

ITEM 8 – Action
January 17, 2018

Visualize 2045: Review of Comments Received
And Approval of the Constrained Element Project Submissions
For the Air Quality Conformity Analysis for Visualize 2045 and
The FY 2019-2024 Transportation Improvement Program

Staff Recommendation: Adopt Resolution R9-2018 to approve the project submissions for inclusion in the Air Quality Conformity Analysis for Visualize 2045 and the FY 2019-2025 TIP.

Issues: None

Background: The constrained element of Visualize 2045 identifies all regionally significant transportation investments the region can demonstrate to afford between now and 2045. Federal law requires that this collection of projects and programs be analyzed to ensure that future vehicle-related emissions remain below approved regional limits.

At the December 20 meeting, the board was briefed on the project submissions and the draft scope of work, which were released for a 30-day public comment period that ended January 13, 2018.

MDOT/SHA will brief the board on their major project submissions.

The board will also be briefed on the comments received and recommended responses, and asked to approve the project submissions for inclusion in the air quality conformity analysis for Visualize 2045 and the FY2019-2024 TIP.

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

**RESOLUTION ON INCLUSION OF PROJECT SUBMISSIONS IN THE AIR
QUALITY CONFORMITY ANALYSIS FOR THE CONSTRAINED ELEMENT OF VISUALIZE 2045
AND THE FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the metropolitan planning organization 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 Statewide and Metropolitan Transportation Planning rule as published in the May 27, 2016 Federal Register by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) requires that the long-range transportation plan be reviewed and updated at least every four years; and

WHEREAS, the transportation plan, program and projects must be assessed for air quality conformity as required by the conformity regulations originally published by the Environmental Protection Agency in the November 24, 1993 Federal Register and with latest amendments published in April 2012; and

WHEREAS, on October 15, 2014 the TPB adopted resolution R6-2015 to approve the last quadrennial update to the Financially Constrained Long-Range Transportation Plan (CLRP) which was developed as specified in the Federal Planning Regulations; and

WHEREAS, on November 16, 2016 the TPB adopted resolution R3-2017 determining that the 2016 CLRP Amendment and the FY 2017-2022 TIP conform with the requirements of the Clean Air Act Amendments of 1990 and resolution R4-2016 approving the 2016 CLRP Amendment; and

WHEREAS, on October 18, 2017 the TPB issued the Technical Inputs Solicitation document for the constrained element and conformity analysis of Visualize 2045; and

WHEREAS, the transportation implementing agencies in the region have submitted inputs for the constrained element of Visualize 2045, which have been reviewed by the Technical Committee at its meetings on December 1, 2017 and January 5, 2018; and

WHEREAS, on the evening of December 14, 2017, the submissions for the constrained element of Visualize 2045 were released for a 30-day public comment and interagency consultation period which ended January 13, 2018; and

WHEREAS, the TPB was briefed on the submissions for the constrained element of Visualize 2045 at its December 20, 2017 meeting, and at the January 17, 2018 meeting the TPB was briefed on the public comments received on the submissions and the responses provided to the comments; and

WHEREAS, the adoption of Visualize 2045 and the FY 2019-2024 TIP by the TPB is scheduled for October 17, 2018 upon completion of a 30-day public comment period including interagency consultation on the results of the regional air quality conformity analysis of Visualize 2045 and the FY 2019-2024 TIP; and

WHEREAS, the project submissions for the constrained element of Visualize 2045 have been developed to meet the financial constraint requirements in the Metropolitan Planning Rules and show the consistency of the proposed projects with already available and projected sources of transportation revenues;

NOW, THEREFORE, BE IT RESOLVED THAT: the National Capital Region Transportation Planning Board approves for inclusion in the air quality conformity analysis of the constrained element of Visualize 2045 and the FY 2019-2024 TIP, the project submissions as described in the attached memorandum.



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, TPB Plan Development and Coordination Program Director
SUBJECT: Projects Proposed for Inclusion in the Air Quality Conformity Analysis of the Constrained Element of Visualize 2045 and the and the FY 2019-2024 Transportation Improvement Program
DATE: January 11, 2018

The project submissions for inclusion in the Air Quality Conformity Analysis of the Constrained Element of Visualize 2045 and the FY 2019-2024 Transportation Improvement Program were released for public comment on December 14, 2017. The attached materials summarizing the major new projects and changes to existing major projects included in this year's submissions were presented to the board at its December 20 meeting. The board will be asked to approve the project submissions for inclusion in the Air Quality Conformity Analysis of the Constrained Element of Visualize 2045 and the FY 2019-2024 Transportation Improvement Program on January 17.

The public comment period ends on January 13. The board will be presented with a summary and compilation of the comments received and the responses provided by the implementing agencies and TPB staff. The comments and responses will be included in the formal documentation of Visualize 2045. Comments can be submitted and reviewed online at www.mwcog.org/TPBcomment

CHANGES AND CORRECTIONS MADE TO PROJECT INPUTS

During the course of the 30-day comment and inter-agency review period, several implementing agencies have provided updates to project information and technical corrections to the Air Quality Conformity Network Inputs table:

- Benning Rd. Streetcar extension in DC (CONID 613) Change completion date from 2020 to 2023
- Union Station/Georgetown Streetcar in DC (CONID 610) – change completion date from 2028 to 2025
- DC Circulator Route Union Station to Georgetown- remove extension to National Cathedral
- DC Circulator Route Navy Yard – change project limits from “Union Station to Navy Yard Route” to “Navy Yard Route Realignment” and change completion date from 2017 to 2018
- DC Circulator route Rosslyn to Dupont Circle ext to U St/Howard University (CONID 794) – change completion date from 2017 to 2018
- DC Circulator Route Potomac Ave to Skyland- add realignment in 2018
- 16th St. Bus Priority Improvements in DC – change completion date from 2021 to 2020
- Monocacy Blvd widening in Frederick County (CONID 651) Change project completion date from 2017 to 2019
- 3 segments of MD 180 in Frederick (CONID 924 648 857) Change in project limits and completion dates
- Widen VA 638 Rolling Rd. in Fairfax County (CONID 302 | Project ID VSF10a) - change completion date from 2020 to 2025

- VA 7 interchange at VA 690 west of Leesburg (CONID 653) – change project from “study/ not coded” to “construct in 2025”

More information on these projects can be found in the Air Quality Conformity Network Inputs table.

SUMMARY OF PROJECT SUBMISSIONS

This memo highlights fourteen new or updated significant projects with “at a glance” profiles and matrices detailing how the projects support regional transportation goals and federal planning factors. This memo also lists significant projects that have been reduced in scope or are proposed for removal from the Constrained Element. Complete project description forms and the Visualize 2045 Air Quality Conformity Network Inputs tables can be found online at www.mwcog.org/TPBcomment.

In the **District of Columbia**, DDOT is proposing to expand its bicycle lane network with six additional segments. DDOT has also requested that three segments of the planned streetcar network be removed from the Constrained Element: the Anacostia Initial Line, Anacostia Extension and the M St. SE/SW line.

In **Maryland**, MDOT is proposing to add two elements of its Traffic Relief Plan which would add managed toll lanes to I-495 and I-270. MDOT has also proposed reconstruction and widening projects on US 301, MD 201, and MD 97. MDOT has also requested that the widening of MD 29 be reduced in scope and that a widening of MD 27 be removed from the Constrained Element. Montgomery County is proposing to add four segments to its Bus Rapid Transit (BRT) network on Randolph Road, a North Bethesda Transitway, MD 355, and Veirs Mill Road.

In **Virginia**, VDOT is proposing to add a southbound auxiliary lane on I-95 and to widen US 15. VDOT is also proposing changes to the I-495 HOT Lanes project which has been in the long-range plan since 2005. The proposed changes would advance the completion date to 2025 and increase the number of HOT lanes in each direction between the George Washington Parkway and the American Legion Bridge from one to two to complement MDOT’s project over the bridge. VDOT has proposed to remove the planned Virginia Railway Express extension to Gainesville and Haymarket.

The **Washington Metropolitan Area Transit Authority** has submitted a set of improvements that would add significant capacity to the Metrorail system by running 100% 8-car trains during the peak travel periods. This would require additional improvements to be made to stations in the core and some supporting infrastructure upgrades and facilities.

REGIONAL POLICY FRAMEWORK FOR DEVELOPMENT OF VISUALIZE 2045

The Technical Inputs Solicitation document encouraged agencies to consider regional goals, priorities and needs as they developed and selected projects to submit for inclusion in the Constrained Element of Visualize 2045. The project description form asked agencies to explain how their new projects support the goals laid out in the Regional Transportation Priorities Plan (RTPP).

The agencies’ responses to those questions have been compiled in Table 1 on page 9 of the attachment, along with the agencies’ responses to how projects support the federal Planning Factors on Table 2. Additionally, staff developed individual project profile sheets that provide readers with “at a glance” information, as well as a narrative describing how the proposed major project supports the RTPP and other regional goals. A Project Profile has been created for each of the fourteen major projects proposed for inclusion or updating in the air quality analysis.

MATERIALS FOR PUBLIC COMMENT

The following materials were released for public comment on December 14, 2017:

- Summary of RTPP Goals and Visualize 2045 project description form questions*
- Table 1: Visualize 2045 Constrained Element Projects and the RTPP Goals*
- Table 2: Visualize 2045 Constrained Element Projects and federal Planning Factors*
- Profiles for the following projects:*

 - DC Dedicated Bicycle Lanes on Multiple Street Segments Throughout City
 - I-270 Toll Lanes from I-495 to I-70/US 40
 - I-495 Toll Lanes from American Legion Bridge to Woodrow Wilson Bridge
 - US 301 Widening from Harry Nice Bridge to US 50/I-595
 - MD 201 Widening from I-495 to US 1 north of Muirkirk Road
 - MD 97 Reconstruction from 16th Street to Forest Glen Road
 - Randolph Road BRT from US 29 to MD 355
 - North Bethesda Transitway BRT from Montgomery Mall Transit Center to White Flint Metrorail Station
 - MD 355 BRT from Bethesda to Clarksburg
 - Veirs Mill Road BRT from MD 355 to MD 97
 - I-495 HOT Lanes Northern Extension from Old Dominion Drive to American Legion Bridge
 - I-95 Southbound construction of auxiliary lane from VA 123 to VA 294
 - US 15 Widening from Battlefield Parkway to VA 661
 - Metro Capacity Improvements

- Complete CLRP Project Description Forms for each project listed above†
- Draft Visualize 2045 Air Quality Conformity Network Inputs Table†
- Scope of Work for Air Quality Conformity†
 - * Attached to this document
 - † Found online at: www.visualize2045.org.

NEXT STEPS

Following the TPB approval of the project inputs on January 17, the Air Quality Conformity Analysis will be conducted between February and August. Draft results will be published along with a plan performance analysis and assessment of regional goals in September at the commencement of a second public comment period. After that comment period, the TPB will be asked to approve the Air Quality Conformity Analysis and the Constrained Element of Visualize 2045, and the FY 2019-2024 Transportation Improvement Program in October 2018.

Assessing Visualize 2045 Constrained Element Project Submissions against the Regional Transportation Priorities Plan and FAST Act

The Visualize 2045 constrained element project description form includes a set of questions under the Regional Policy Framework section. These questions are intended to examine how projects support the goals set forth in the Regional Transportation Priorities Plan (RTPP). The six RTPP goals are described here and are matched up with the corresponding questions from the project description form. The responses provided by the submitting agencies for all new projects proposed for inclusion in the constrained element of Visualize 2045 have been summarized in the attached table, along with their responses as to how the projects support the federal planning factors prescribed under the FAST Act.



