Director, at 410-865-1275 or via email at hmurphy@mdot.maryland.gov. Ms. Murphy will be happy to assist you.

Sincerely,



R. Earl Lewis, Jr.
Deputy Secretary

Chairman Allen and Deputy Director Srikanth
Page Three

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



July 13, 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

RE: National Capital Region Transportation Planning Board Visualize 2045 Project Inputs

Dear Chairman Allen,

I am writing to you regarding actions taken at the June 16, 2021, Transportation Planning Board meeting specific to Visualize 2045. The Transportation Planning Board has taken positive steps towards updating Visualize 2045 and I commend you on your leadership during this challenging process. While the approval of the inputs to Visualize 2045 is a significant milestone in the plan update process, the removal of the I-495/I-270 Traffic Relief Plan in Maryland from the air quality analysis will have an impact to the greater Metropolitan Washington Region, to include the Northern Virginia localities. In particular, the portion of Maryland's I-495/I-270 Traffic Relief Plan focusing on improvements from the Virginia side of the American Legion Bridge to I-370 has significant mobility benefits to Northern Virginia. These improvements are also key in supporting Virginia's I-495 NEXT Express Lanes Project from Tysons Corner to the American Legion Bridge.

The Maryland Department of Transportation's letter to you dated June 21, 2021, indicated the need to revisit the conformity projects input in order to maintain compliance with the federally mandated fiscal constraint requirements for Visualize 2045. Prince William County has collaborated with other localities in Northern Virginia to include the Virginia Department of Transportation on the importance of revisiting the 2022 Updated Air Quality Conformity Analysis. We support any amendments to include adding the I-495/I-270 Traffic Relief Plan as part of the analysis. Alternatively, we would support adding any phase of the Traffic Relief Plan that would include the Virginia side of the American Legion Bridge to I-370. Overall, the I-495/I-270 Traffic Relief Plan supports the adopted Visualize 2045 Aspirational Initiative to Expand the Express Highway Network.

Virginia's multi-modal Express Lane Corridors on I-95, I-495, and I-66 play a vital role in supporting transit and allowing people to get to regional destinations in the Commonwealth and the Northern Virginia region to the benefit of Prince William County residents. Prince William County's Strategic Plan supports decreasing congestion and travel time on major roadways/interstates while also supporting the increase use of transit, telecommuting and other alternatives to get to regional destinations. The I-495/I-270 Traffic Relief Plan supports the region's major corridors and furthers these goals, and consideration to include the project back in the current plan is in the best interest of both Northern Virginia and the Metropolitan Washington Region.

Sincerely,

A handwritten signature in black ink that reads "Ann B. Wheeler".

Ann B. Wheeler
Chair At-Large
Prince William Board of County Supervisors



CITY OF COLLEGE PARK

OFFICE OF THE MAYOR & CITY COUNCIL

8400 BALTIMORE AVENUE SUITE 375 COLLEGE PARK MD 20740 | COLLEGE PARKMD.GOV

MAYOR

Patrick L. Wojahn

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DISTRICT 4

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mmackie@collegetparkmd.gov
240.472.0681

Denise Mitchell

dmitchell@collegetparkmd.gov
301.852.8126

July 19, 2021

The Honorable Larry J. Hogan Jr.
Governor of Maryland
100 State Circle
Annapolis, Maryland 21401
Via online portal

Dear Governor Hogan:

The Mayor and Council of the City of College Park wish to take this opportunity to restate our strong opposition to the proposed widening and addition of toll lanes for I-495 and I-270. We are concerned that the project will not protect the best interests of Maryland's taxpayers and will negatively impact the environment and our residents. We remain concerned about the project's negative environmental impacts and damage to the quality of life in neighborhoods adjacent to the roads.

While road widening may provide short-term congestion relief, studies have shown that in the long-term similar projects lead to more driving, more trips, and more sprawl. The City of College Park supports smart-growth development and transit alternatives instead of roadway expansion.

The City Council supports The Purple Line and dedicated funding for our region's transit system. A regional approach to smart growth is necessary, along with enhanced transit beyond the Purple Line (such as a regional Bus Rapid Transit strategy) and improved, connected ways for people to walk and bike to transit or to their jobs.

We respectfully request that you reject the I-495 and I-270 widening project and pursue long-term solutions that create sustainable, healthy, and vibrant communities and economies.

Sincerely,

A handwritten signature in blue ink, appearing to read "Pat. Wojahn".

Patrick L. Wojahn
Mayor

Cc: The Honorable Angela Alsobrooks, County Executive
Prince George's County Council
MWCOC Transportation Planning Board

Congress of the United States
Washington, DC 20515

July 20, 2021

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

Dear Chair Allen and Members of the Transportation Planning Board,


On behalf of our constituents, we write to urge the National Capital Region Transportation Planning Board (TPB) to stand by its June 16th vote removing the controversial I-495/I-270 Public Private Partnership (P3) project from the region's long-range transportation plan. A reversal of the TPB's June 16th decision would demonstrate a complete disregard for the views of the localities and the people this project will affect most, and ignores the very serious environmental and economic concerns that have been repeatedly raised by our constituents, experts, and other stakeholders.

Our constituents who stand to be the most affected by the widening of I-495/I-270 have continuously raised concerns about the project's health and financial consequences. They rightly note that the expansion project will add more cars to the highway, inflicting increased air-pollution on the surrounding communities at a time when we need to decrease emissions and bring down pollution levels. We understand that the Maryland-National Capital Park and Planning Commission (M-NCPPC) reiterated many of the concerns shared by our constituents less than one month ago. The M-NCPPC stated that it could not concur with the updated proposal for I-495/I-275 toll lanes because several questions about the environmental consequences of the project remained unanswered. To make matters worse, our constituents face the very likely prospect of increased costs as a result of the expansion. A study by the Metropolitan Washington Council of Governments (COG) concluded that our constituents could end up paying up to \$2.26 per mile to use the added toll lanes – meaning only the financially advantaged will benefit from the project. The project also lacks meaningful investment in transit alternatives and could exacerbate existing inequalities in our region.

As you have heard from government officials in Maryland, our constituents, and dozens of environmental, transportation and civic groups, this project lacks regional consensus and could, in fact, harm our people and our region. We urge you to uphold your June 16th vote excluding the I-495/I-270 from the region's long-range transportation plan. Thank you for your consideration of this important matter.

Very truly yours,


Jamie Raskin
Member of Congress


Anthony G. Brown
Member of Congress



THE MARYLAND GENERAL ASSEMBLY
ANNAPOLIS, MARYLAND 21401

July 20, 2021

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

Dear Chair Allen and Members of the Transportation Planning Board:

We write to urge the Transportation Planning Board (TPB) to stand by its vote to remove the I-495/I-270 P3 project from the region's long-range transportation plan. This specific project does not enjoy a regional consensus, is strongly opposed by the local governments that the project would most impact, and fails to move the region forward on environmental justice.

Since the proposal to add private toll lanes was announced, affected local jurisdictions have sought alternative measures to address congestion. But their recommendations have been dismissed, and the Maryland Department of Transportation (MDOT) failed to study more sustainable and less destructive alternatives in its Draft Environmental Impact Statement. In a June 25 [letter](#) to MDOT and the Federal Highway Administration, the Maryland-National Capital Park and Planning Commission (M-NCPPC) reiterated its concerns, including the absence of a meaningful transit component and inadequate consideration of environmental justice concerns. Additionally, M-NCPPC has been critical of the design as it would increase traffic on local roads.

The vote to remove the project from the transportation plan is also consistent with the Biden administration's emphasis on addressing climate change and environmental justice. Transit is a necessary component of climate-friendly congestion relief. But, investment in transit also ensures that our transportation system serves a broader range of needs in a more equitable way. According to the Pew Charitable Trust, lower-income, Black, and Hispanic communities are more likely to use public transportation regularly. A significant investment in transportation along the I-495/I-270 corridor must serve the needs of these communities as well.

Finally, the pandemic has changed attitudes towards telework. The federal government is poised to expand telework opportunities for its workforce, and the Maryland General Assembly recently passed legislation to encourage telework by the private sector and State and local governments.

The project should not proceed until we understand the impact of telework on future travel patterns.

Through its vote to remove this project, the TPB took an important step to reduce greenhouse gas emissions and achieve climate change goals in the region's transportation sector. We urge the members of the TPB to stand by these commitments and to vote to confirm the decision to remove the I-495/I-270 project from the long-range transportation plan.

