



## TRANSPORTATION PLANNING BOARD

Wednesday, July 17, 2024  
12:00 P.M. - 2:00 P.M.

Meeting in-person/hybrid for members

### AGENDA

- 12:00 P.M. 1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**  
*Christina Henderson, TPB Chair*
- Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. For any member of the public who wishes to address the board on the day of the meeting, they may do so by registering to attend and speak in person, by emailing written comments to [TPBcomment@mwkog.org](mailto:TPBcomment@mwkog.org) with the subject line "Item 1 Public Comment Opportunity", or by calling and leaving a phone message at (202) 962-3315. Comments will be summarized and shared with TPB members as part of their published meeting materials. These statements and registration must be received by staff no later than 12:00 P.M. (Noon) on Tuesday, July 16, 2024 to be relayed to the board at the meeting.
- 12:15 P.M. 2. APPROVAL OF THE JUNE 20, 2024 MEETING MINUTES**  
*Christina Henderson, TPB Chair*
- 12:20 P.M. 3. TECHNICAL COMMITTEE REPORT**  
*Amy Garbarini, TPB Technical Committee Chair*
- 12:25 P.M. 4. COMMUNITY ADVISORY COMMITTEE REPORT AND ACCESS FOR ALL ADVISORY COMMITTEE REPORT**  
*Ra Amin, CAC Chair*  
*James Walkinshaw, AFA Chair*
- 12:35 P.M. 5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**  
*Kanti Srikanth, TPB Staff Director*
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:45 P.M. 6. CHAIRMAN'S REMARKS**  
*Christina Henderson, TPB Chair*

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

## **ACTION ITEMS**

- 12:50 P.M. 7. CAR FREE DAY PROCLAMATION**  
*Josh Etim, CFD Steering Committee Chair*
- In an effort to create awareness and encourage residents to go car free by using public transportation, bicycling or walking, or go car lite and carpool, Regional Car Free Day events are being organized in the region for September 23. These events will encourage the community and regional decision-makers to support car free policies and initiatives.
- Action: Approve the Car Free Day 2024 Proclamation**
- 12:55 P.M. 8. FY 2025 MARYLAND TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM PROJECT APPROVALS**  
*John Swanson, TPB Transportation Planner*
- A portion of the federal Transportation Alternatives Set-Aside Program (TAP) is sub-allocated to the TPB for project selection in suburban Maryland. The board will be briefed on recommended projects and asked to approve them for funding.
- Action: Adopt Resolution R1-2025 to approve projects for funding under the Federal Transportation Alternatives Set Aside Program for Suburban Maryland for FY 2025.**
- 1:05 P.M. 9. CARBON REDUCTION PROGRAM: STATE DEPARTMENTS OF TRANSPORTATION BRIEFINGS**  
*Kanti Srikanth, TPB Staff Director*
- The board will be briefed on collaboration with the state DOTs on project identification and selection for formula funding from the Carbon Reduction Program, which was established by the Bipartisan Infrastructure Law and provides funds for projects designed to reduce carbon dioxide emissions from on-road transportation.
- ITEM 9A: CARBON REDUCTION PROGRAM: MARYLAND DEPARTMENT OF TRANSPORTATION**  
*Deron Lovaas, MDOT*  
*Erin Morrow, TPB Transportation Engineer*
- The board will receive a briefing from MDOT staff on their project identification and selection process for Carbon Reduction Program (CRP) funding. TPB staff will present the recommended projects and the resolution for TPB approval.
- Action: Adopt Resolution R2-2025 to approve projects being added to the FY 2023-2026 Transportation Improvement Program for CRP funding.**

## **INFORMATIONAL ITEMS**

- 1:35 P.M. 10. CARBON REDUCTION PROGRAM: DISTRICT DEPARTMENT OF TRANSPORTATION**  
*Meredith Soniat, DDOT*

The board will receive a briefing from DDOT staff on their project identification and selection process for Carbon Reduction Program funding.

**1:50 P.M. 11. CARBON REDUCTION PROGRAM: VIRGINIA DEPARTMENT OF TRANSPORTATION**

*Chris Berg, VDOT*

The board will receive a briefing from VDOT staff on their project identification and selection process for Carbon Reduction Program funding.

**2:00 P.M. 12. ADJOURN**

The next meeting is scheduled for Wednesday, September 18, 2024.

**MEETING VIDEO**

Watch and listen to live video of TPB meetings and listen to the recorded video from past meetings at:

[www.mwcog.org/TPBmtg](http://www.mwcog.org/TPBmtg)



National Capital Region  
**Transportation Planning Board**

## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, Plan Development and Coordination Program Director  
**SUBJECT:** Public Comment for the July 2024 TPB Meeting  
**DATE:** July 17, 2024

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The Transportation Planning Board accepts public comment on a rolling basis. Comments can be submitted via email ([tpbcomment@mwkog.org](mailto:tpbcomment@mwkog.org)), online ([mwkog.org/tpbcomment](http://mwkog.org/tpbcomment)), mail, and phone. Comments are collected until noon on the day before the TPB meeting. These comments are compiled and shared with the board at the meeting the following day.

Between noon Tuesday, June 18, and noon Tuesday, July 16 the TPB received one letter, seven comments in the general comment box, and 119 comments submitted via email.

The comments are summarized below. All full comments are attached to this memo.