Goal 1

Provide a Comprehensive Range of Transportation Options

- Question 22
- Please identify all travel mode options that this project provides, enhances, supports, or promotes.
 - Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)



Goal 2

Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers

- Question 23
- Does this project begin or end in an Activity Center?
 - Does this project connect two or more Activity Centers?
 - Does this project promote non-auto travel within one or more Activity Centers?



Goal 3

Ensure Adequate System Maintenance, Preservation, and Safety

- Question 24
- Does this project contribute to enhanced system maintenance, preservation, or safety?



Goal 4

Maximize Operational Effectiveness and Safety of the Transportation System

- Question 25
- Does this project reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
 - Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?



Goal 5

Enhance Environmental Quality, and Protect Natural and Cultural Resources

- Question 26
- Is this project expected to contribute to reductions in emissions of criteria pollutants?
 - Is this project expected to contribute to reductions in emissions of greenhouse gases?



Goal 6

Support Inter-Regional and International Travel and Commerce

- Question 27
- Please identify all freight carrier modes that this project enhances, supports, or promotes.
 - Please identify all passenger carrier modes that this project enhances, supports, or promotes.

TABLE 2 VISUALIZE 2045 PROJECT SUBMISSIONS AND THE FEDERAL PLANNING FACTORS

This matrix provides a visual summary of the responses provided by the relevant implementing agencies as to how their proposed projects support the planning factors set forth in the FAST Act

MAJOR PROJECTS*	Estimated Cost	Projected Completion	Economic Vitality	Safety	Homeland Security	Accessibility/Mobility People	Accessibility/Mobility Freight	Environment	Integration/Connectivity	Management & Operation	Preservation	Resiliency & Stormwater Impact	Tourism
1. Dedicated Bike Lanes	\$28 million	2018, 2023	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓
2. I-270 Toll Lanes	\$3.4 billion	2030	✓	✓	✓	✓	✓	✓	✓	✓			
3. I-495 Toll Lanes	\$4.2 billion	2025	✓	✓	✓	✓	✓	✓	✓	✓			
4. US 301	\$4.6 billion	2045	✓		✓	✓	✓		✓	✓			
5. MD 201	\$1 billion	2045	✓		✓	✓	✓	✓	✓				
6. MD 97	\$52 million	2025	✓	✓	✓	✓	✓	✓	✓				
7. Randolph Road BRT	\$102 million	2040	✓	✓		✓	✓	✓	✓			✓	
8. North Bethesda BRT	\$115 million	2035	✓	✓		✓	✓	✓	✓			✓	
9. MD 355 BRT	\$1.08 billion	2045	✓	✓		✓	✓	✓	✓				
10. Veirs Mill Road BRT	\$80 million	2030	✓	✓		✓	✓	✓	✓				
11. I-495 HOT Lanes (North)	\$500 million	2025	✓		✓	✓	✓	✓	✓	✓		✓	
12. I-95	\$27.5 million	2025	✓	✓	✓	✓	✓	✓	✓	✓	✓		
12. US 15	\$33 million	2025	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
12. Metro Capacity Improv.	\$5.4 billion	2045	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓

Federal Planning Factors

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

* Major projects are defined as changes to interstates, major arterials, and expressways or freeways with at-grade intersections, as well as dedicated transit facilities.

Various Locations Districtwide

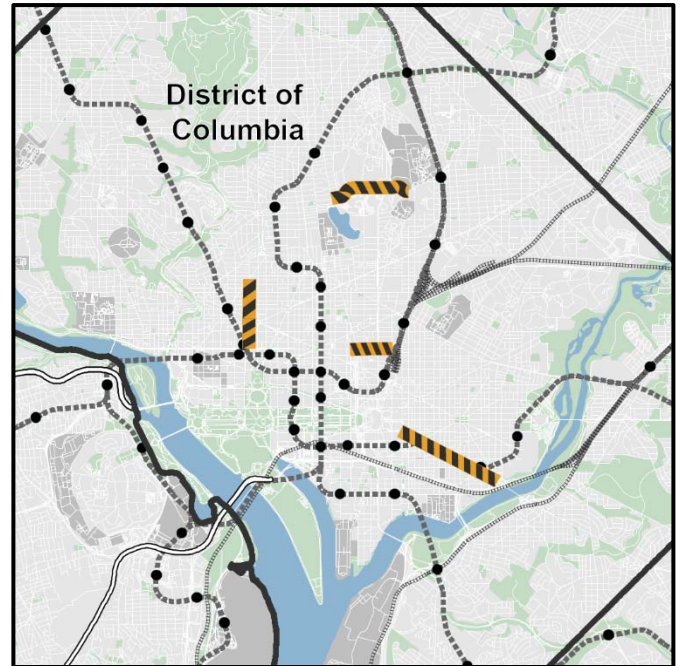
Basic Project Information

Project Length.....**6 Miles**
 Anticipated Completion.....**2018, 2023**
 Estimated Cost of Construction.....**\$28 million**
 Submitting Agency.....**District DOT**
 Anticipated Funding Sources.....
 Federal State Local Private Bonds Other
 CEID.....**multiple**



NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018
 See reverse for details, or visit www.mwcog.org/TPBcomment.



Project Description

DDOT is proposing adding six new segments to its existing bicycle path network. The following projects will remove one or more traffic lanes to allow for separated bicycle lanes.

- Pennsylvania Ave. SE from 2nd St./Independence Ave. to Barney Circle (1.3 miles)
- 17th St. NW from New Hampshire Ave. to K St. (<1 mile)
- K St. from 7th St. NW to 1st St. NE (<1 mile)
- K St. from 1st St. NE to Florida Ave. NE (<1 mile)
- Irving St. from Warder St. NW to Michigan Ave. NE (1 mile)
- New York Ave. NE from Florida Ave. to Bladensburg Rd. (2.3 miles)

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

- Move DC

See official Visualize 2045 Project Description Forms for more information about these projects.



Goal 1: Provide a Range of Transportation Options



Goal 2: Promote Dynamic Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety



Goal 4: Maximize Operational Effectiveness and Safety



Goal 5: Protect and Enhance the Natural Environment



Goal 6: Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

How this project supports or advances goals in the Regional Transportation Priorities Plan

Making bicycling safer and easier represents an expansion of transportation options (Goal 1). This will be advanced by implementing six bike-lane projects in the District. These projects are particularly supportive of the Priorities Plan's call for improved non-motorized circulation within Activity Centers (Goal 2) to make bicycle travel more efficient and safer (Goals 3 and 4). The project further supports emissions reductions (Goal 5).



Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV) Carpool/HOV Metrorail Commuter Rail
- Streetcar/Light Rail BRT Express/Commuter Bus Metrobus Local Bus
- Bicycling Walking Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



Goal 2: Promote Dynamic Activity Centers

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-auto travel within one or more Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety

- Contributes to enhanced system maintenance, preservation, or safety



Goal 4: Maximize Operational Effectiveness and Safety

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



Goal 5: Protect and Enhance the Natural Environment

- Expected to contribute to reductions in emissions of:
- Criteria Pollutants (NOx, VOCs, PM2.5) Greenhouse Gases



Goal 6: Support Interregional and International Travel & Commerce

- Enhances, supports, or promotes the following freight carrier modes:
- Long-haul Truck Local Delivery Rail Air
- Enhances, supports, or promotes the following passenger carrier modes:
- Air Amtrak Intercity Passenger Rail Intercity Bus

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- Support Economic Vitality
- Increase Safety for All Users
- Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
- Emphasize System Preservation
- Improve Resiliency or Mitigate Stormwater
- Enhance Travel and Tourism

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 12, 2017.

Comment on this project or on Visualize 2045

December 14, 2017-January 13, 2018 Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

September 13-October 13, 2018 Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

Visualize2045.org | tpbcomment@mwcoq.org | (202) 962-3262
777 North Capitol St. NE, Suite 300, Washington, DC 20002

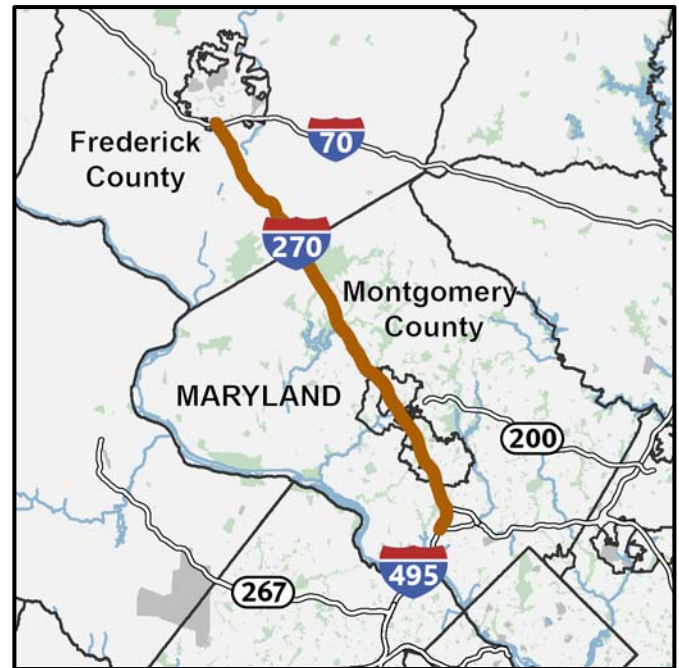
I-270 TOLL LANES

PROPOSED MAJOR ADDITION
VISUALIZE 2045

From I-495, Capital Beltway to I-70/US 40

Basic Project Information

Project Length.....**34 Miles**
 Anticipated Completion.....**2020-2025***
 Estimated Cost of Construction.....**\$4 billion**
 Submitting Agency.....**Maryland DOT**
 Anticipated Funding Sources.....
 Federal State Local Private Bonds Other
 CEID.....**1186**



NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018
 See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

The I-270 component of MDOT’s “Traffic Relief Plan” project will add two new managed toll lanes in each direction along I-270 between the Capital Beltway (I-495) and I-70/US 40.

*Actual completion year will depend on awarded contract. For air quality conformity modeling purposes, the completion date is presumed to be 2025.

Existing Support for this Project

This project has undergone review at the local, state, and/or sub-regional levels and is included in the following approved plans:

- Montgomery County 2017 Transportation Priority Letter
- MDOT/SHA Traffic Relief Plan

See official Visualize 2045 Project Description Form for more information about this project.



Goal 1: Provide a Range of Transportation Options



Goal 2: Promote Dynamic Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety



Goal 4: Maximize Operational Effectiveness and Safety



Goal 5: Protect and Enhance the Natural Environment



Goal 6: Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.



How this project supports or advances goals in the Regional Transportation Priorities Plan

The Priorities Plan called upon the region to use tolling and pricing mechanisms to manage road congestion and raise revenue. This project adds a key corridor to the region's express lane network and will expand transportation choices (Goal 1) by adding toll lanes that will be dynamically managed to ensure free-flowing travel for drivers and express bus services. The 34-mile project connects numerous Activity Centers, which are the region's primary engines for economic growth and opportunity (Goal 2).



Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV) Carpool/HOV Metrorail Commuter Rail
- Streetcar/Light Rail BRT Express/Commuter Bus Metrobus Local Bus
- Bicycling Walking Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



Goal 2: Promote Dynamic Activity Centers

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-auto travel within one or more Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety

- Contributes to enhanced system maintenance, preservation, or safety



Goal 4: Maximize Operational Effectiveness and Safety

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



Goal 5: Protect and Enhance the Natural Environment

Expected to contribute to reductions in emissions of:

- Criteria Pollutants (NOx, VOCs, PM2.5) Greenhouse Gases



Goal 6: Support Interregional and International Travel & Commerce

Enhances, supports, or promotes the following freight carrier modes:

- Long-haul Truck Local Delivery Rail Air

Enhances, supports, or promotes the following passenger carrier modes:

- Air Amtrak Intercity Passenger Rail Intercity Bus

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- Support Economic Vitality
- Increase Safety for All Users
- Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
- Emphasize System Preservation
- Improve Resiliency or Mitigate Stormwater
- Enhance Travel and Tourism

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.

See the Congestion Management Documentation form for more information.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 14, 2017.

Comment on this project or on Visualize 2045

December 14, 2017-January 13, 2018 Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

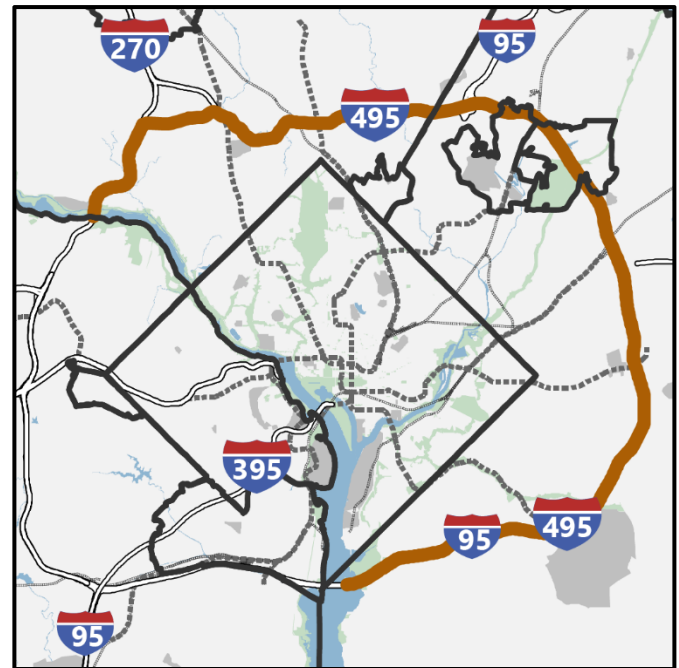
September 13-October 13, 2018 Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

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777 North Capitol St. NE, Suite 300, Washington, DC 20002

From the American Legion Bridge to the Woodrow Wilson Bridge

Basic Project Information

Project Length.....**22 Miles**
 Anticipated Completion.....**2020-2025***
 Estimated Cost of Construction.....**\$4.3 billion**
 Submitting Agency.....**Maryland DOT**
 Anticipated Funding Sources.....
 Federal State Local Private Bonds Other
 CEID.....**1182, 3281**



NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018
 See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

The I-495 component of MDOT’s “Traffic Relief Plan” project will add two new managed toll lanes in each direction along the Capital Beltway between the Virginia end of the American Legion Bridge to the Maryland end of the Woodrow Wilson Bridge.

*Actual completion year will depend on awarded contract. For air quality conformity modeling purposes, the completion date is presumed to be 2025.

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

- Montgomery County 2017 Transportation Priority Letter
- 2009 Prince George’s County Master Plan of Transportation (MPO)
- 1990 Heights Sector Plan

See official Visualize 2045 Project Description Form for more information about this project.



Goal 1: Provide a Range of Transportation Options



Goal 2: Promote Dynamic Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety



Goal 4: Maximize Operational Effectiveness and Safety



Goal 5: Protect and Enhance the Natural Environment



Goal 6: Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

How this project supports or advances goals in the Regional Transportation Priorities Plan

New toll lanes on the entire 42-mile length of Maryland’s Capital Beltway will dramatically expand transportation choices (Goal 1) in the region by adding dynamically managed lanes to ensure free-flowing travel for drivers and for express bus services. Along with the I-270 Toll Lanes, this project significantly expands the region’s network of recent and forthcoming priced-lane projects. The project will connect numerous Activity Centers (Goal 2), the region’s focal points for economic growth.



Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV) Carpool/HOV Metrorail Commuter Rail
- Streetcar/Light Rail BRT Express/Commuter Bus Metrobus Local Bus
- Bicycling Walking Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



Goal 2: Promote Dynamic Activity Centers

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-auto travel within one or more Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety

- Contributes to enhanced system maintenance, preservation, or safety



Goal 4: Maximize Operational Effectiveness and Safety

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



Goal 5: Protect and Enhance the Natural Environment

Expected to contribute to reductions in emissions of:

- Criteria Pollutants (NOx, VOCs, PM2.5) Greenhouse Gases



Goal 6: Support Interregional and International Travel and Commerce

Enhances, supports, or promotes the following freight carrier modes:

- Long-haul Truck Local Delivery Rail Air

Enhances, supports, or promotes the following passenger carrier modes:

- Air Amtrak Intercity Passenger Rail Intercity Bus

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- Support Economic Vitality
- Increase Safety for All Users
- Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
- Emphasize System Preservation
- Improve Resiliency or Mitigate Stormwater
- Enhance Travel and Tourism

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.

See the Congestion Management Documentation form for more information.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 14, 2017.

Comment on this project or on Visualize 2045

December 14, 2017-January 13, 2018 Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

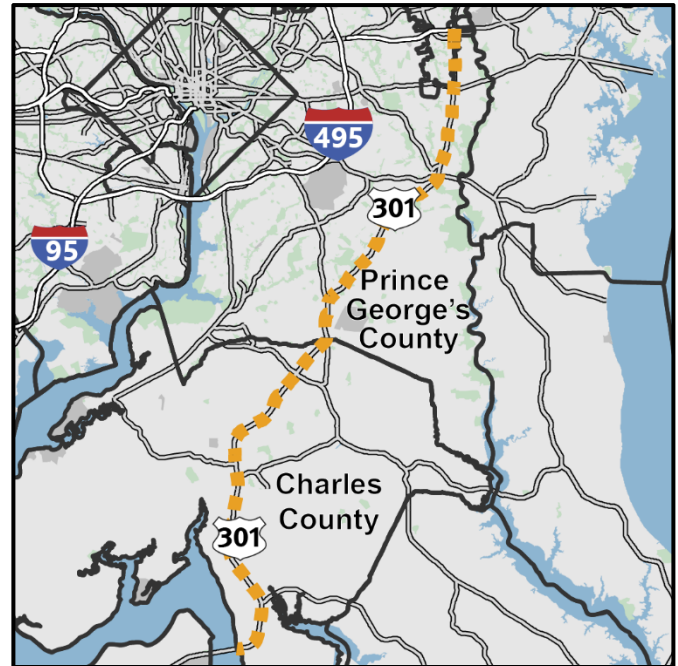
September 13-October 13, 2018 Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

Visualize2045.org | tpbcomment@mwcoq.org | (202) 962-3262
777 North Capitol St. NE, Suite 300, Washington, DC 20002

From the Governor Harry Nice Bridge to US 50/I-595

Basic Project Information

Project Length.....**48 Miles**
 Anticipated Completion.....**2045**
 Estimated Cost of Construction.....**\$4.6 billion**
 Submitting Agency.....**Maryland DOT**
 Anticipated Funding Sources.....
 Federal State Local Private Bonds Other
 CE ID.....**1004**



NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018

See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

Widen Crain Highway, US 301 from 4 to 6 lanes between the Governor Harry Nice Bridge at the Potomac River to the John Hanson Highway, US 50/I-595.

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

Pending

See official CLRP Project Description Form for more information about this project.



Goal 1: Provide a Range of Transportation Options



Goal 2: Promote Dynamic Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety



Goal 4: Maximize Operational Effectiveness and Safety



Goal 5: Protect and Enhance the Natural Environment



Goal 6: Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

How this project supports or advances goals in the Regional Transportation Priorities Plan

This 48-mile road widening project will expand transportation options for drivers, carpoolers and transit riders (Goal 1). The project will connect three Activity Centers (Bowie, Waldorf, and La Plata) (Goal 2) and will enhance freight movement (Goal 6).



Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV) Carpool/HOV Metrorail Commuter Rail
- Streetcar/Light Rail BRT Express/Commuter Bus Metrobus Local Bus
- Bicycling Walking Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



Goal 2: Promote Dynamic Activity Centers

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-auto travel within one or more Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety

- Contributes to enhanced system maintenance, preservation, or safety



Goal 4: Maximize Operational Effectiveness and Safety

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



Goal 5: Protect and Enhance the Natural Environment

- Expected to contribute to reductions in emissions of:
- Criteria Pollutants (NOx, VOCs, PM2.5) Greenhouse Gases



Goal 6: Support Interregional and International Travel and Commerce

- Enhances, supports, or promotes the following freight carrier modes:
- Long-haul Truck Local Delivery Rail Air
- Enhances, supports, or promotes the following passenger carrier modes:
- Air Amtrak Intercity Passenger Rail Intercity Bus

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- Support Economic Vitality
 - Increase Safety for All Users
- Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
 - Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
 - Emphasize System Preservation
 - Improve Resiliency or Mitigate Stormwater
 - Enhance Travel and Tourism

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 5, 2017.

Comment on this project or on Visualize 2045

December 14, 2017-January 13, 2018 Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

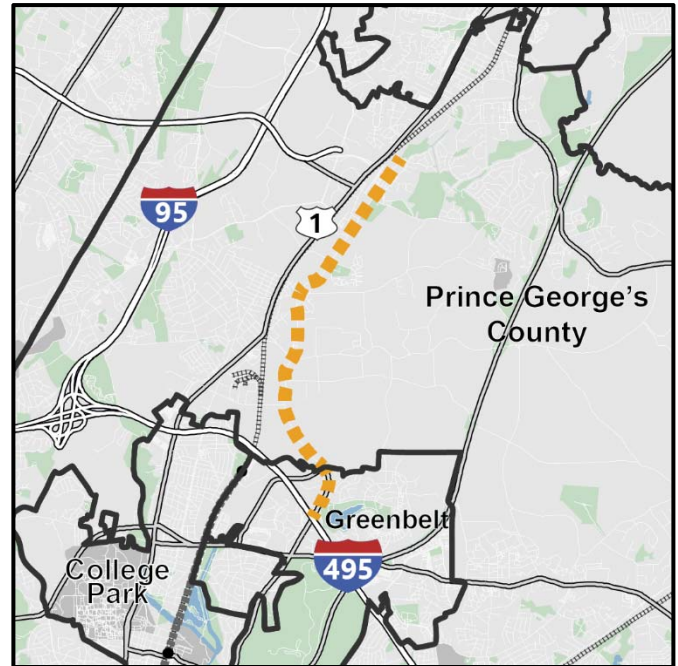
September 13-October 13, 2018 Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

Visualize2045.org | tpbcomment@mwcoq.org | (202) 962-3262
777 North Capitol St. NE, Suite 300, Washington, DC 20002

From I-495, Capital Beltway to US 1 North of Muirkirk Road

Basic Project Information

Project Length.....**4.5 Miles**
 Anticipated Completion.....**2045**
 Estimated Cost of Construction.....**\$1 billion**
 Submitting Agency.....**Maryland DOT**
 Anticipated Funding Sources.....
 Federal State Local Private Bonds Other
 CEID.....**1204**



NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018

See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

This project will widen MD 201 to four lanes between north of I-495, Capital Beltway to Ammendale Way. It will also extend the Maryland Route 201 designation from its current end-point at Powder Mill Road to continue along Edmonston Road and Old Baltimore Pike. Additionally, it will construct a four-lane extension from Muirkirk Road to US 1. Bicycle and pedestrian access will be considered as part of this project.