Sincerely,

Senator	Pamela	Beidle
Senator	Jill P.	Carter
Senator	Sarah	Elfreth
Senator	Shelly	Hettleman
Senator	Michael	Jackson
Senator	Cheryl	Kagan
Senator	Delores	Kelley
Senator	Ben	Kramer
Senator	Susan	Lee
Senator	Paul	Pinsky
Senator	Jim	Rosapepe
Senator	Will	Smith
Senator	Charles	Sydnor
Senator	Jeff	Waldstreicher
Senator	Mary	Washington
Senator	Ron	Young

Delegate	Gabriel	Acevero
Delegate	Vanessa	Atterbearn
Delegate	Heather	Bagnall
Delegate	Daryl	Barnes
Delegate	Ben	Barnes
Delegate	Sandy	Bartlett
Delegate	Kumar	Barve
Delegate	Lisa	Belcastro
Delegate	Regina T.	Boyce
Delegate	Tony	Bridges
Delegate	Benjamin	Brooks
Delegate	Jon	Cardin
Delegate	Al	Carr
Delegate	Mark	Chang
Delegate	Lorig	Charkoudian
Delegate	Nick	Charles
Delegate	Charlotte	Crutchfield
Delegate	Bonnie	Cullison
Delegate	Debra	Davis

Delegate	Eric	Ebersole
Delegate	Jessica	Feldmark
Delegate	Diana	Fennell
Delegate	Wanika	Fisher
Delegate	Cathi	Forbes
Delegate	Anne	Healey
Delegate	Shaneka	Henson
Delegate	Julian	Ivey
Delegate	Steve	Johnson
Delegate	Rachel	Jones
Delegate	Ariana	Kelly
Delegate	Kenneth	Kerr
Delegate	Mary	Lehman
Delegate	Jazz	Lewis
Delegate	Robbyn	Lewis
Delegate	Karen	Lewis Young
Delegate	Brooke	Lierman
Delegate	Sara	Love
Delegate	Eric	Luedtke
Delegate	Maggie	McIntosh
Delegate	David	Moon
Delegate	Julie	Palakovich Carr
Delegate	Joseline	Peña-Melnyk
Delegate	Shane	Pendergrass
Delegate	Susie	Proctor
Delegate	Kirill	Reznik
Delegate	Mike	Rogers
Delegate	Sheila	Ruth
Delegate	Emily	Shetty
Delegate	Stephanie	Smith
Delegate	Jared	Solomon
Delegate	Dana	Stein
Delegate	Vaughn	Stewart
Delegate	Jen	Terrasa
Delegate	Veronica	Turner
Delegate	Geraldine	Valentino-Smith
Delegate	Alonzo	Washington
Delegate	Courtney	Watson
Delegate	Ron	Watson
Delegate	Jheanelle	Wilkins
Delegate	Nicole	Williams
Delegate	Pat	Young

TPB R2-2022
July 21, 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 FOR THE MARYLAND PORTION 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; and

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; and

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; and

WHEREAS, on June 16, 2021, the TPB approved (R19-2021) the Air Quality Conformity Analysis Scope of Work, the project submissions of the TPB member agencies for inclusion in the Air Quality Conformity Analysis for the proposed FY 2023-2026 TIP and update to the Visualize 2045 Plan, and 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; and

WHEREAS, the TPB, upon completion of its 2022 update of Visualize 2045, will initiate an interim update to the Long-Range Transportation Plan with a target completion date of 2024, and the interim update 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, and 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

WHEREAS, the project submissions approved on June 16, 2021 by the TPB excluded the Maryland I-270/I-495 HOT Lanes project while approving the remaining Maryland transit and highway projects listed in Attachment A; and

WHEREAS, on June 21, 2021, the Maryland Department of Transportation (MDOT) notified the TPB that the package of projects submitted was supported by a financial plan, and the TPB’s June 16, 2021 action to exclude the I-270/I-495 HOT Lanes project removed the private revenues that supported that project, thus disrupting the fiscal constraint for the projects MDOT has submitted and as a result, MDOT would need to remove additional projects (transit and/or highway) projects to reestablish the fiscal constraint for its project submission; and

WHEREAS, since the June 21, 2021 MDOT notification of the unintended consequences of the June 16, 2021 action to exclude the I-270/I-495 HOT Lanes project from conformity inputs, which also affected other projects that MDOT was funding on account of the receipt of private funding, many TPB member jurisdictions from Maryland have expressed an interest to amend the Maryland project input list by restoring the I-270/I-495 HOT Lanes project and the private sector revenues associated with the project; and

WHEREAS, since the June 16, 2021 TPB action to exclude the I-270/I-495 HOT Lanes project from the conformity inputs, a number TPB member jurisdictions from Virginia have articulated the significant adverse impact this action will have on the performance outcomes from Virginia projects and the mobility/accessibility improvements is anticipated from the I-270/I-495 HOT lanes project, and have expressed an interest to amend the Maryland project input list by restoring the I-270/I-495 HOT Lanes project and the private sector revenues associated with the project; and

WHEREAS, MDOT notes that it substantially changed the scope of the I-270/I-495 HOT Lanes project as part of this round of conformity analysis by downgrading the proposed construction of HOT lanes on I-495 from the I-270 Spur to Woodrow Wilson Bridge so as to better coordinate this proposal with the local jurisdictions and notes that MDOT remains committed to work with all TPB member jurisdictions to better understand and address any outstanding concerns they may have with the current recommended preferred alternative (Phase 1 North and South); and

NOW, THEREFORE, BE IT RESOLVED THAT: the National Capital Region Transportation Planning Board amends the projects to be included in the air quality conformity analysis for the proposed 2022 Update to Visualize 2045 by adding Maryland's construction of the American Legion Bridge 1-270 To 1-70 Relief Plan - Phase 1 of the Traffic Relief Plan (Attachment A):

- Phase 1 South, starting with the American Legion Bridge, constructs two HOT lanes in each direction from I-495 from George Washington Parkway to I-270 and then I-270 from I-495 to I-370, with an anticipated completion by 2025;
- Phase 1 North, a related part of the project that is in Pre-NEPA, constructs two HOT Lanes in each direction on I-270 from I-370 to I-70, with an anticipated completion by 2030; and

NOW, THEREFORE, BE IT FURTHER RESOLVED THAT:

1. MDOT, in accordance with commitments made at the Maryland Board of Public Works (BPW), will identify additional transit investments that will be fully developed through ongoing coordination with the affected counties; and
2. MDOT will work with the local implementing agencies to brief the TPB on these transit investments and propose including these services in the TPB's long range transportation plan and its air quality conformity analysis as appropriate; and
3. Only after this collaboration and completion of a Final Environmental Impact Statement and Record of Decision for a build alternative, would MDOT seek BPW approval of the Section Agreement for final design, construction, financing, operations, and maintenance of the American Legion Bridge I-270 to I-70 Relief Plan starting with the American Legion Bridge.

ATTACHMENT A (R2-2022)

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

	ConID	Scenario	Improvement	Facility	From	To	Projected Complete	PIT Project ID
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	2035	CE1649
18	619	MARCFRQ	Implement	Penn Line Service Improvements			2029	CE3427
19	479	PURPLE	Construct	Purple Line Transitway	Bethesda	New Carrollton	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	2030	CE3663
24		MD355BRT	Implement	MD 355 BRT	MD 410 East-West Highway	Clarksburg Rd.	2030	CE3424
25		VEIRSBRT	Implement	Veirs Mill Road BRT	MD 355 Rockville Pike	MD 97 Georgia Ave.	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	2021	CE1253

NOTE: Orange shading shows TRP projects that may be added back (rows 145-151 and 167-168).

ATTACHMENT A (R2-2022)

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

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
MDOT												
Interstate												
144		126	MI2Q	Construct	I 270 Interchange	at Watkins Mill Road		1	1	8	8	2020
145	6432 CE1186 Phase 1 South	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	2025
146	6432 CE1186 Phase 1 South	892	MI2U2	Construct/ Widen	I 270 Toll Lanes	I 270Y	I 370	1	1	10 + 2 HOV	10 + 4 HOT	2025
147	6432 CE1186 Phase 1 North	893	MI2U3	Construct/ Widen	I 270 Northbound Toll Lanes	I 370	Middlebrook Road	1	1	3 + 1 HOV NB	3 + 2 HOT NB	2030
148	6432 CE1186 Phase 1 North	893	MI2U4	Construct/ Widen	I 270 Southbound Toll Lanes	Middlebrook Road	I-370	1	1	4 SB	4 + 2 HOT SB	2030
149	6432 CE1186 Phase 1 North	894	MI2U5	Construct/ Widen	I 270 Northbound Toll Lanes	Middlebrook Road	MD 121	1	1	2 + 1 HOV NB	2 + 2 HOT NB	2030
150	6432 CE1186 Phase 1 North	894	MI2U6	Construct/ Widen	I 270 Southbound Toll Lanes	MD 121	Middlebrook Road	1	1	3 SB	3 + 2 HOT SB	2030
151	6432 CE1186 Phase 1 North	895	MI2U7	Construct/ Widen	I 270 Toll Lanes	MD 121	I 70 / US 40	1	1	4	4 + 4 HOT	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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ATTACHMENT A (R2-2022)

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

	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			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			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			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			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	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 Phase 1 South	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 HOT	2025
168	6432 CE3281 Phase 1 South	856	MI1R	Construct/ Widen	I 495 Toll Lanes		I 270Y - western spur	1	1	6	6 + 4 HOT	2025
169	6432 CE3281	905	MI1S	Study	I 495 Toll Lanes	MD 355	I 95	1	1	8	8 + 4 HOT	not coded

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ATTACHMENT A (R2-2022)