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

- 2017 Prince George's County Priority Letter
- 2009 Prince George's County Master Plan of Transportation
- 1993 Subregion I Sector Plan

See official Visualize 2045 Project Description Form for more information about this project.



Goal 1: Provide a Range of Transportation Options



Goal 2: Promote Dynamic Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety



Goal 4: Maximize Operational Effectiveness and Safety



Goal 5: Protect and Enhance the Natural Environment



Goal 6: Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

How this project supports or advances goals in the Regional Transportation Priorities Plan

This four-mile road widening of Edmonston Road/Old Baltimore Pike will expand travel options (Goal 1) by enhancing the facility for drivers and buses, while expanding options for walking and biking. It will connect the Greenbelt Activity Center to the Konterra Activity Center (Goal 2) and will promote local freight movement (Goal 6).



Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV) Carpool/HOV Metrorail Commuter Rail
- Streetcar/Light Rail BRT Express/Commuter Bus Metrobus Local Bus
- Bicycling Walking Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



Goal 2: Promote Dynamic Activity Centers

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-auto travel within one or more Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety

- Contributes to enhanced system maintenance, preservation, or safety



Goal 4: Maximize Operational Effectiveness and Safety

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



Goal 5: Protect and Enhance the Natural Environment

- Expected to contribute to reductions in emissions of:
- Criteria Pollutants (NOx, VOCs, PM2.5) Greenhouse Gases



Goal 6: Support Interregional and International Travel and Commerce

- Enhances, supports, or promotes the following freight carrier modes:
- Long-haul Truck Local Delivery Rail Air
- Enhances, supports, or promotes the following passenger carrier modes:
- Air Amtrak Intercity Passenger Rail Intercity Bus

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- Support Economic Vitality
 - Increase Safety for All Users
- Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
 - Promote Efficient System Management and Operation
 - Emphasize System Preservation
 - Improve Resiliency or Mitigate Stormwater
 - Enhance Travel and Tourism

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 14, 2017.

Comment on this project or on Visualize 2045

December 14, 2017-January 13, 2018 Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

September 13-October 13, 2018 Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

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777 North Capitol St. NE, Suite 300, Washington, DC 20002

From 16th Street to Forest Glen Road

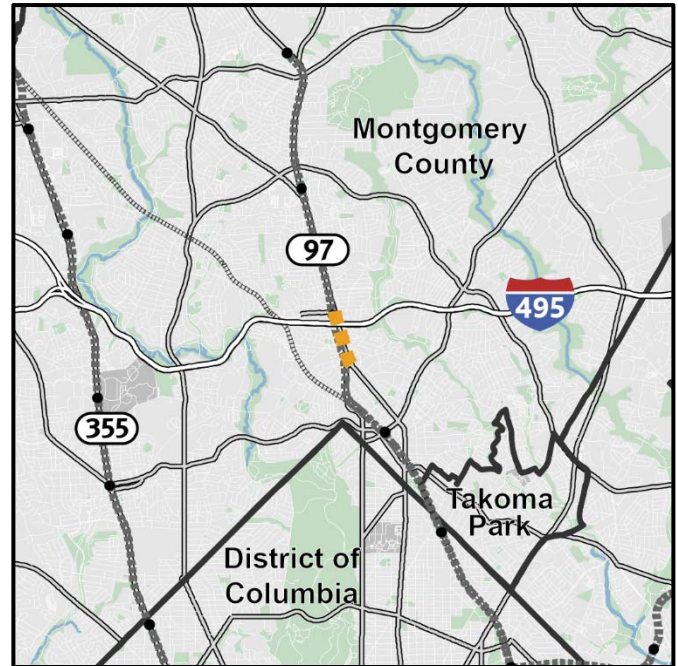
Basic Project Information

Project Length.....<1 Mile
 Anticipated Completion.....2025
 Estimated Cost of Construction.....\$52 million
 Submitting Agency.....Maryland DOT
 Anticipated Funding Sources.....
 Federal State Local Private Bonds Other
 CLRP ID.....2618



NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018
 See reverse for details, or visit www.mwcog.org/TPBcomment.



Project Description

This project will reconstruct and widen MD 97, Georgia Avenue from six or seven lanes to seven or eight lanes on either side of I-495, Capital Beltway between 16th Street and Forest Glen Road. Sidewalks and accommodations for bicycles will be included where appropriate.

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

- Montgomery County 2017 Transportation Priority Letter

See official CLRP Project Description Form for more information about this project.



Goal 1: Provide a Range of Transportation Options



Goal 2: Promote Dynamic Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety



Goal 4: Maximize Operational Effectiveness and Safety



Goal 5: Protect and Enhance the Natural Environment



Goal 6: Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

How this project supports or advances goals in the Regional Transportation Priorities Plan

Motivated by safety considerations (Goal 3), this project will widen approximately one mile of this heavily trafficked portion of Georgia Avenue crossing under the Beltway. It will provide pedestrian accommodations where feasible to promote access for all transportation modes (Goal 1), promote better circulation in the Silver Spring Activity Center (Goal 2), and facilitate local goods movement (Goal 6).



Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:
 Single Driver (SOV) Carpool/HOV Metrorail Commuter Rail
 Streetcar/Light Rail BRT Express/Commuter Bus Metrobus Local Bus
 Bicycling Walking Other
 Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



Goal 2: Promote Dynamic Activity Centers

Begins or ends in an Activity Center
 Connects two or more Activity Centers
 Promotes non-auto travel within one or more Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety

Contributes to enhanced system maintenance, preservation, or safety



Goal 4: Maximize Operational Effectiveness and Safety

Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
 Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



Goal 5: Protect and Enhance the Natural Environment

Expected to contribute to reductions in emissions of:
 Criteria Pollutants (NOx, VOCs, PM2.5) Greenhouse Gases



Goal 6: Support Interregional and International Travel and Commerce

Enhances, supports, or promotes the following freight carrier modes:
 Long-haul Truck Local Delivery Rail Air
 Enhances, supports, or promotes the following passenger carrier modes:
 Air Amtrak Intercity Passenger Rail Intercity Bus

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- Support Economic Vitality
- Increase Safety for All Users
- Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
- Emphasize System Preservation
- Improve Resiliency or Mitigate Stormwater
- Enhance Travel and Tourism

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 8, 2017.

Comment on this project or on Visualize 2045

December 14, 2017-January 13, 2018 Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

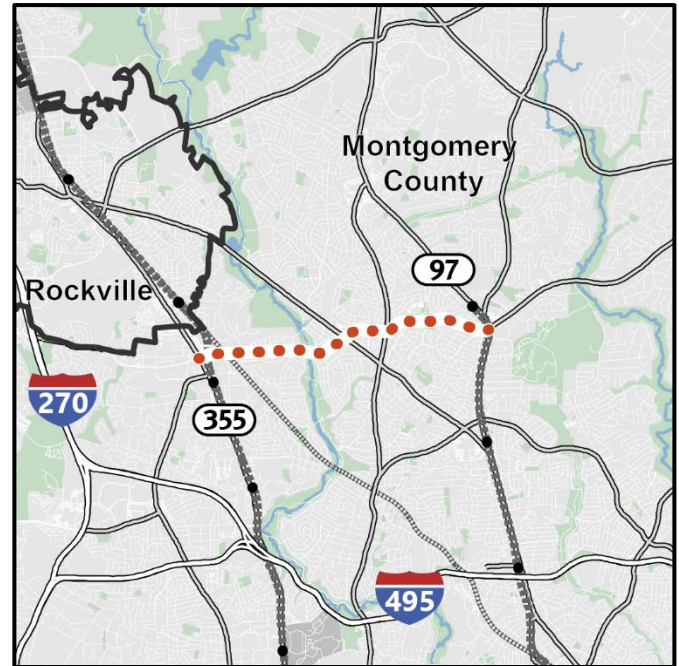
September 13-October 13, 2018 Comment on projects and any other aspect of the draft Visualize 2045 before final TPB adoption.

Visualize2045.org | tpbcomment@mwcoq.org | (202) 962-3262
 777 North Capitol St. NE, Suite 300, Washington, DC 20002

From US 29 to MD 355

Basic Project Information

Project Length.....10 Miles
 Anticipated Completion.....2040
 Estimated Cost of Construction.....\$102 million
 Submitting Agency.....Montgomery County
 Anticipated Funding Sources.....
 Federal State Local Private Bonds Other
 CEID.....3662



NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018
 See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

This project will implement a Bus Rapid Transit (BRT) route on Randolph Road between the White Flint Metro Station to US 29, Columbia Pike. The buses will run in mixed-traffic.

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

- Countywide Transit Corridors Functional Master Plan

See official Visualize 2045 Project Description Form for more information about this project.



Goal 1: Provide a Range of Transportation Options



Goal 2: Promote Dynamic Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety



Goal 4: Maximize Operational Effectiveness and Safety



Goal 5: Protect and Enhance the Natural Environment



Goal 6: Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

How this project supports or advances goals in the Regional Transportation Priorities Plan

The Priorities Plan specifically called for cost-effective transit alternatives, like bus rapid transit (BRT), that approach the speed, frequency and reliability of heavy rail but at a fraction of the cost. This project is a component of a wider BRT network planned for Montgomery County that will expand travel options (Goal 1), connect Activity Centers (Goal 2), maximize the use of existing infrastructure without adding new capacity (Goal 4), and reduce emissions (Goal 5).



Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV) Carpool/HOV Metrorail Commuter Rail
- Streetcar/Light Rail BRT Express/Commuter Bus Metrobus Local Bus
- Bicycling Walking Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



Goal 2: Promote Dynamic Activity Centers

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-auto travel within one or more Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety

- Contributes to enhanced system maintenance, preservation, or safety



Goal 4: Maximize Operational Effectiveness and Safety

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



Goal 5: Protect and Enhance the Natural Environment

- Expected to contribute to reductions in emissions of:
- Criteria Pollutants (NOx, VOCs, PM2.5) Greenhouse Gases



Goal 6: Support Interregional and International Travel and Commerce

- Enhances, supports, or promotes the following freight carrier modes:
- Long-haul Truck Local Delivery Rail Air
- Enhances, supports, or promotes the following passenger carrier modes:
- Air Amtrak Intercity Passenger Rail Intercity Bus

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- Support Economic Vitality
- Increase Safety for All Users
 - Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
 - Emphasize System Preservation
- Improve Resiliency or Mitigate Stormwater
 - Enhance Travel and Tourism

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 8, 2017

Comment on this project or on Visualize 2045

December 14, 2017-January 13, 2018 Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

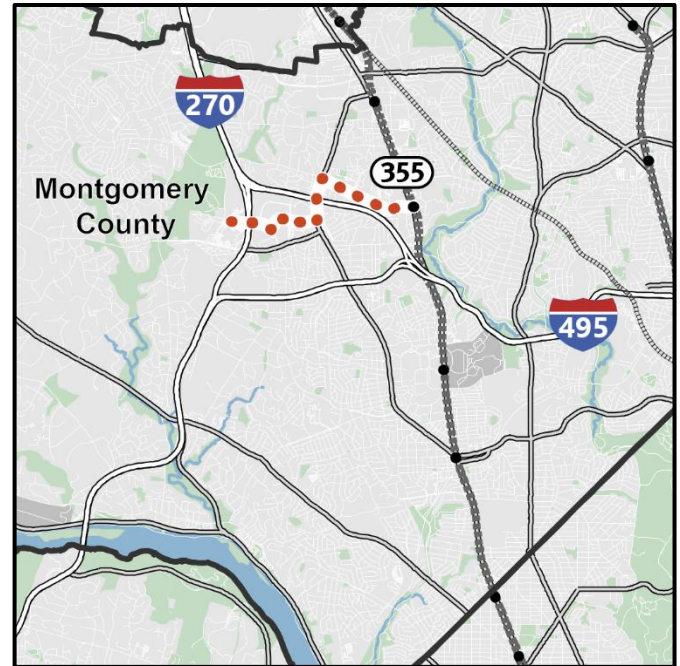
September 13-October 13, 2018 Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

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777 North Capitol St. NE, Suite 300, Washington, DC 20002

Montgomery Mall Transit Center to White Flint Metrorail Station

Basic Project Information

Project Length.....3.5 Miles
 Anticipated Completion.....2035
 Estimated Cost of Construction.....\$115 million
 Submitting Agency.....Montgomery County
 Anticipated Funding Sources.....
 Federal State Local Private Bonds Other
 CEID.....3663



NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018
 See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

This project will implement a Bus Rapid Transit (BRT) route on Rock Spring Drive and Old Georgetown Road connecting the White Flint Metro Station with the Montgomery Mall Transit Center and the Rock Spring office park area. The buses will run on a dedicated transitway.

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

- Countywide Transit Corridors Functional Master Plan

See official Visualize 2045 Project Description Form for more information about this project.



Goal 1: Provide a Range of Transportation Options



Goal 2: Promote Dynamic Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety



Goal 4: Maximize Operational Effectiveness and Safety



Goal 5: Protect and Enhance the Natural Environment



Goal 6: Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

How this project supports or advances goals in the Regional Transportation Priorities Plan

The Priorities Plan specifically called for cost-effective transit alternatives, like bus rapid transit (BRT), that approach the speed, frequency and reliability of heavy rail but at a fraction of the cost. This project is a component of a wider BRT network planned for Montgomery County that will expand travel options (Goal 1), connect Activity Centers (Goal 2), maximize the use of existing infrastructure without adding new capacity (Goal 4), and reduce emissions (Goal 5).



Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV) Carpool/HOV Metrorail Commuter Rail
- Streetcar/Light Rail BRT Express/Commuter Bus Metrobus Local Bus
- Bicycling Walking Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



Goal 2: Promote Dynamic Activity Centers

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-auto travel within one or more Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety

- Contributes to enhanced system maintenance, preservation, or safety



Goal 4: Maximize Operational Effectiveness and Safety

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



Goal 5: Protect and Enhance the Natural Environment

- Expected to contribute to reductions in emissions of:
- Criteria Pollutants (NOx, VOCs, PM2.5) Greenhouse Gases



Goal 6: Support Interregional and International Travel and Commerce

- Enhances, supports, or promotes the following freight carrier modes:
- Long-haul Truck Local Delivery Rail Air
- Enhances, supports, or promotes the following passenger carrier modes:
- Air Amtrak Intercity Passenger Rail Intercity Bus

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- Support Economic Vitality
- Increase Safety for All Users
- Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
- Emphasize System Preservation
- Improve Resiliency or Mitigate Stormwater
- Enhance Travel and Tourism

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 8, 2017.

Comment on this project or on Visualize 2045

December 14, 2017-January 13, 2018 Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

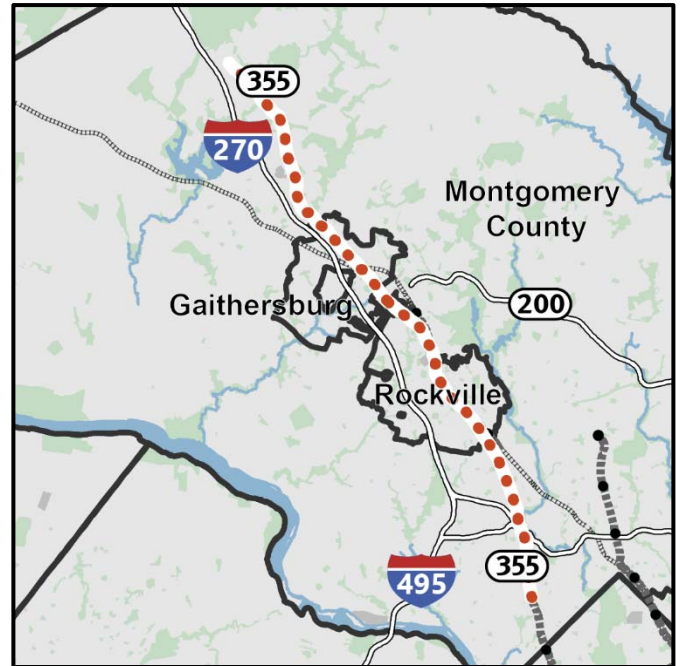
September 13-October 13, 2018 Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

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777 North Capitol St. NE, Suite 300, Washington, DC 20002

From Bethesda to Clarksburg

Basic Project Information

Project Length.....**22 Miles**
 Anticipated Completion.....**2045**
 Estimated Cost of Construction.....**\$1.08 billion**
 Submitting Agency.....**Montgomery County**
 Anticipated Funding Sources.....
 Federal State Local Private Bonds Other
 CEID.....**3424**



NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018
 See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

This project will implement a Bus Rapid Transit (BRT) route on MD 355 between Bethesda and Clarksburg. The buses will run in a combination of dedicated transitway and mixed traffic.

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

- MD 355 BRT Corridor Planning Study

See official Visualize 2045 Project Description Form for more information about this project.



Goal 1: Provide a Range of Transportation Options



Goal 2: Promote Dynamic Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety



Goal 4: Maximize Operational Effectiveness and Safety



Goal 5: Protect and Enhance the Natural Environment



Goal 6: Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

How this project supports or advances goals in the Regional Transportation Priorities Plan

The Priorities Plan specifically called for cost-effective transit alternatives, like bus rapid transit (BRT), that approach the speed, frequency and reliability of heavy rail but at a fraction of the cost. This project is a component of a wider BRT network planned for Montgomery County that will expand travel options (Goal 1), connect Activity Centers (Goal 2), maximize the use of existing infrastructure without adding new capacity (Goal 4), and reduce emissions (Goal 5).



Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV) Carpool/HOV Metrorail Commuter Rail
- Streetcar/Light Rail BRT Express/Commuter Bus Metrobus Local Bus
- Bicycling Walking Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



Goal 2: Promote Dynamic Activity Centers

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-auto travel within one or more Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety

- Contributes to enhanced system maintenance, preservation, or safety



Goal 4: Maximize Operational Effectiveness and Safety

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



Goal 5: Protect and Enhance the Natural Environment

Expected to contribute to reductions in emissions of:

- Criteria Pollutants (NOx, VOCs, PM2.5) Greenhouse Gases



Goal 6: Support Interregional and International Travel and Commerce

Enhances, supports, or promotes the following freight carrier modes:

- Long-haul Truck Local Delivery Rail Air

Enhances, supports, or promotes the following passenger carrier modes:

- Air Amtrak Intercity Passenger Rail Intercity Bus

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- Support Economic Vitality
- Increase Safety for All Users
 - Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
 - Emphasize System Preservation
 - Improve Resiliency or Mitigate Stormwater
 - Enhance Travel and Tourism

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 8, 2017.

Comment on this project or on Visualize 2045

December 14, 2017-January 13, 2018 Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

September 13-October 13, 2018 Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

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777 North Capitol St. NE, Suite 300, Washington, DC 20002

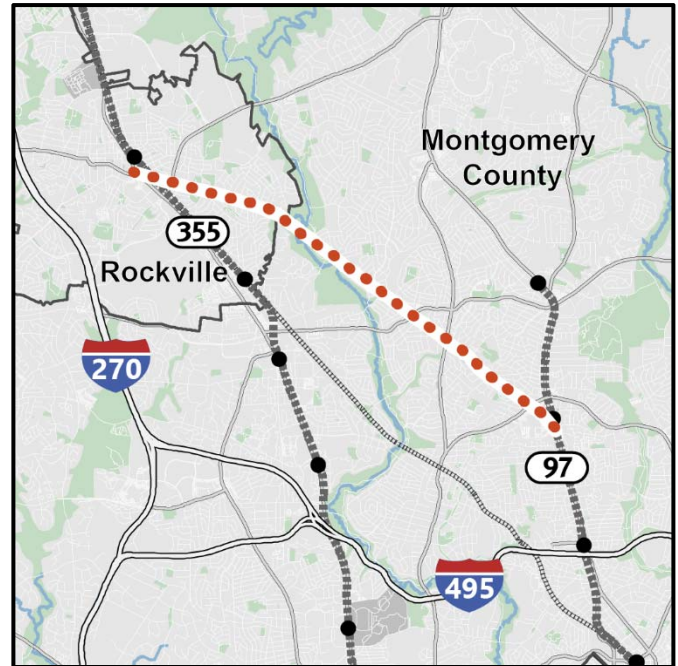
VEIRS MILL ROAD BRT

PROPOSED MAJOR ADDITION
VISUALIZE 2045

From MD 355, Rockville Pike to MD 97, Georgia Avenue

Basic Project Information

Project Length.....6 Miles
 Anticipated Completion.....2030
 Estimated Cost of Construction.....\$80 million
 Submitting Agency.....Montgomery County
 Anticipated Funding Sources.....
 Federal State Local Private Bonds Other
 CEID.....3103



NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018
 See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

This project will implement a Bus Rapid Transit (BRT) line on Veirs Mill Road between the Rockville and Wheaton Metrorail stations. The project includes constructing queue jumps and installing transit signal priority at key intersections. The project also adds new transit service using articulated BRT vehicles, BRT stations with level boarding and off-board fare collection, and pedestrian and bike improvements.

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

- Corridor Study Report, October 2017

See official Visualize 2045 Project Description Form for more information about this project.



Goal 1: Provide a Range of Transportation Options



Goal 2: Promote Dynamic Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety



Goal 4: Maximize Operational Effectiveness and Safety



Goal 5: Protect and Enhance the Natural Environment



Goal 6: Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

How this project supports or advances goals in the Regional Transportation Priorities Plan

The Priorities Plan specifically called for cost-effective transit alternatives, like bus rapid transit (BRT), that approach the speed, frequency and reliability of heavy rail but at a fraction of the cost. This project is a component of a wider BRT network planned for Montgomery County that will expand travel options (Goal 1), connect Activity Centers (Goal 2), maximize the use of existing infrastructure without adding new capacity (Goal 4), and reduce emissions (Goal 5).



Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV) Carpool/HOV Metrorail Commuter Rail
- Streetcar/Light Rail BRT Express/Commuter Bus Metrobus Local Bus
- Bicycling Walking Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



Goal 2: Promote Dynamic Activity Centers

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-auto travel within one or more Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety

- Contributes to enhanced system maintenance, preservation, or safety



Goal 4: Maximize Operational Effectiveness and Safety

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



Goal 5: Protect and Enhance the Natural Environment

- Expected to contribute to reductions in emissions of:
- Criteria Pollutants (NOx, VOCs, PM2.5) Greenhouse Gases



Goal 6: Support Interregional and International Travel and Commerce

- Enhances, supports, or promotes the following freight carrier modes:
- Long-haul Truck Local Delivery Rail Air
- Enhances, supports, or promotes the following passenger carrier modes:
- Air Amtrak Intercity Passenger Rail Intercity Bus

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- Support Economic Vitality
- Increase Safety for All Users
 - Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
 - Promote Efficient System Management and Operation
 - Emphasize System Preservation
 - Improve Resiliency or Mitigate Stormwater
 - Enhance Travel and Tourism

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 8, 2017.