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

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
170	6432 CE3281	906	MI1T	Study	I 95 / I 495 Toll Lanes	I 95	Baltimore Washington Parkway	1	1	8	8 + 4 HOT	not coded
171	CE1182	907	MI1U	Study	I 95 / I 495 Toll Lanes	Baltimore Washington Parkway	Glenarden Parkway	1	1	8	8 + 4 HOT	not coded
172	CE1182	908	MI1V	Study	I 95 / I 495 Toll Lanes	Glenarden Parkway	MD 202F	1	1	10	10 + 4 HOT	not coded
173	CE1182	909	MI1W	Study	I 95 / I 495 Toll Lanes	MD 202F	Potomac River (not including Wilson Bridge)	1	1	8	8 + 4 HOT	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	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	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	2045
178	CE2246	645	NRS	Reconstruct	MD 4 Interchange	at MD 235		2	2	2	4	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	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	2035
186		354	NRS	Construct	MD 5	at MD 373 and Brandywine Road		2	5	4	6	2019

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ATTACHMENT A (R2-2022)

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

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
187	3469 CE1196	441	NRS	Construct	MD 5 Branch Avenue	at Surratts Road		2	5	4	6	2035
188	CE3567	914	MP15B	Construct/Widen	US 15	MD 26	North of Biggs Ford Road	5	5	4	6	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	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	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	4879	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	5	4/6	6	2045
204	CE2239	939	NRS	Reconstruct	US 301 Interchange	at MD 5 Business/MD 228		2	5	6	6	2040
205	CF2239	938	NRS	Reconstruct	US 301	at MD 5 (south junction)		2	5	6	6	2035
206	CE1619	937	NRS	Construct	US 301 Interchange	at MD 197		5	5	6	6	2035
206	CE1619	937		Construct	US 301	North of Mt. Oak Road	I-595/ US 50	2	5	4/6	6	2035
Secondary												

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

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
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
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	Reconstruct	MD 97	MD 390	MD 192 / Forest Glen Road	2	2	6/7	6/7	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	Reconstruct	MD 117 Clopper Road	I270	Metropolitan Grove Road	3	3	4	4	2030
218	CE1203	921	NRS	Reconstruct	MD 117 Clopper Road	Metropolitan Grove Road	West of Game Preserve Road	3	3	2	3	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	2030

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

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
222	CE2261	924	MS36A	Construct/ Widen	MD 180	Greenfield Drive	I 70 (west junction)	4	4	2	4	2035
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
227	CE1207	175	MS18D	Widen	MD 450 Annapolis Road	Stonybrook Drive	west of MD 3	2	2	2	4	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	2013 Completed
238	CE1577	199	MC43	Construct	Dorsey Mill Road Bridge over I-270	Century Blvd.	Milestone Center Dr.	0	3	0	4	2030
239	3049	112	MC7A	Widen	Goshen Road South	South of Girard Street	1000 feet north of Warfield Road	3	3	2	4	2030
240				Widen	Little Seneca Parkway	MD355	Observation Drive	3	3	2	4	2035
243		113	MC12F	Widen	MD 118 Germantown Road Extended	MD 355	M 83 at Watkins Mill Road	2	2	3	4	2020

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7/15/2021

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

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
244	CE1229	161	MC14G	Widen	Middlebrook Road Ext.	MD 355	M 83	2	2	3	4	2045
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	2045
246	7503			Construct	Extend Observation Drive	Waters Discovery Lane	West Old Baltimore Road	0	3	0	4	2035
247	7503			Construct	Extend Observation Drive	Little Seneca Parkway	Existing Observation Drive near Stringtown Road	0	3	0	2	2045
248	CE2912 5948	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	2021
Urban												
250	5985	421		Construct	Executive Blvd Extended East	MD 355 Rockville Pike	New Nebel Street Extended			0	4	2026
251	5985	422		Construct	Executive Blvd Extended West	MD 187 Old Georgetown Road	Marinelli Road			0	4	2026
252	5986	424		Construct	Hoya Street	Executive Blvd	Montrose Parkway			0	4	2030
253	5986	425		Construct	Main Street / Market Street	MD 187 Old Georgetown Road	MD 355 Rockville Pike			0	2	2030
254	5986	423		Construct	MD 187 Old Georgetown Road	MD 187 Old Georgetown Road	Nicholson Lane/Tilden Lane			0	6	2030
Prince George's County												
Secondary												
255	6367	361	PGS3a	Widen	Addison Road	Walker Mill Road	MD 214 Central Avenue	3	3	2	4	2026
256	6367	362	NRS	Reconstruct	Addison Road	Sherieff Road	MD 704	4	4	2	2	2028
257	CE1270	386	PGS5	Construct	Allentown Road Relocated	MD 210 Indian Head Highway	Brinkley Road		3		4	2028
258	CE1320	365	PGS73	Widen	Ardwick-Ardmore Road	MD 704	91st Ave.	4	4	2	4	2030
259	CE1272	388	PGS9a	Widen	Bowie Race Track Road	MD 450 Annapolis Road	Clearfield Road	4	4	2	4	2024
264	CE1277	140	PGS16a	Construct	Campus Way North	Lake Arbor Way	south of Lottsford Road	0	4	0	4	2023
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

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7/15/2021

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								Fr	To	Fr	To	
267	CE1279	142	PGS18	Widen	Church Road	Woodmore Road	Central Ave. (MD 214)	4	4	2	4	2028
268	CE1280	144	PGS20b	Widen	Columbia Park Road	US 50	Cabin Branch Road	4	4	2	4	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
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	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	2028
283	5806	165	PGS38b	Widen	Livingston Road	Piscataway Creek	Farmington Road	4	4	2	4	2025
284	CE1291	417	PGS38a	Widen	Livingston Road	MD 210 Indian Head Highway at Eastover	Kerby Hill Rd.	4	3	2	4	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
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	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
294	CE1297	173	PGS47	Widen	Oak Grove and Leeland Roads	MD 193 Watkins Park Road	US 301 Robert Crain Highway	4	4	2	4	2028
296	CE1299	649	PGS50	Widen	Old Branch Avenue	MD 223 Piscataway Road (north of)	MD 337 Allentown Road	4	4	2	4	2028

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7/15/2021

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

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								Fr	To	Fr	To	
298		369	PGS51a	Widen	Old Gunpowder Road	Powder Mill Road	Greencastle Road	3	3	2	4	2018
299	CE1324	193	PGS81	Construct	Presidential Parkway	Suitland Parkway	Melwood Road	0	3	0	6	2020 Complete
302	CE2623	153	PGS55b	Widen	Ritchie-Marlboro Road	White House Road	Old Marlboro Pike	2	2	2	4	2028
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	2020 Complete
307	CE1307	122	PGP2	Construct	Suitland Parkway Interchange at	Rena/Forestville Roads		5	5			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						2014 Complete
310	CE1314	187	PGS67a	Widen	Van Dusen Road	Contee Road	MD 198 Sandy Springs Road	3	3	2	4	2020
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	2028
314	CE2624	154	PGS91	Widen	Westphalia Road	MD 4 Pennsylvania Avenue	Ritchie-Marlboro Road	2	2	2	4	2028
315	3166	189	PGS70	Widen	Wheeler Road	DC Limits	St. Barnabas Road	3	3	2	4	2018 complete
318		436	PGS40b	Construct	Woodmore Road	MD 193 Enterprise Road	Church Road	3	3	2	4	2025

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Kanti Srikanth

From: Kanti Srikanth
Sent: Wednesday, July 21, 2021 10:20 AM
To: Kanti Srikanth
Cc: Lyn Erickson; Stacy Cook
Subject: Addendum and Update on July TPB Meeting Agenda item # 9 (DC)
Attachments: Additional Documents Related to TPB July 2021 Agenda Item 9 Resolution.pdf

Greetings:

At the request of the Montgomery County Executive and Maryland Department of Transportation (MDOT), I am providing the attached additional information and documents for your use in preparing for this afternoon's board meeting – specifically agenda item # 9 – Part A: adding Maryland's I-270/I-495 HOT Lanes Construction to TPB's conformity inputs.

- Montgomery County's Executive is sharing proposed additions to the TPB resolution R2-2022 that was included in the read ahead packet you received last week. It is staff's understanding that the Montgomery County Executive or his representative intends to propose this addition to the resolution during our meeting today. Also included is a copy of Secretary Slater's letter to Montgomery County about the commitments MDOT has made and intends to abide by with regard to transit and other investments in the I-270 corridor as part of its HOT lanes project.
- MDOT has acknowledged the discussions it has had with Montgomery County's Executive and Council on the proposed amendment to resolution R2-2022 and has indicated their support for the proposed changes to the resolution.

The above two documents will be posted on the TPB's meeting web page under item # 9 as additional documents.

Sincerely,
Kanti Srikanth
Director, TPB
Deputy Executive Director, COG
202-909-3797 (cell)
202-962-3257 (desk)

Kanti Srikanth

From: Conklin, Christopher <Christopher.Conklin@montgomerycountymd.gov>
Sent: Wednesday, July 21, 2021 9:44 AM
To: Kanti Srikanth
Cc: Lyn Erickson; Erenrich, Gary; Henn, Hannah; Kari Snyder; R. Earl Lewis; Orlin, Glenn
Subject: RE: Proposed Amendment to July 21 2021 Resolution R2-2022
Attachments: Replacement Resolution R2-2022 Clean Markup.docx; Mo CE-Council Letter.pdf

Dear Director Srikanth,

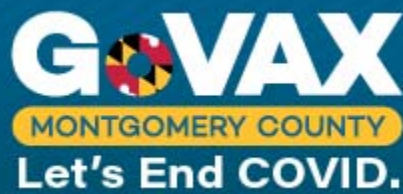
Resolution R2-2022 proposes to add the Phase 1 of the Managed Lanes Project to the Visualize 2045 air quality conformity assumptions following TPB's action last month to remove the project. On July 20, 2021, Secretary Slater sent correspondence to Montgomery County outlining provisions for accelerating the delivery of transit projects associated with the project. A copy to this letter is attached to this email. Without prejudging TPB's action on Resolution R2-2022 to include the project, Montgomery County wishes to include key transit commitments contained in the letter within the resolution.