Comment on this project or on Visualize 2045

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777 North Capitol St. NE, Suite 300, Washington, DC 20002

From Old Dominion Drive to the American Legion Bridge

Basic Project Information

Project Length.....**2 Miles**
 Anticipated Completion.....**2025**
 Estimated Cost of Construction.....**\$500 million**
 Submitting Agency.....**Virginia DOT**
 Anticipated Funding Sources.....
 Federal State Local Private Bonds Other
 CEID.....**2069**



NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018
 See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

The I-495 HOT Lanes project has been included in the long-range transportation plan since 2005, and improvements between Old Dominion Drive and the Springfield Interchange were completed in 2012. The existing project includes extension of two HOT lanes in each direction from Old Dominion Drive to George Washington Parkway by 2025, and extension of one HOT Lane in each direction from George Washington Parkway to the American Legion Bridge by 2030. This proposed change would extend two HOT lanes in each direction from the George Washington Parkway to the American Legion Bridge by 2025. As a result of the collaboration between VDOT and MDOT, Maryland's toll lanes project, which includes improving the capacity of the American Legion Bridge, will connect to an equivalent managed lane system at the Virginia state line.

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

Pending

See official Visualize 2045 Project Description Form for more information about this project.



Goal 1: Provide a Range of Transportation Options



Goal 2: Promote Dynamic Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety



Goal 4: Maximize Operational Effectiveness and Safety



Goal 5: Protect and Enhance the Natural Environment



Goal 6: Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

How this project supports or advances goals in the Regional Transportation Priorities Plan

This two-mile link connecting Virginia’s existing Capital Beltway HOT lanes and the forthcoming managed lanes on Maryland’s Capital Beltway will help to create a seamless regional network of express toll lanes, which was a key objective of the TPB’s Priorities Plan. The project will expand travel options in the region (Goal 1) for vehicles and for express bus services.



Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:
 Single Driver (SOV) Carpool/HOV Metrorail Commuter Rail
 Streetcar/Light Rail BRT Express/Commuter Bus Metrobus Local Bus
 Bicycling Walking Other
 Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



Goal 2: Promote Dynamic Activity Centers

Begins or ends in an Activity Center
 Connects two or more Activity Centers
 Promotes non-auto travel within one or more Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety

Contributes to enhanced system maintenance, preservation, or safety



Goal 4: Maximize Operational Effectiveness and Safety

Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
 Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



Goal 5: Protect and Enhance the Natural Environment

Expected to contribute to reductions in emissions of:
 Criteria Pollutants (NOx, VOCs, PM2.5) Greenhouse Gases



Goal 6: Support Interregional and International Travel and Commerce

Enhances, supports, or promotes the following freight carrier modes:
 Long-haul Truck Local Delivery Rail Air
 Enhances, supports, or promotes the following passenger carrier modes:
 Air Amtrak Intercity Passenger Rail Intercity Bus

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- Support Economic Vitality
 - Increase Safety for All Users
- Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
 - Emphasize System Preservation
- Improve Resiliency or Mitigate Stormwater
 - Enhance Travel and Tourism

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 13, 2017.

Comment on this project or on Visualize 2045

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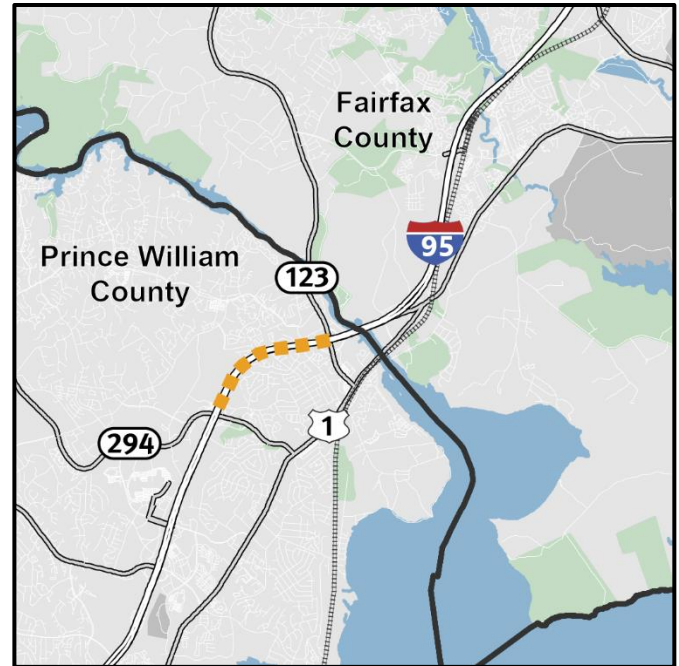
I-95 SB AUXILIARY LANE

PROPOSED MAJOR ADDITION
VISUALIZE 2045

From VA 123 to VA 294

Basic Project Information

Project Length.....1.5 Miles
 Anticipated Completion.....2028
 Estimated Cost of Construction.....\$27.5 million
 Submitting Agency.....Virginia DOT
 Anticipated Funding Sources.....
 Federal State Local Private Bonds Other
 CEID.....3664



NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018

See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

This project will add one auxiliary lane to southbound I-95 between the Route 123 on-ramp and the Route 294 exit ramp.

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

Pending

See official Visualize 2045 Project Description Form for more information about this project.



Goal 1: Provide a Range of Transportation Options



Goal 2: Promote Dynamic Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety



Goal 4: Maximize Operational Effectiveness and Safety



Goal 5: Protect and Enhance the Natural Environment



Goal 6: Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

How this project supports or advances goals in the Regional Transportation Priorities Plan

Enhancing safety (Goal 3) is the primary motivation for the addition of a southbound auxiliary lane on I-95 in Prince William County. The project will expand travel options (Goal 1) for drivers and bus riders, support freight movement (Goal 6), and enhance a connection to Woodbridge, which is an Activity Center (Goal 2).



Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV) Carpool/HOV Metrorail Commuter Rail
- Streetcar/Light Rail BRT Express/Commuter Bus Metrobus Local Bus
- Bicycling Walking Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



Goal 2: Promote Dynamic Activity Centers

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-auto travel within one or more Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety

- Contributes to enhanced system maintenance, preservation, or safety



Goal 4: Maximize Operational Effectiveness and Safety

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



Goal 5: Protect and Enhance the Natural Environment

- Expected to contribute to reductions in emissions of:
- Criteria Pollutants (NOx, VOCs, PM2.5) Greenhouse Gases



Goal 6: Support Interregional and International Travel and Commerce

- Enhances, supports, or promotes the following freight carrier modes:
- Long-haul Truck Local Delivery Rail Air
- Enhances, supports, or promotes the following passenger carrier modes:
- Air Amtrak Intercity Passenger Rail Intercity Bus

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- Support Economic Vitality
- Increase Safety for All Users
- Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
- Emphasize System Preservation
- Improve Resiliency or Mitigate Stormwater
- Enhance Travel and Tourism

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 13, 2017.

Comment on this project or on Visualize 2045

December 14, 2017-January 13, 2018 Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

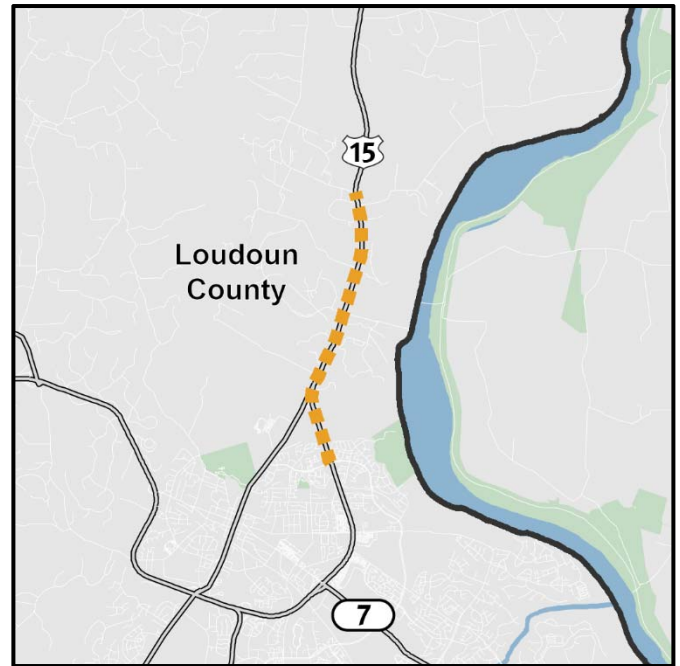
September 13-October 13, 2018 Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

Visualize2045.org | tpbcomment@mwcoq.org | (202) 962-3262
777 North Capitol St. NE, Suite 300, Washington, DC 20002

From Battlefield Parkway to VA 661 Montresor Road

Basic Project Information

Project Length.....**3.6 Miles**
 Anticipated Completion.....**2025**
 Estimated Cost of Construction.....**\$33 million**
 Submitting Agency.....**Virginia DOT**
 Anticipated Funding Sources.....
 Federal State Local Private Bonds Other
 CEID.....**3608**



NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018
 See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

This project will widen US Route 15, James Madison Highway from two to four lanes between the northern interchange with Battlefield Parkway and VA 661, Montresor Road.

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

- Pending

See official CLRP Project Description Form for more information about this project.



Goal 1: Provide a Range of Transportation Options



Goal 2: Promote Dynamic Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety



Goal 4: Maximize Operational Effectiveness and Safety



Goal 5: Protect and Enhance the Natural Environment



Goal 6: Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

How this project supports or advances goals in the Regional Transportation Priorities Plan

The James Madison Highway widening north of Leesburg will accommodate a variety of users (Goal 1) including drivers, bus riders, and bicyclists. The project will enhance safety (Goal 3) and support freight movement (Goal 6).



Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV) Carpool/HOV Metrorail Commuter Rail
- Streetcar/Light Rail BRT Express/Commuter Bus Metrobus Local Bus
- Bicycling Walking Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



Goal 2: Promote Dynamic Activity Centers

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-auto travel within one or more Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety

- Contributes to enhanced system maintenance, preservation, or safety



Goal 4: Maximize Operational Effectiveness and Safety

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



Goal 5: Protect and Enhance the Natural Environment

Expected to contribute to reductions in emissions of:

- Criteria Pollutants (NOx, VOCs, PM2.5) Greenhouse Gases



Goal 6: Support Interregional and International Travel and Commerce

Enhances, supports, or promotes the following freight carrier modes:

- Long-haul Truck Local Delivery Rail Air

Enhances, supports, or promotes the following passenger carrier modes:

- Air Amtrak Intercity Passenger Rail Intercity Bus

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- Support Economic Vitality
- Increase Safety for All Users
- Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
- Emphasize System Preservation
- Improve Resiliency or Mitigate Stormwater
- Enhance Travel and Tourism

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 13, 2017.

Comment on this project or on Visualize 2045

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777 North Capitol St. NE, Suite 300, Washington, DC 20002

8-Car Trains and Core Station Improvements

Basic Project Information

Project Length.....Entire System
 Anticipated Completion.....2045
 Estimated Cost of Construction.....\$5.4 billion
 Submitting Agency.....WMATA
 Anticipated Funding Sources.....
 Federal State Local Private Bonds Other



NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018

See reverse for details, or visit www.mwcog.org/TPBcomment.



Project Description

This project will implement all 8-car trains running on the system during peak periods. Capacity improvements will be made to stations in the core to accommodate the trains. Supporting power infrastructure will be added to support the expansion.

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

- Momentum

See official Visualize 2045 Project Description Form for more information about this project.



Goal 1: Provide a Range of Transportation Options



Goal 2: Promote Dynamic Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety



Goal 4: Maximize Operational Effectiveness and Safety



Goal 5: Protect and Enhance the Natural Environment



Goal 6: Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

How this project supports or advances goals in the Regional Transportation Priorities Plan

The Priorities Plan urged the region to expand capacity on the existing transit system, and eight-car trains and core capacity improvements for Metrorail were among the few projects that the plan specifically identified. This project will help fulfill Metro's pivotal role in providing transportation options in our region (Goal 1). It will help ensure Activity Centers are connected, the system is safe and maintained (Goal 3), existing infrastructure is effectively used (Goal 4), and our environment is protected (Goal 5).



Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV) Carpool/HOV Metrorail Commuter Rail
- Streetcar/Light Rail BRT Express/Commuter Bus Metrobus Local Bus
- Bicycling Walking Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



Goal 2: Promote Dynamic Activity Centers

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-auto travel within one or more Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety

- Contributes to enhanced system maintenance, preservation, or safety



Goal 4: Maximize Operational Effectiveness and Safety

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



Goal 5: Protect and Enhance the Natural Environment

- Expected to contribute to reductions in emissions of:
- Criteria Pollutants (NOx, VOCs, PM2.5) Greenhouse Gases



Goal 6: Support Interregional and International Travel and Commerce

- Enhances, supports, or promotes the following freight carrier modes:
- Long-haul Truck Local Delivery Rail Air
- Enhances, supports, or promotes the following passenger carrier modes:
- Air Amtrak Intercity Passenger Rail Intercity Bus

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- Support Economic Vitality
- Increase Safety for All Users
- Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
- Emphasize System Preservation
- Improve Resiliency or Mitigate Stormwater
- Enhance Travel and Tourism

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

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Comment on this project or on Visualize 2045

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

Lyn Erickson,
TPB Plan Development and Coordination Program Director

R. Earl Lewis,
Maryland Department of Transportation

Andrew Austin,
TPB Transportation Planner

Jane Posey,
TPB Transportation Engineer

Items #8 and #9
Transportation Planning Board
January 17, 2018



National Capital Region
Transportation Planning Board

TPB ACTION

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Constrained Element of Visualize 2045

TPB Action

- Approve the “What”: project submissions for inclusion into the Air Quality Conformity Analysis
- Approve the “How”: the Air Quality Conformity Analysis scope of work

Public comment period ended on January 13



National Capital Region
Transportation Planning Board

January 2017

- Update Kickoff

Summer 2017

- Public Outreach Phase 1
- Financial Analysis Begins

October 18, 2017

- TPB approved Technical Inputs

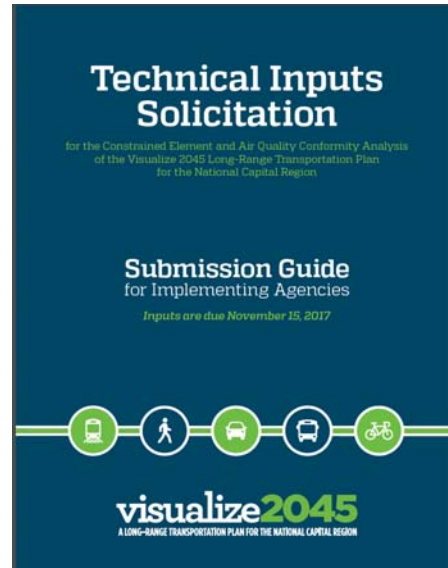
Solicitation document

November 15, 2017

- Deadline for inputs

December 14, 2017 – January 13, 2018

- Public comment period



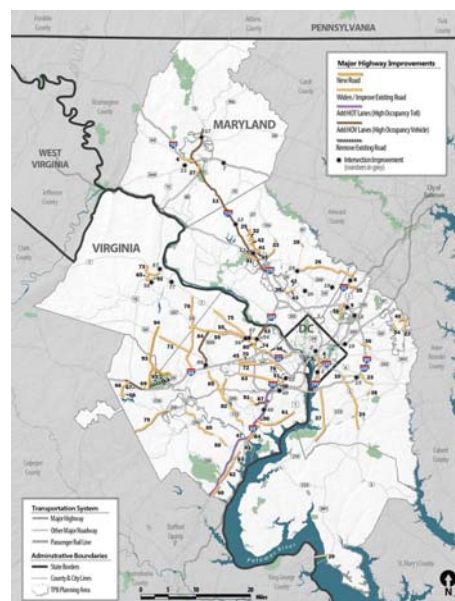
WHAT'S IN THE PLAN?

2016 CLRP Amendment

- Visualize 2045 will build on the baseline of the 2016 Amendment to the Financially Constrained Long-Range Transportation Plan (CLRP).
- 500+ roadway, bridge, transit, bicycle and pedestrian projects

Visualize 2045 Financial Analysis

- \$300 billion in revenue



Major Additions and Changes to Existing Projects

Major New Projects

- Bicycle Lanes, Districtwide
 - 17th St. NW from New Hampshire Ave. to K St.
 - Irving St. NE/NW from Warder St. NW to Michigan Ave. NE
 - K St. NE/NW from 7th St. NW to Florida Ave. NE
 - New York Ave. NE from Florida Ave. to Bladensburg Rd.
 - Pennsylvania Ave. SE from 2nd St./Independence Ave. to Barney Circle

Changes to Existing Projects

- Remove three segments of the planned streetcar network:
 - Anacostia Initial Line from Defense Blvd./S. Capitol St. SE to Howard Rd. SE/Firth Sterling
 - Anacostia Extension from Howard Rd./Firth Sterling to Good Hope Rd. SE
 - M St. SE/SW from Good Hope Rd. SE to Maine Ave. SW



Major Additions and Changes to Existing Projects

Major New Projects

- I-95 Southbound Auxiliary Lane
- US 15 Widening

Changes to Existing Projects

- I-495 Capital Beltway HOT Lanes – Northern Extension
 - Advance from 2030 to 2025
 - Construct two HOT lanes in each direction up to American Legion Bridge to coordinate with Maryland's Traffic Relief Plan
- Remove the planned extension of VRE to Gainesville-Haymarket

Non-Major New Projects

- 28 new roadway, transit, and bicycle/pedestrian improvements



Major Additions and Changes to Existing Projects

Major New Projects

- Implement 100% 8-car trains
- Core station capacity improvements
- Supporting infrastructure and facilities



SUBURBAN MARYLAND

Major Additions and Changes to Existing Projects

Major New Projects

- I-270 Toll Lanes (Traffic Relief Plan)
- I-495 Toll Lanes (Traffic Relief Plan)
- US 301 Widening
- MD 201 Widening
- MD 97 Reconstruction
- Randolph Road BRT
- North Bethesda Transitway BRT
- MD 355 BRT
- Veirs Mill Road BRT

Changes to Existing Projects

- Widen MD 29 from MD 97 to MD 182 (Reduce Project Scope)
 - Eastern limit changed from I-95 to MD 182 – approx. 8.5 miles shorter
- Remove the planned widening of MD 27 from MD 355 to Snowden Farm Parkway



Public Comment Period

December 14, 2017 – January 13, 2018

Review Comment Summary

Review Proposed Responses



APPROVAL

TPB Action

Staff recommendation:

Approve Resolution R9-2018 to approve the project submissions for inclusion in the air quality conformity analysis for Visualize 2045 and the FY 2019-2024 TIP



TPB Action

Approve Scope of Work for the Air Quality Conformity Analysis for Visualize 2045 and FY 2019-2024 TIP



DRAFT SCOPE OF WORK

For the Air Quality Conformity Analysis

Policy and Technical Approach

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

Pollutants	Ozone Season VOC and NOx
Emissions Model	MOVES2014a
Conformity Test	Budget Test: Using mobile budgets most recently approved by EPA. Two possibilities: 1) 2009 attainment and 2010 contingency budgets found adequate for use in conformity by EPA in Feb. 2013; or 2) 2008 Ozone NAAQS Maintenance Plan mobile budgets scheduled to be approved by MWAOC in December and submitted to EPA in early 2018
Vehicle Fleet Data	December 2016 vehicle registration data for all jurisdictions
Geography	8-hour ozone non-attainment area
Network Inputs	Regionally significant projects
Land Activity	Cooperative Forecasts Round 9.1
HOV/HOT	VA: All HOV 2+/HOT 2+ facilities become HOV 3+/HOT 3+ in 2020 and beyond except I-66 inside the Beltway, which will convert to HOT3+ when I-66 outside the Beltway opens MD: All HOV facilities remain HOV2+ through 2045
Transit Constraint	Metro rail "capacity constraint" procedures - 2020 constrains later years
Analysis Years	2019, 2020, 2025, 2030, 2040, 2045
Modeled Area	3,722 TAZ System
Travel Demand Model	Version 2.3.70 or latest



After Scope is Approved Spring/Summer 2018

- Conduct air quality and system performance analyses
- Develop FY 2019-2024 TIP
- Public Outreach Phase 2

September 13 – October 13, 2018

- Final public comment period

October 17, 2018

- TPB asked to approve:
 - Constrained Element
 - Air Quality Conformity Analysis
 - FY 2019-2024 TIP



Lyn Erickson

TPB Plan Development and Coordination Program Director
(202) 962-3319
lerickson@mwkog.org

Andrew Austin

TPB Transportation Planner
(202) 962-3353
aaustin@mwkog.org

Jane Posey

TPB Transportation Engineer
(202) 962-3331
jposey@mwkog.org

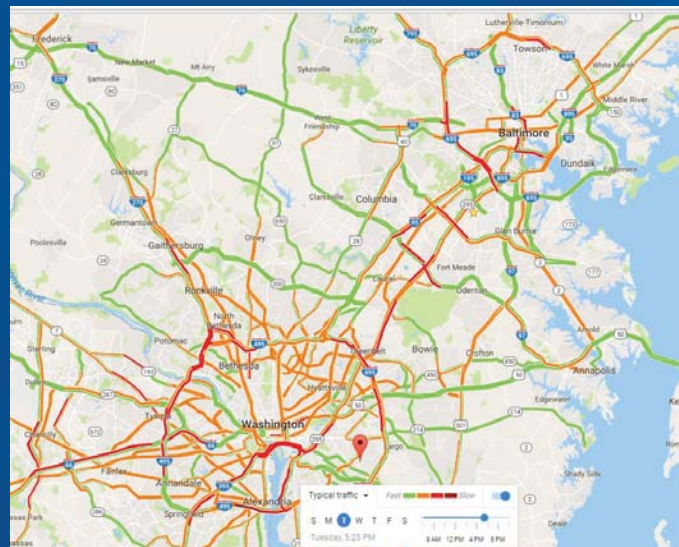
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002





Maryland's Congestion Challenge

- Congestion limits economic growth and diminishes the quality of life
- 2nd longest commuting times in nation
- 98% of weekday congestion in Baltimore/Washington region
- \$2.05B annual cost of congestion



- The National Capital Region is the most congested region in the nation based on annual delay and congestion per auto commuter
- I-270 and I-495 are among the most congested corridors in Maryland



Daily:

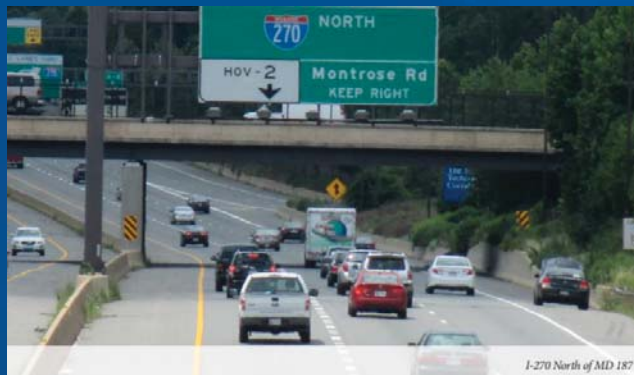


I-495 carries more than 240,000 people and is congested 10 hours per day



I-270 carries more than 260,000 people and is congested 7 hours per day

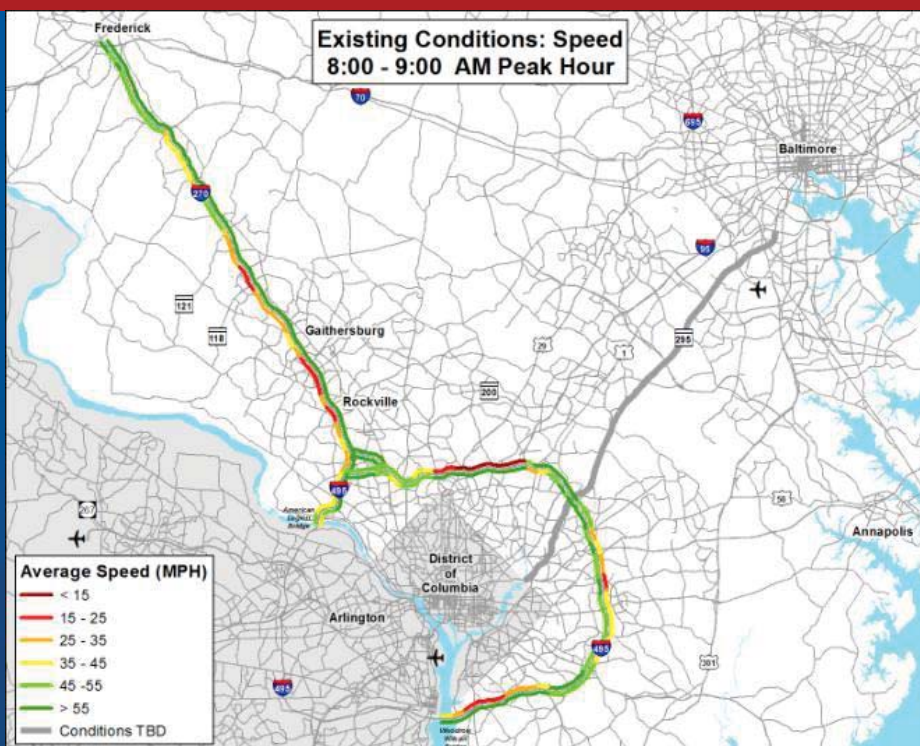
I-495/I-270 Traffic Volumes



Section	2016 ADT
I-495: ALB to I-95	110,000 – 248,000
I-495: I-95 to WWB	158,000 – 231,000
I-270	82,000 – 261,000

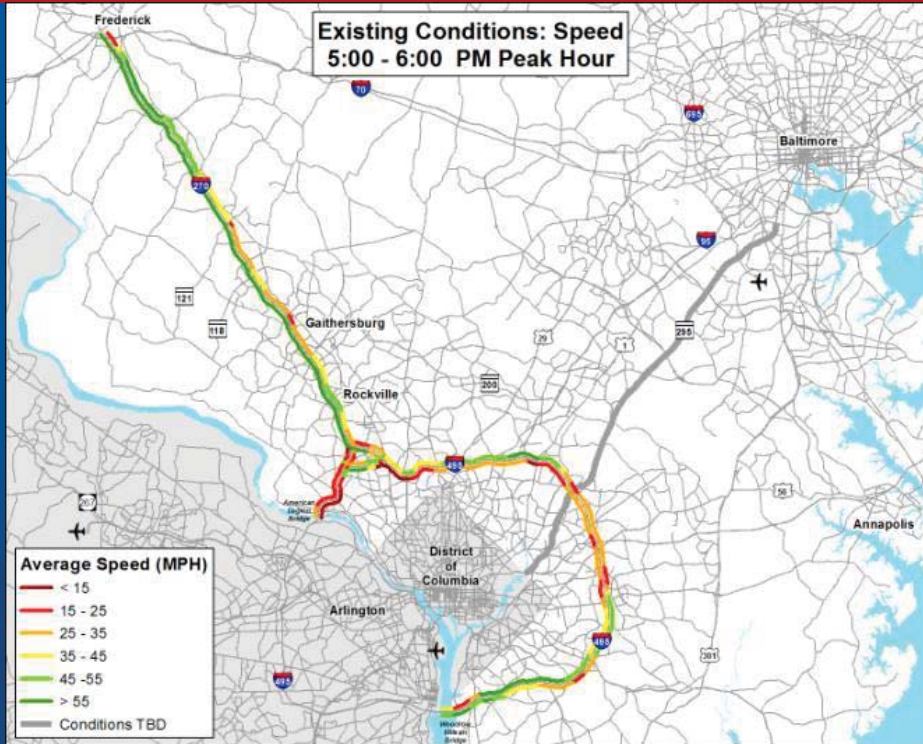
I-495/I-270 Peak Hour Speeds

8 to 9 AM for an average weekday in May 2017 (RITIS)

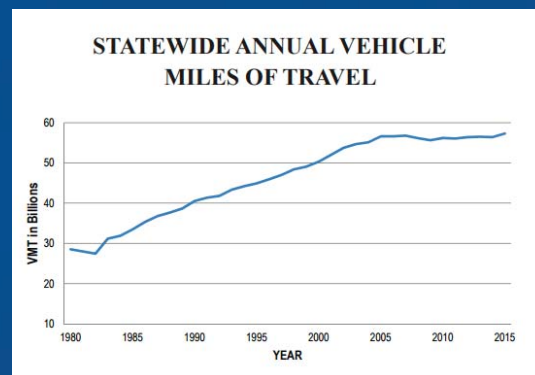
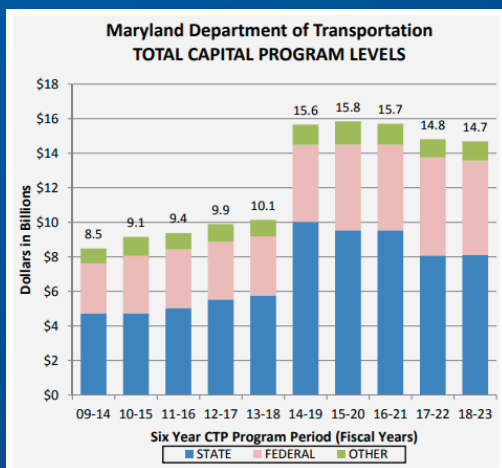


I-495/I-270 Peak Hour Speeds

5 to 6 PM for an average weekday in May 2017 (RITIS)



Revenues vs. Needs



Current funding cannot maintain state of good repair and the need for expansion

A “System of Systems”

- ETL's, Smart Signals, Purple Line, I-270 ICM
- And.....



Traffic Relief Plan



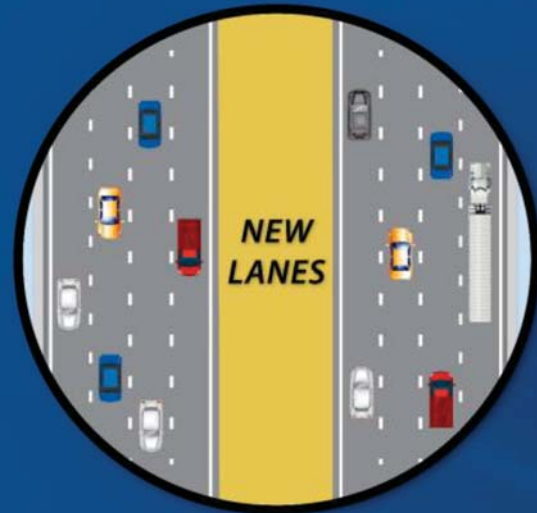
Transformative Solutions

Combined with other statewide
Transportation efforts

New Express Lanes on I-495

New Express Lanes on I-270

Seek P3 agreements on I-495 and I-270 to **Design, Build, Finance, Operate and Maintain** new lanes



Goals of P3 Agreements

Traffic Relief – Provide solutions to reduce delay and improve predictability for vehicular trips on I-495 and I-270

Financing – No net state contribution over totality of agreements

Acceleration – Provide improvements faster to users

Innovation – Flexibility to encourage innovation of private sector to minimize impacts (right-of-way, environment, maintenance of traffic, etc.)

- **Goal 1:** Provide a Range of Transportation Options
- **Goal 2:** Promote Dynamic Activity Centers
- **Goal 3:** Ensure System Maintenance, Preservation, and Safety
- **Goal 4:** Maximize Operational Effectiveness and Safety
- **Goal 5:** Protect and Enhance the Natural Environment
- **Goal 6:** Support Interregional and International Travel and Commerce

Visualize 2045 – National Capital Region –
Transportation Planning Board

- Accommodate long term congestion management
- Connect and Expand Regional Express Travel Network
- Improve travel choice
- Enhance trip reliability



Considerations

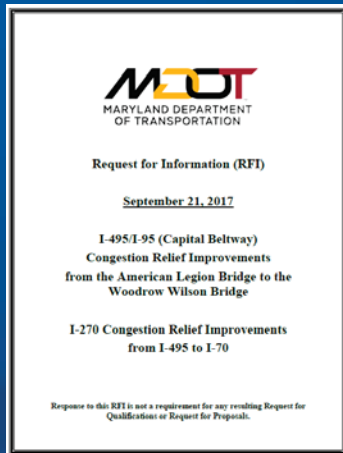
- Additional premium service capacity to I-495 and I-270 (4 new Express Lanes)
 - **New**, dynamically priced Express Lanes
 - **Improved**, non-tolled General Lanes
- Transit usage of Express Lanes
- HOV usage of toll lanes being evaluated
 - Legal and policy issues
 - Financial considerations

Innovation, Creativity and Flexibility Focus Solutions:

- Environmental document focuses on the Preferred Alternate's footprint, environmental impacts, and ability to meet the project goals and operational benchmarks
 - Focus commitments on functionality within footprint
 - Preferred Alternative flexibility
 - Reduces or eliminates the need for re-evaluation

Public Involvement Objectives

- Identify stakeholders – compile needs, interests, concerns and best means of establishing two-way communication
- Provide timely NEPA study updates
- Provide opportunities for early and continuous participation
- Meet all public involvement requirements under NEPA, MD law, and MD Action Plan



- Encourage early and continuous involvement from the private sector in project development
- Industry Forum – Over 350 attendees and over 100 firms represented
- Received 27 responses from industry leaders
- One-on-One meetings scheduled for mid-January
- Key information sought: number and size of P3 contracts; NEPA and project development process

Current Activities

- Preparing for accelerated NEPA process
 - Continuing traffic analysis and development of draft alignment and footprint
 - Collecting engineering and environmental data
 - Initiating purpose and need
- Coordinating with USDOT, FHWA, federal and state regulatory agencies on NEPA approach for P3

Proposed Schedule



2018

Issue Request for Qualifications

Issue Draft Request for Proposals (RFP)

2019

Issue Final RFP

Draft Environmental Impact Statement (EIS)

Technical & Financial Proposals

2020

Selection/Commercial Close

Final EIS/Record of Decision

Financial Close