A proposed replacement resolution R2-2022 that incorporates the transit commitments contained in the Secretary's letter to the Montgomery County Council and refined based on discussion with County Councilmembers and Montgomery County Department of Transportation staff is attached. This replacement resolution has been coordinated with the Maryland Department of Transportation in advance of this transmittal. I have copied Kari and Earl from MDOT and Glenn Orlin who will be representing the County Council at today's meeting.

Sincerely,

Chris

Christopher Conklin, Director
Montgomery County Department of Transportation
240-777-7198



For COVID-19 Information and resources, visit: www.montgomerycountymd.gov/COVID19

TPB R2-2022
July 21, 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 FOR THE MARYLAND PORTION 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; and

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; and

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; and

WHEREAS, on June 16, 2021, the TPB approved (R19-2021) the Air Quality Conformity Analysis Scope of Work, the project submissions of the TPB member agencies for inclusion in the Air Quality Conformity Analysis for the proposed FY 2023-2026 TIP and update to the Visualize 2045 Plan, and 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; and

WHEREAS, the TPB, upon completion of its 2022 update of Visualize 2045, will initiate an interim update to the Long-Range Transportation Plan with a target completion date of 2024,

and the interim update 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, and 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

WHEREAS, the project submissions approved on June 16, 2021 by the TPB excluded the Maryland I-270/I-495 HOT Lanes project while approving the remaining Maryland transit and highway projects listed in Attachment A; and

WHEREAS, on June 21, 2021, the Maryland Department of Transportation (MDOT) notified the TPB that the package of projects submitted was supported by a financial plan, and the TPB's June 16, 2021 action to exclude the I-270/I-495 HOT Lanes project removed the private revenues that supported that project, thus disrupting the fiscal constraint for the projects MDOT has submitted and as a result, MDOT would need to remove additional projects (transit and/or highway) projects to reestablish the fiscal constraint for its project submission; and

WHEREAS, since the June 21, 2021 MDOT notification of the unintended consequences of the June 16, 2021 action to exclude the I-270/I-495 HOT Lanes project from conformity inputs, which also affected other projects that MDOT was funding on account of the receipt of private funding, many TPB member jurisdictions from Maryland have expressed an interest to amend the Maryland project input list by restoring the I-270/I-495 HOT Lanes project and the private sector revenues associated with the project; and

WHEREAS, since the June 16, 2021 TPB action to exclude the I-270/I-495 HOT Lanes project from the conformity inputs, a number TPB member jurisdictions from Virginia have articulated the significant adverse impact this action will have on the performance outcomes from Virginia projects and the mobility/accessibility improvements it anticipated from the I-270/I-495 HOT lanes project, and have expressed an interest to amend the Maryland project input list by restoring the I-270/I-495 HOT Lanes project and the private sector revenues associated with the project; and

WHEREAS, MDOT notes that it substantially changed the scope of the I-270/I-495 HOT Lanes project as part of this round of conformity analysis by downgrading the proposed construction of HOT lanes on I-495 from the I-270 Spur to Woodrow Wilson Bridge so as to better coordinate this proposal with the local jurisdictions and notes that MDOT remains committed to work with all TPB member jurisdictions to better understand and address any outstanding concerns they may have with the current recommended preferred alternative (Phase 1 North and South); and

[WHEREAS, MDOT is proposing to deliver Phase 1 of the I-270/I-495 HOT Lanes project fully with private funding through a public-private partnership \(P3\); and](#)

WHEREAS, MDOT and Montgomery County are committed to deliver transit improvements through establishing and maintaining a collaborative, coordinated effort for developing the transit improvements during the predevelopment work of the Phase 1 P3 Agreement.

NOW, THEREFORE, BE IT RESOLVED THAT: the National Capital Region Transportation Planning Board amends the projects to be included in the air quality conformity analysis for the proposed 2022 Update to Visualize 2045 by adding Maryland's construction of the American Legion Bridge ~~I-270 To I-70~~ Relief Plan - Phase 1 of the Traffic Relief Plan:

- Phase 1 South, starting within the American Legion Bridge, constructs two HOT lanes in each direction from I-495 from vicinity of the George Washington Parkway in Virginia to I-270 and then I-270 from I-495 to I-370, with an anticipated completion by 2025;
- Phase 1 North, a related part of the project that is in Pre-NEPA, constructs two HOT Lanes in each direction on I-270 from I-370 to I-70, with an anticipated completion by 2030; and

NOW, THEREFORE, BE IT FURTHER RESOLVED THAT:

1. MDOT, in accordance with commitments made at the Maryland Board of Public Works (BPW), will identify:
 - Identify additional transit investments that will be fully developed through ongoing coordination with the affected counties; and
 - After financial close of the Phase 1 South Section P3 Agreement, MDOT will commit to fund not less than \$60 million from the Development Rights Fee for design and permitting of high priority transit investments in the Montgomery County, such as Phase I of the Corridor Cities Transitway, Bus Rapid Transit in the MD 355 Corridor, or other high priority projects. MDOT will work collaboratively with Montgomery County to develop plans for construction, final delivery, and operation, funded through ongoing toll revenue;
 - As Part of Phase 1 South, MDOT will commit to provide not less than \$300 million of additional transit investment funding inclusive of the phase developer's proposed transit investment to implement high priority transit projects in Montgomery County. The funds will be provided over the operating term of Phase 1 South within a schedule developed through collaboration on a plan for the construction, final delivery, and operations of the project(s) in conjunction with the managed lane development and financing;
 - Additionally, as mitigation and as part of Phase 1 South highway improvements, MDOT will construct new bus bays at Shady Grove Station; increase parking capacity at the Westfield Montgomery Park and Ride; provide the necessary bus fleet; and construct and equip the Metropolitan Grove Bus Operations and Maintenance Facility. These resources should be provided for use early in the construction period to support expanded local transit operations for the long

term. MDOT will brief the TPB on these plans prior to TPB adoption of the updated Visualize 2045 Plan in 2022; and

~~b.e.~~ Additional and appropriately scaled transit investments will be made by MDOT for Phase 1 North to fulfill its commitment to complete major transit improvements concurrent with all sections of Phase 1. MDOT shall seek concurrence with the affected counties on these transit investments and will report to and brief TPB on these investments prior to TBP adoption of the inputs for the next Long Range Transportation Plan and air quality conformity analysis update expected in 2024.

2. Only after this collaboration and completion of a Final Environmental Impact Statement and Record of Decision for a build alternative, would MDOT seek BPW approval of the Section Agreement for final design, construction, financing, operations, and maintenance of the American Legion Bridge I-270 To I-70 Relief Plan starting with the American Legion Bridge Phase 1 South or Phase 1 North.



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Gregory Slater
Secretary

Office of the Secretary

July 20, 2021

Montgomery County Council
100 Maryland Avenue
Rockville MD 20850

Dear Montgomery County Council Members:

I am writing to you today to follow-up on some supporting details related to the American Legion Bridge I-270 to I-70 Relief Plan and the path for moving this project forward. This letter reaffirms the Maryland Department of Transportation's (MDOT) commitment to advancing this project in collaboration with Montgomery County, ensuring the solutions are multi-modal and advancing transit systems as part of it that help achieve the regional land use goals.

In developing the overall I-495 and I-270 Public-Private Partnership (P3) Program over the past four years, MDOT has had to consider and balance the perspectives of dozens of agency partners, multiple stakeholders, and the general public with the need to provide improved travel in the National Capital Region on I-495 and I-270. Montgomery County has been a prime partner and stakeholder, and MDOT has incorporated requests from Montgomery County when possible while still addressing the long-term projected traffic and congestion along these regional interstate travel corridors, which remains a key responsibility of our agency.

Prior to and at the June 5, 2019 Board of Public Works Meeting, Montgomery County officials presented Montgomery County's Regional Transportation Improvement Plan. This plan prioritized the Virginia to Frederick corridor starting at the American Legion Bridge and continuing the managed lanes in Virginia over the bridge and up the Western portion of I-495 and up I-270 all the way to Frederick. Funding from toll revenue would also be invested to support transit, similar to the approach taken in Virginia for many of its most recent managed lanes projects. To be responsive to Montgomery County, MDOT updated the limits of Phase 1 in January 2020 to prioritize the American Legion Bridge and I-270 corridor to Frederick and included future transit commitments.

The MDOT also completed a detailed review of reversible lanes on I-270, South of I-370. The analyses indicated reversible lanes on this stretch of I-270 would not be able to accommodate future growth in the region. In future years as the region grows, the modeling illustrated significant traffic backups in the off-peak direction, an increase in travel time by more than 50 percent. When considering impacts, constructing two high-occupancy toll (HOT) lanes in each direction compared to the reversible lanes only differed by 1.3 percent. For reversible lanes, the roadway would need to be reconfigured to provide barrier separation, as traffic would be traveling in the opposite direction and must be separated by a wide space or protected by a crash-worthy barrier to ensure the safety of the traveling public. The construction duration would be nearly the same for either option, and all modeling included construction of all planned transit solutions in place.

In January 2021, the MDOT State Highway Administration (MDOT SHA) announced the Recommended Preferred Alternative of the Managed Lanes Study as Alternative 9 – 2 HOT lanes in each direction within the 48-mile Managed Lanes Study, including the topside and Eastside of I-495. Even though we committed to phasing the delivery and permitting approach with a focus on Phase 1 South, Montgomery County requested that the Recommended Preferred Alternative match the limits of Phase 1 South. After months of collaboration with the Federal Highway Administration, MDOT SHA modified the Recommended Preferred Alternative to Alternative 9 – Phase 1 South: American Legion Bridge I-270 to I-370 in May 2021. If the new Recommended Preferred Alternative is selected at the conclusion of the Managed Lanes Study, improvements to remaining parts of the interstate system would now be required to advance separately, subject to additional environmental studies, analysis, and collaboration with the public, stakeholders, and agency partners. This will allow a new conversation to be held on the remaining parts of the interstate system.

As part of the development of the program, MDOT convened a transit work group in 2019 that included representatives from Montgomery, Prince George's, and Frederick counties and transit service providers in the region to develop opportunities for enhanced transit services and to help advance an interconnected transit/highway system in the National Capital Region. This group identified both new transit that can serve suburban to suburban markets including connecting Germantown, Gaithersburg, Bethesda, and Tysons and additional infrastructure to support transit connections. The MDOT SHA is committed to providing infrastructure for new bus bays at the Shady Grove Metro station and expanding parking at the Westfield Montgomery Mall transit center as part of Phase 1 South. We will also provide connections between the HOT lanes and roads South of I-370 near important transit and local activity centers such as I-370, Wootton Parkway, and Westlake Terrace. Additionally, we are committed to collaborating on transit improvements suggested by Montgomery County North of I-370, such as improvements at the Metropolitan Grove Station for parking and for a new bus operations and maintenance facility, additional transit, and carpool parking in Germantown and Clarksburg, as well as evaluating locations for transit connectivity to transit centers and park and rides.

As part of the Phase P3 Agreement, the Phase Developer has committed to an estimated \$300 million for transit during the operating term of Phase 1 South along with additional commitments for Vision Zero enhancements, community grant programs, and additional water quality efforts in Montgomery County. These enhancements are in addition to the minimum upfront payment of \$145 million to the State for Phase 1 South. The exact upfront payment and values of other enhancements will be determined as part of the predevelopment work and included in the Phase 1 South Section P3 Agreement to be developed collaboratively over the next year.

To further reaffirm our commitment to a multi-modal effort as part of this program, we will continue to work collaboratively with Montgomery County to progress work on a selected transit project that could work in conjunction with the American Legion Bridge I-270 to I-70 Relief Plan, such as the Corridor Cities Transitway (CCT) or the MD 355 Bus Rapid Transit (BRT) project, that supports your local land use goals and the Statewide Transit Plan. The MDOT will utilize funding received from an upfront payment on Phase 1 South to fund design efforts upon financial close to advance work on the selected project. Concurrent with the design and predevelopment work for Phase 1, we will also collaborate with you on a plan for the final delivery, construction, and operations of the project in conjunction with the managed lane development and financing.

We look forward to partnering with Montgomery County to advance new travel options and opportunities for our citizens. If you have any additional questions or concerns, please feel free to contact Jeffrey T. Folden, P.E., DBIA, MDOT SHA I-495 and I-270 P3 Office Deputy Director, at 410-637-3321 or jfolden1@mdot.maryland.gov. Mr. Folden will be happy to assist you. Of course, you may always contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to be 'G. Slater', written in a cursive style.

Gregory Slater
Secretary

cc: The Honorable Marc Elrich, Montgomery County Executive
Ms. Holly Arnold, Acting Administrator, MDOT MTA
Jeffrey T. Folden, P.E., DBIA, Deputy Director, I-495 and I-270 P3 Office, MDOT SHA
Tim Smith, P.E., Administrator, MDOT SHA

Kanti Srikanth

From: R. Earl Lewis <rlewis1@mdot.maryland.gov>
Sent: Wednesday, July 21, 2021 10:13 AM
To: Conklin, Christopher; Kanti Srikanth
Cc: Lyn Erickson; Erenrich, Gary; Henn, Hannah; Kari Snyder; Orlin, Glenn; Gregory Slater; Samantha Biddle; Heather Murphy
Subject: RE: Proposed Amendment to July 21 2021 Resolution R2-2022

Kanti,

We want to thank the Montgomery County Council, their staff, and Montgomery County DOT staff for working with MDOT yesterday and this morning on the amendment language to TPB Resolution R2-2022. We are in agreement with these changes and look forward to our discussion this afternoon at the TPB meeting.

Thanks,

Earl



R. Earl Lewis, Jr.

Deputy Secretary for Policy,
Planning & Enterprise Services

Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076
410-865-1006 (direct)
410-865-1340 (fax)
443-829-1737 (cell)
rlewis1@mdot.state.md.us
<http://www.mdot.maryland.gov>



***"The Maryland Department of Transportation
is a customer-driven leader that delivers safe,
sustainable, intelligent and exceptional
transportation solutions in order to connect
our customers to life's opportunities."***

From: Conklin, Christopher <Christopher.Conklin@montgomerycountymd.gov>
Sent: Wednesday, July 21, 2021 9:44 AM
To: Kanti Srikanth <ksrikanth@mwcog.org>
Cc: Lyn Erickson <lerickson@mwcog.org>; Erenrich, Gary <Gary.Erenrich@montgomerycountymd.gov>; Henn, Hannah <Hannah.Henn@montgomerycountymd.gov>; Kari Snyder <ksnyder3@mdot.maryland.gov>; R. Earl Lewis <rlewis1@mdot.maryland.gov>; Orlin, Glenn <Glenn.Orlin@montgomerycountymd.gov>
Subject: RE: Proposed Amendment to July 21 2021 Resolution R2-2022

Dear Director Srikanth,

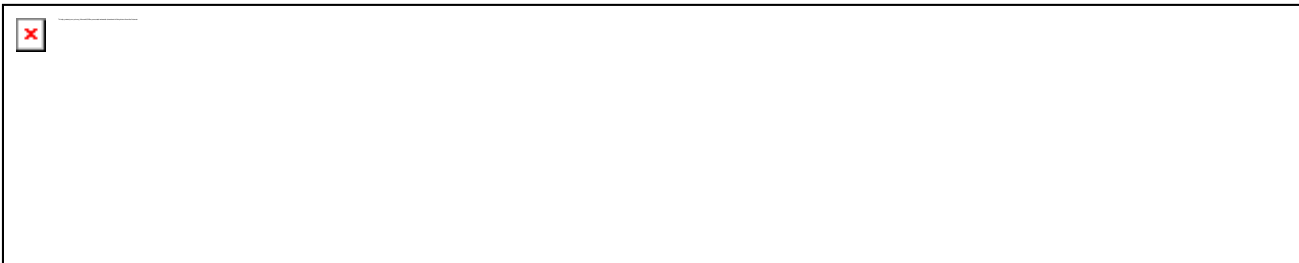
Resolution R2-2022 proposes to add the Phase 1 of the Managed Lanes Project to the Visualize 2045 air quality conformity assumptions following TPB's action last month to remove the project. On July 20, 2021, Secretary Slater sent correspondence to Montgomery County outlining provisions for accelerating the delivery of transit projects associated with the project. A copy to this letter is attached to this email. Without prejudging TPB's action on Resolution R2-2022 to include the project, Montgomery County wishes to include key transit commitments contained in the letter within the resolution.

A proposed replacement resolution R2-2022 that incorporates the transit commitments contained in the Secretary's letter to the Montgomery County Council and refined based on discussion with County Councilmembers and Montgomery County Department of Transportation staff is attached. This replacement resolution has been coordinated with the Maryland Department of Transportation in advance of this transmittal. I have copied Kari and Earl from MDOT and Glenn Orlin who will be representing the County Council at today's meeting.

Sincerely,

Chris

Christopher Conklin, Director
Montgomery County Department of Transportation
240-777-7198



For COVID-19 Information and resources, visit: www.montgomerycountymd.gov/COVID19

ITEM 9B – Action

July 21, 2021

Amending the Conformity Projects Approved on June 16, 2021
(Resolution R19-2021) to Re-Establish the Fiscal Constraint for
Maryland Department of Transportation Projects

Action: Issue notice of the convening of a special meeting of the TPB on August 18, 2021 at Noon and issue a notice of intent to act on the MDOT proposed list of changes to conformity projects and adopt a revised plan update schedule.

Supporting documents for **Part B** – Resolution R3-2022

1. Staff Overview memo
2. MDOT Letters June 21, July 7, and July 13
3. Resolution R3-2022
4. Conformity project table – with additional projects being removed shown with strikethrough



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Agenda Item 9B: Amending Project Inputs to Air Quality Conformity Analysis for the Visualize 2045 Update and FY 2023-2026 TIP – Removing some MDOT projects
DATE: July 15, 2021

This memorandum provides the background to the subject matter along with an overview of the proposed actions during the TPB's July 21, 2021 meeting.

BACKGROUND

On June 16, 2021, the TPB adopted Resolution R19-2021 to approve the Air Quality Conformity Analysis Scope of Work, the project submissions of the TPB member agencies for inclusion in the Air Quality Conformity Analysis for the proposed FY 2023 2026 TIP and update to the Visualize 2045 Plan, and 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. The project submissions approved by TPB as part of resolution R19-2021 excluded the Maryland I-270/I-495 HOT Lanes project while approving the remaining Maryland projects.

Maryland Department of Transportation (MDOT) notified the TPB in the attached June 21, 2021 letter that the exclusion of the I-270/I-495 HOT Lanes project from the conformity inputs had also removed the private revenues that supported that project and had thus disrupted the fiscal constraint for all the projects MDOT had submitted. As such, MDOT would need to remove additional projects (transit and/or highway) to reestablish the fiscal constraint for its project submission.

MDOT subsequently, on July 13, 2021 identified a set of highway and transit projects that were previously approved by the TPB's at its June 16, 2021 meeting, to be removed from further consideration for the conformity analysis and Visualize 2045 update (letter attached). MDOT has noted, in the letter, that the removal of these projects reduces the planned expenditures by about \$1.23B, the same amount of private sector revenue no longer available to MDOT to fund American Legion Bridge and associated system preservation costs along that corridor, on account of the TPB's earlier action excluding the I-270/I-495 HOT Lanes construction project from conformity inputs. MDOT has noted that dropping these additional projects from conformity inputs restores the fiscal constraint of the rest of MDOT projects that will be included in the conformity analysis and plan update.

ACTION OVERVIEW

Under Part B of agenda Item 9, as notified by MDOT, the TPB will accept MDOT's proposal to reestablish fiscal constraint for its projects by removing some MDOT funded projects approved by the

TPB on June 16, 2021. The list of projects to be removed from conformity analysis, as proposed by MDOT is as listed in MDOT July 13, 2021 letter.

At the July meeting, the TPB will issue notice of a special meeting to be convened on August 18, 2021 for the limited purpose of taking action, adopting Resolution R3-2022 (attached), on the proposed changes to MDOT projects, and to adopt the modified schedule for its update of Visualize 2045 and the FY 2023-2026 TIP, amending the schedule it first adopted in December of 2020.

Attachments:

- June 21, 2021 Letter from MDOT
- July 7, 2021 Letter from MDOT
- July 13, 2021 Letter from MDOT

June 21, 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 Deputy Director Srikanth:

I am writing to inform the Board that based on the action taken at the June 16, 2021 meeting of the National Capital Region Transportation Planning Board (TPB), which included approving resolution TPB R19-2021, to remove the revised Traffic Relief Plan (I 495/270 HOT Lanes project) from the Air Quality Conformity Analysis inputs, work on that analysis cannot move forward until two key issues are resolved and the TPB once again approves a revised set of conformity inputs.

The Maryland Department of Transportation (MDOT) submitted a package of projects and studies for analysis in the 2022 Update of Visualize 2045, the region's Long Range Transportation Plan (LRTP), supported by a financial plan for the projects and studies. This financial plan included \$6 billion of private funding that was reasonably expected to be available from a private concessionaire. Federal conformity analysis regulations require the TPB to demonstrate that projects included in the plan's air quality conformity analysis will have adequate funds to build, operate and maintain the projects.

TPB's action to exclude the I 495/270 HOT Lanes projects from the LRTP essentially removes the assumed \$6 billion in private sector revenues, which were slated to fund the replacement of the American Legion Memorial Bridge – an aging structure that is one of the nation's most congested chokepoints – and other smaller structures along the interstate included in the Phase 1 south section of the recommended preferred alternative. This infusion of private sector capital enabled the State to leverage the Transportation Trust Fund (TTF) balance to support other critical transit and highway projects. Since the TPB acted to remove the Traffic Relief Plan (I-495/270 HOT Lanes project) and eliminate the associated private sector capital, MDOT can no longer reasonably expect this private funding to be available to replace or maintain the American Legion Memorial Bridge or fund the related transportation projects. As a part of the National Highway System, MDOT is federally required to maintain the bridge and its Interstates in a state of good repair and will now have to use State funding from the TTF for those system preservation needs.

The Honorable Charles Allen and Kanathur Srikanth
Page Two

MDOT will now begin the process of assessing project inputs for air quality and costs for financial constraint. **Projects currently modeled for construction in the National Capital Region will almost certainly need to be downgraded to studies or removed entirely to offset the loss of revenue for system preservation costs of the American Legion Memorial Bridge and interstates.** MDOT will submit a revised package of inputs and financial information for TPB's consideration at its July 21, 2021 Board meeting. The TPB will have to review and take action to approve the revised set of conformity inputs to be used in the regional air quality conformity analysis for the plan update. We anticipate this action on a revised set of conformity inputs will require a new 30-day public comment period.

We appreciate your cooperation in this matter. If you need further assistance, please contact Ms. Heather Murphy, MDOT Planning and Capital Programming Director, at 410-865-1275 or via email at hmurphy@mdot.maryland.gov. Ms. Murphy 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



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Gregory Slater
Secretary

Office of the Secretary

July 7, 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 Deputy Director Srikanth:

I am writing to request that the National Capital Region Transportation Planning Board (TPB) revisit the vote taken at its June 16, 2021, meeting and propose that a new motion be added to the TPB's meeting agenda on July 21, 2021, to include Phase 1 of the Traffic Relief Plan I-495/270 High Occupancy Toll (HOT) Lanes project in the conformity analysis the TPB has begun.

There is a strong rationale for revoting on this issue as it was not properly presented and the removal of this project was rushed without a full understanding of the impacts, which has been attested to by multiple TPB voting members in recent communications. Those impacts include the new requirement for Visualize 2045 updates to be financially constrained, which means Maryland must reevaluate and reduce its local enhancement projects to pay for the system preservation work that private funding would have completed as part of this project.

Since it was first included in Visualize 2045, the initial scope of this project has been modified multiple times to address feedback we have received from agency partners, local leaders, and the public to focus on the American Legion Bridge and I-270 corridor. Other key enhancements to the project include free, reliable trips for transit buses and carpools with three or more people, an essential bicycle and pedestrian connection across the Potomac River to help address another Visualize 2045 aspirational goal, and a transit subsidy from the toll revenue to impacted jurisdictions. This modified project represents a good-faith compromise between all parties to address a long-identified need in our region.

The hasty actions of the TPB to remove Phase 1 of the Traffic Relief Plan I-495/270 HOT Lanes project eliminated the associated private sector capital; therefore, MDOT can no longer reasonably expect this private funding to be available to replace or maintain the American Legion Bridge or fund the related transportation projects. After this information in MDOT's June 21, 2021 letter to the TPB was made public to its members, we believe that the TPB should add the following motion to the July 21, 2021 agenda:

- Amend the proposed 2022 Update to Visualize 2045 and its Air Quality Conformity Analysis and scope of work to include Maryland's construction of the American Legion Bridge I-270 To I-70 Relief Plan – Phase 1 of the Traffic Relief Plan from the Virginia side of the American Legion Bridge to I-70.
- The project's immediate focus is on delivering Phase 1 South starting with the American Legion Bridge. Phase 1 South is I-495 from George Washington Parkway to I-270 and then I-270 from I-495 to I-370, with an anticipated completion by 2025.
- Phase 1 North (I-270 from I-370 to I-70) is a related part of the project that is in Pre-NEPA, with an anticipated completion by 2030.

This project addresses the need for new multi-modal travel options on the most congested and unreliable freeways in Maryland. Simply widening the bridge alone does not relieve congestion, does not provide reliable options for carpools and regional transit service, and does not provide a bicycle and pedestrian connection across the Potomac River. Without the totality of these multi-modal investments generated from leveraged private capital, the National Capital Region will continue to be one of most congested in the country which will severely limit its economic opportunity.

As alluded in our June 21, 2021 letter, MDOT is preparing an alternative motion for the TPB's consideration if the motion to add Phase 1 of the I-495/I-270 HOT Lanes project back into the Air Quality Conformity Analysis is unsuccessful. That motion will propose a list of reductions to MDOT project conformity inputs for air quality and costs for financial constraint. MDOT will submit a revised package of inputs and financial information that will be included in the mailout materials for the July 21, 2021 TPB meeting. The TPB will have to review and take action to approve a revised set of conformity inputs for the regional air quality conformity analysis in the 2022 plan update of Visualize 2045. **Based on an analysis since the June 16, 2021 TPB action, the list of projects under consideration for either downgrade to study or removal is attached.** Since the American Legion Bridge rehabilitation or replacement as well as the associated system preservation benefits are expected to be needed before 2035, these projects for consideration are all scheduled to be built by 2035 or earlier. While the total project cost estimate for the I-495/270 HOT Lanes is \$6 billion for Phase 1 South and North, the American Legion Bridge and system preservation cost is in the range of \$1.5 billion, which will equal the value of the projects being removed or downgraded. The final list will be forwarded to the TPB by July 13, 2021.

Chairman Allen and Deputy Director Srikanth
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We appreciate your consideration of this request and look forward to your response. If you need further assistance, please contact Ms. Heather Murphy, MDOT Planning and Capital Programming Director, at 410-865-1275 or via email at hmurphy@mdot.maryland.gov. Ms. Murphy will be happy to assist you.

Sincerely,

A handwritten signature in blue ink, appearing to read "R. Earl Lewis, Jr.", written in a cursive style.

R. Earl Lewis, Jr.
Deputy Secretary

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

County	L RTP ID	TITLE	PROJECT DESCRIPTION/LIMITS	YEAR OF EXPENDITURE	TOTAL COST (in millions)
Frederick	CE3566	US 15/US 40 Corridor (Frederick City)	US 15/US 40 upgrades through the City of Frederick to include widening to three lanes in each direction from I-70 to MD 26	2030	\$191.0
Frederick	CE1210	MD 85 Corridor	Widen MD 85 to a 4 to 6 lane divided highway from south of English Muffin Way to south of Crestwood Boulevard/Shockley Drive.	2035	\$126.0
Frederick	CE2261	MD 180/Ballenger Creek Pike Corridor	Study to upgrade existing capacity and traffic operations along MD 180 and Ballenger Creek Pike (formerly MD 351) from Greenfield Drive to Corporate Drive, while supporting existing and planned development.	2035	\$136.0
Montgomery	CE2618	MD 97 Corridor	The MD 97 Montgomery Hills project will evaluate safety and accessibility issues on MD 97.	2030	\$39.0
Montgomery	CE1203	MD 117 Corridor	Upgrades from I-270 to West of Game Preserve Road.	2030	\$90.0
Montgomery	CE1206	MD 124 Corridor	Reconstruct MD 124 (Woodfield Road), from Mildcounty Highway to Warfield Road.	2035	\$162.0
Montgomery	CE1211	MD 97 at MD 28 Interchange	Construct interchange improvements along MD 97 at MD 28.	2035	\$161.0
Montgomery	CE1649	Corridor Cities Transitway (CCT)	This Bus Rapid Transit project will extend from the Shady Grove Metro station to the COMSAT facility (1.5 miles.) However, this CLRP project only includes Phase 1 of the project (9 miles) extending from Shady Grove to Metropolitan Grove.	2035	\$272.5
Prince George's	CE1479	I-95/I-495 at Greenbelt Metro Station Interchange	Construction of a full interchange along I-95/I-495 at the Greenbelt Metro station.	2030	\$134.0
Prince George's	CE2253	MD 197 Corridor	Reconstruct the roadway to upgrade and widen existing MD 197 to a multi-lane divided highway from Kenhill Drive to MD 450 Relocated.	2030	\$76.0
Prince George's	CE1207	MD 450 Corridor	Upgrade and widen existing MD 450 to a multi-lane divided highway from Stonybrook Drive to west of MD 3.	2030	\$44.0
Prince George's	CE1202	US 1 Corridor	Reconstruct US 1 from MD 193 to I-95/I-495.	2030	\$81.0
Prince George's	CE1196	MD 5 Corridor	Upgrade existing MD 5 to a multi-lane freeway from I-95/I-495 (Capital Beltway) to US 301.	2035	\$769.0
Prince George's	CE3425	US 50 Corridor	Study examining US 50 capacity and operational improvements between the Maryland/District of Columbia line and I-95/I-495.	2035	\$30.0
Prince George's	CE1619	US 301 Corridor (Bowie)	Upgrade and widen US 301 from north of Mount Oak Road to I-595 (US 50). Construct an interchange with a service road at MD 197.	2035	\$527.0

Note: There were no major projects in Charles County scheduled to be built before 2040, therefore none are listed here.

July 13, 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 Deputy Director Srikanth:

I am writing to follow up on my July 7, 2021 letter regarding two motions that the Maryland Department of Transportation (MDOT) will be introducing for the National Capital Region Transportation Planning Board's (TPB) consideration at its upcoming July 21, 2021 meeting.

MDOT's first motion and priority is to return Phase 1 of the I-495/I-270 HOT Lanes project back into the air quality conformity analysis. The need for new multi-modal travel options on the most congested and unreliable two freeway segments in Maryland must be addressed. To further the multi-modal needs on the system, the MDOT team worked to include significant transit components as part of the Phase 1 of the I-495/I-270 HOT Lanes project. MDOT convened a transit working group that identified potential improvements, along with an investment in transit from the toll revenue. We remain committed to a continued partnership through the region to further identify tangible transit solutions that further advance the land use goals within the capital region. The multi-state and cross-jurisdictional congestion problem impacts the entire region, and TPB members from both Maryland and Virginia have sent similar requests to add the project back into conformity.

TPB Resolution R2-2022 proposes adding the construction of the American Legion Bridge 1-270 To 1-70 Relief Plan - Phase 1 of the Traffic Relief Plan back into the air quality conformity analysis and scope of work:

- Phase 1 South, starting with the American Legion Bridge, constructs two HOT lanes in each direction from I-495 from George Washington Parkway to I-270 and then I-270 from I-495 to I-370, with an anticipated completion by 2025; and
- Phase 1 North, a part of the project that is in Pre-NEPA, constructs two HOT Lanes in each direction on I-270 from I-370 to I-70, with an anticipated completion by 2030.

If TPB resolution R2-2022 is unsuccessful, MDOT will still need to reestablish and meet the federal requirements for financial constraint by revising its package of projects, previously approved by TPB last month, in order for the 2022 update to Visualize 2045 to be able to be approved. Because of this, MDOT will propose a second motion for notice at the July 21, 2021

Chairman Allen and Deputy Director Srikanth

Page Two

TPB meeting reducing projects in the long range plan to match the available funding as private funding is no longer available to maintain a state of good repair of the American Legion Bridge and other aging bridge and highway infrastructure along the I-495 and I-270 corridors.

Based on an analysis since the June 16, 2021 TPB action, a list of reductions to MDOT project conformity inputs for air quality and costs for financial constraint has been developed. Since the American Legion Bridge replacement as well as the associated system preservation benefits are expected to be needed before 2035, these projects for consideration are all scheduled to be built by 2035 or earlier. While the total project cost estimate for the I-495/270 HOT Lanes is \$6 billion for Phase 1 South and North, the American Legion Bridge and associated system preservation cost is approximately \$1.233 billion.

The preliminary projects listed below will be downgraded to studies in the 2022 update to Visualize 2045. All construction funding will be removed, and they will not be modeled in the air quality conformity analysis.

1. MD 180/Ballenger Creek Pike Corridor
2. MD 97 at MD 28 Interchange
3. Corridor Cities Transitway (CCT)
4. I-95/I-495 at Greenbelt Metro Station Interchange
5. US 301 Corridor (Bowie)

I understand that this draft motion will be included in the mailout materials for the July 21, 2021 TPB meeting and will be sent out for public comment before action is taken at a special August TPB meeting to approve the final list of project reductions. As we receive feedback from the public, I am available for discussions with my fellow TPB members on the list of downgraded projects.

If you need further assistance, please contact Ms. Heather Murphy, MDOT Planning and Capital Programming Director, at 410-865-1275 or via email at hmurphy@mdot.maryland.gov. Ms. Murphy will be happy to assist you.

Sincerely,



R. Earl Lewis, Jr.
Deputy Secretary

Chairman Allen and Deputy Director Srikanth
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cc: Ms. Heather Murphy, Director, Office of Planning and Capital Programming,
MDOT

TPB R3-2022
August 18, 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 FOR THE MARYLAND PORTION 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; and

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; and

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; and

WHEREAS, on June 16, 2021, the TPB approved (R19-2021) the Air Quality Conformity Analysis Scope of Work, the project submissions of the TPB member agencies for inclusion in the Air Quality Conformity Analysis for the proposed FY 2023-2026 TIP and update to the Visualize 2045 Plan, and 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; and

WHEREAS, the project submissions approved on June 16, 2021 by the TPB excluded the Maryland I-270/I-495 HOT Lanes project while approving the remaining Maryland transit and highway projects listed in Attachment A; and

WHEREAS, on June 21, 2021, the Maryland Department of Transportation (MDOT) notified the TPB that the package of projects submitted were supported by a financial plan, and the TPB's June 16, 2021 action to exclude the I-270/I-495 HOT Lanes project removed the private revenues that supported that project thus disrupting the fiscal constraint for the projects MDOT has submitted and as a result, MDOT would need to revise the package of projects in order to reestablish the fiscal constraint for its project submission; and

WHEREAS, on July 7, 2021 MDOT indicated that due to the private sector revenues lost when the I-270/I-495 HOT Lanes project was removed from conformity inputs by the TPB, MDOT would have to reduce its project submissions by about \$1.5B, and on July 13, 2021, MDOT identified a set of projects adding up to \$1.233B to be excluded from the list of projects approved on June 16, 2021, depicted with strikethroughs and colored in purple in Attachment A; and

WHEREAS, the revised Maryland project list with the removal of these projects (Attachment A) will meet the federal fiscal constraint requirements; and

WHEREAS, on July 21, 2021 the TPB issued notice of its intent to approve the revised project submissions from Maryland as listed in Attachment A.

NOW, THEREFORE, BE IT RESOLVED THAT: the National Capital Region Transportation Planning Board approves the changes to the Maryland projects identified in Attachment A.

ATTACHMENT A (R3-2022)

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

	ConID	Scenario	Improvement	Facility	From	To	Projected Complete	PIT Project ID
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	2035	CE1649
18	619	MARCFRQ	Implement	Penn Line Service Improvements			2029	CE3427
19	479	PURPLE	Construct	Purple Line Transitway	Bethesda	New Carrollton	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	2030	CE3663
24		MD355BRT	Implement	MD 355 BRT	MD 410 East-West Highway	Clarksburg Rd.	2030	CE3424
25		VEIRSBRT	Implement	Veirs Mill Road BRT	MD 355 Rockville Pike	MD 97 Georgia Ave.	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	2021	CE1253

NOTE: Purple shading (rows 17,166,206,215,222,230) shows projects proposed to be changed to study (not included in conformity analysis) if TRP projects are not added back.

ATTACHMENT A (R3-2022)

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

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
MDOT												
Interstate												
144		126	MI2Q	Construct	I 270 Interchange	at Watkins Mill Road		1	1	8	8	2020
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
153	6444	953	MI2TSB7	Construct	I270 southbound auxiliary lane (innovative congestion management)	Md 28 on-ramp	MD 189 off-ramp	1	1			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			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			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			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	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

NOTE: Purple shading (rows 17,166,206,215,222,230) shows projects proposed to be changed to study (not included in conformity analysis) if TRP projects are not added back.

ATTACHMENT A (R3-2022)

7/15/2021

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

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
169	6432 CE3281	905	MI1S	Study	I 495 Toll Lanes	MD 355	I 95	1	1	8	8 + 4 HOT	not coded
170	6432 CE3281	906	MI1T	Study	I 95 / I 495 Toll Lanes	I 95	Baltimore Washington Parkway	1	1	8	8 + 4 HOT	not coded
171	CE1182	907	MI1U	Study	I 95 / I 495 Toll Lanes	Baltimore Washington Parkway	Glenarden Parkway	1	1	8	8 + 4 HOT	not coded
172	CE1182	908	MI1V	Study	I 95 / I 495 Toll Lanes	Glenarden Parkway	MD 202F	1	1	10	10 + 4 HOT	not coded
173	CE1182	909	MI1W	Study	I 95 / I 495 Toll Lanes	MD 202F	Potomac River (not including Wilson Bridge)	1	1	8	8 + 4 HOT	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	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	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	2045
178	CE2246	645	NRS	Reconstruct	MD 4 Interchange	at MD 235		2	2	2	4	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	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	2035

NOTE: Purple shading (rows 17,166,206,215,222,230) shows projects proposed to be changed to study (not included in conformity analysis) if TRP projects are not added back.

ATTACHMENT A (R3-2022)

7/15/2021

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

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
186		354	NRS	Construct	MD 5	at MD 373 and Brandywine Road		2	5	4	6	2019
187	3469 CE1196	441	NRS	Construct	MD 5 Branch Avenue	at Surratts Road		2	5	4	6	2035
188	CE3567	914	MP15B	Construct/Widen	US 15	MD 26	North of Biggs Ford Road	5	5	4	6	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	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	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	4879	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	5	4/6	6	2045
204	CE2239	939	NRS	Reconstruct	US 301 Interchange	at MD 5 Business/MD 228		2	5	6	6	2040
205	CF2239	938	NRS	Reconstruct	US 301	at MD 5 (south junction)		2	5	6	6	2035
206	CE1619	937	NRS	Construct	US 301 Interchange	at MD 197		5	5	6	6	2035
206	CE1619	937		Construct	US 301	North of Mt. Oak Road	I-595/ US 50	2	5	4/6	6	2035

NOTE: Purple shading (rows 17,166,206,215,222,230) shows projects proposed to be changed to study (not included in conformity analysis) if TRP projects are not added back.

ATTACHMENT A (R3-2022)

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

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
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
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	Reconstruct	MD 97	MD 390	MD 192 / Forest Glen Road	2	2	6/7	6/7	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	Reconstruct	MD 117 Clopper Road	I270	Metropolitan Grove Road	3	3	4	4	2030
218	CE1203	921	NRS	Reconstruct	MD 117 Clopper Road	Metropolitan Grove Road	West of Game Preserve Road	3	3	2	3	2035
219	3057 CE1206	118	MS6B	Widen	MD 124 Woodfield Road	Midcounty Highway	South of Airpark Drive	3	3	2	6	2035

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

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
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	2030
222	CE2261	924	MS36A	Construct/Widen	MD 180	Greenfield Drive	I-70 (west junction)	4	4	2	4	2035
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
227	CE1207	175	MS18D	Widen	MD 450 Annapolis Road	Stonybrook Drive	west of MD 3	2	2	2	4	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	2013 Completed
238	CE1577	199	MC43	Construct	Dorsey Mill Road Bridge over I-270	Century Blvd.	Milestone Center Dr.	0	3	0	4	2030

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								Fr	To	Fr	To	
239	3049	112	MC7A	Widen	Goshen Road South	South of Girard Street	1000 feet north of Warfield Road	3	3	2	4	2030
240				Widen	Little Seneca Parkway	MD355	Observation Drive	3	3	2	4	2035
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	2045
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	2045
246	7503			Construct	Extend Observation Drive	Waters Discovery Lane	West Old Baltimore Road	0	3	0	4	2035
247	7503			Construct	Extend Observation Drive	Little Seneca Parkway	Existing Observation Drive near Stringtown Road	0	3	0	2	2045
248	CE2912 5948	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	2021
Urban												
250	5985	421		Construct	Executive Blvd Extended East	MD 355 Rockville Pike	New Nebel Street Extended			0	4	2026
251	5985	422		Construct	Executive Blvd Extended West	MD 187 Old Georgetown Road	Marinelli Road			0	4	2026
252	5986	424		Construct	Hoya Street	Executive Blvd	Montrose Parkway			0	4	2030
253	5986	425		Construct	Main Street / Market Street	MD 187 Old Georgetown Road	MD 355 Rockville Pike			0	2	2030
254	5986	423		Construct	MD 187 Old Georgetown Road	MD 187 Old Georgetown Road	Nicholson Lane/Tilden Lane			0	6	2030
Prince George's County												
Secondary												
255	6367	361	PGS3a	Widen	Addison Road	Walker Mill Road	MD 214 Central Avenue	3	3	2	4	2026
256	6367	362	NRS	Reconstruct	Addison Road	Sherieff Road	MD 704	4	4	2	2	2028
257	CE1270	386	PGS5	Construct	Allentown Road Relocated	MD 210 Indian Head Highway	Brinkley Road		3		4	2028
258	CE1320	365	PGS73	Widen	Ardwick-Ardmore Road	MD 704	91st Ave.	4	4	2	4	2030
259	CE1272	388	PGS9a	Widen	Bowie Race Track Road	MD 450 Annapolis Road	Clearfield Road	4	4	2	4	2024

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

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								Fr	To	Fr	To	
264	CE1277	140	PGS16a	Construct	Campus Way North	Lake Arbor Way	south of Lottsford Road	0	4	0	4	2023
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	2028
268	CE1280	144	PGS20b	Widen	Columbia Park Road	US 50	Cabin Branch Road	4	4	2	4	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
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	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	2028
283	5806	165	PGS38b	Widen	Livingston Road	Piscataway Creek	Farmington Road	4	4	2	4	2025
284	CE1291	417	PGS38a	Widen	Livingston Road	MD 210 Indian Head Highway at Eastover	Kerby Hill Rd.	4	3	2	4	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
288	CE1295	360	PGP4a	Construct	MD 193 Greenbelt Road	Baltimore-Washington Parkway (ramp to)		0	5	0	4	2025

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								Fr	To	Fr	To	
289	CE1294	167	PGS42	Widen	MD 223 Woodyard Road	Rosaryville Road	Dower House Road	2	2	2	4	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
294	CE1297	173	PGS47	Widen	Oak Grove and Leeland Roads	MD 193 Watkins Park Road	US 301 Robert Crain Highway	4	4	2	4	2028
296	CE1299	649	PGS50	Widen	Old Branch Avenue	MD 223 Piscataway Road (north of)	MD 337 Allentown Road	4	4	2	4	2028
298		369	PGS51a	Widen	Old Gunpowder Road	Powder Mill Road	Greencastle Road	3	3	2	4	2018
299	CE1324	193	PGS81	Construct	Presidential Parkway	Suitland Parkway	Melwood Road	0	3	0	6	2020 Complete
302	CE2623	153	PGS55b	Widen	Ritchie-Marlboro Road	White House Road	Old Marlboro Pike	2	2	2	4	2028
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	2020 Complete
307	CE1307	122	PGP2	Construct	Suitland Parkway Interchange at	Rena/Forestville Roads		5	5			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						2014 Complete
310	CE1314	187	PGS67a	Widen	Van Dusen Road	Contee Road	MD 198 Sandy Springs Road	3	3	2	4	2020
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	2028
314	CE2624	154	PGS91	Widen	Westphalia Road	MD 4 Pennsylvania Avenue	Ritchie-Marlboro Road	2	2	2	4	2028
315	3166	189	PGS70	Widen	Wheeler Road	DC Limits	St. Barnabas Road	3	3	2	4	2018 complete
318		436	PGS40b	Construct	Woodmore Road	MD 193 Enterprise Road	Church Road	3	3	2	4	2025

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