### IN-PERSON PUBLIC COMMENT SPEAKERS

One person signed up to speak during the Item 1 Public Comment item:

- Bill Pugh, Coalition for Smarter Growth

### PUBLIC COMMENT

#### George “Tad” Aburn- Comments via Letter- July 16, 2024

Mr. Aburn writes that the TPB has received numerous comments on how the TPB planning process is systemically racist and creates high risk air pollution hotspots in environmental justice communities, noting that studies show transportation projects put these communities more at risk. He writes that the TPB has done nothing to address this issue in the last two years and would like to know when the TPB plans to do something about it.

#### Jack McDougle-Comments via Email-June 18, 2024 (4:19PM)

On behalf of the Greater Washington Board of Trade. Mr. McDougle writes in support of the Wilson Bridge Express Lanes project, stating that the project would alleviate congestion and promote economic growth. He writes that inclusion in the Air Quality Conformity Analysis would allow for the project to continue to move through the approval process.

#### General Comment Form Submissions

Seven comments were received in the General Comment box from June 18 to June 19, 2024. Six commenters wrote in opposition to the I-495 Express Lanes project, and one commenter wrote in favor of the project.

### **Email Campaigns- Comments via Email- June 18 to June 21, 2024**

The TPB received 119 emails from Wednesday afternoon, June 18 until noon Tuesday. Email campaigns were mostly the same form used in June, which included content urging the TPB Board to *reject* the currently proposed I-495 Express Lane project, and content urging the TPB to *include* the proposed project. The emails were generated from email-writing software, with some capacity to tailor the email contents. Most of the emails contained the same content as the campaign last month and were received after the cut-off date for the June meeting.

Email forms for removal of the project (49) were similar to the June comments, urging the board to vote to remove the I-495 Southside Express toll lanes project from Visualize 2050.

The TPB received an additional 70 emails from Wednesday, June 12 until noon Tuesday from community members urging support of the I-495 Express Lane project. They were also similar in content to the June email campaign.

Four emails contained some variation in content from the forms provided. There were a few instances of an individual submitting the exact email more than once, and instances of the same individual submitting comments using two or more fillable forms.

Comments for the July 17, 2024 TPB Meeting

Tad Aburn<sup>1</sup>

[tadaburn@gmail.com](mailto:tadaburn@gmail.com)

(443) 829-3652

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Madame Chair, TPB members ... Thank you for the opportunity to provide virtual public comment today.

Could you please use the language below (bold Italics) in the MWCOG staff summary of my comments:

***“Since 2022, TPB has received numerous comments on how the TPB transportation planning process is systemically racist as it -perhaps unintentionally - creates high risk air pollution hotspots in environmental justice communities of color.***

***The science, research and measured data are now very clear ... Transportation projects and plans are putting families and children of color at significant risk because of transportation related toxic air pollution.***

***TPB has done nothing on this issue in the last two years ... it has not even referred the issue to TPB Tech.***

***Other than ignoring the problem, what does TPB plan to do to reverse racist planning processes that force communities of color to breathe unhealthy air?***

***Does TPB plan to do anything about this serious problem?***

***The courtesy of a response is requested.”***

Thank you again for providing the opportunity to provide public comment. The courtesy of a response is requested.

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<sup>1</sup> As background, my name is Tad Aburn. I have submitted comments at every TPB meeting since 11/22. I was a MD resident for 68 years. I am now retired and doing volunteer work for overburdened communities in PG County and DC. I am also a member of the DC EJ Coalition. I was the Chair of MWAQC TAC multiple times. I was an MWAQC member for over 15 years. For almost 20 years I was the Director of the air pollution program in Maryland. I worked for MDE for 40 years. I was a two-term President and long-time SIP policy Committee Chair with the NACAA.



## Laura Bachle

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**From:** Shayla Moon <ShaylaMoon@boardoftrade.org>  
**Sent:** Tuesday, June 18, 2024 4:19 PM  
**To:** TPBcomment  
**Subject:** 2050 Air Quality Conformity Analysis & Southside Express Lanes

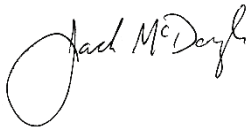
RE: 2050 Air Quality Conformity Analysis & Southside Express Lanes

Dear Chair Henderson:

I am writing to express our support for the proposed Wilson Bridge Express Lanes project. This project aims to enhance transportation connectivity and alleviate congestion between Virginia and Maryland. As an advocate for infrastructure improvement and inclusive economic growth in Greater Washington, this project is crucial for the region's future.

The Wilson Bridge is a vital transportation link, facilitating the movement of people and goods across the Potomac River. However, the current congestion levels significantly impede efficient travel, contributing to economic inefficiencies, increased emissions, and frustration for commuters and commercial operators alike. The introduction of express lanes promises to mitigate these issues by providing a reliable, high-capacity corridor for vehicles in addition to regular lanes, thus improving overall traffic flow and reducing travel times. I urge you to support the inclusion of the Southside Express Lanes project in the region's Air Quality Conformity Analysis. This at least allows the project to continue moving through the approval process. Thank you for the opportunity to provide feedback on this important project.

Sincerely,



Jack McDougle  
President and CEO  
Greater Washington Board of Trade

Shayla E. Moon  
Senior Vice President, Policy  
Greater Washington Board of Trade  
[ShaylaMoon@boardoftrade.org](mailto:ShaylaMoon@boardoftrade.org)  
Mobile: (202) 253- 4946  
**Schedule a meeting:** <https://calendly.com/shaylamoon>



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Liz Blakeley

6/18/24 12:54 PM

Hi,

I am writing in opposition to the use of the reserved median space on the Woodrow Wilson bridge for additional HOV lanes. The bridge median was originally intended to support rail travel and is a critical part of WMATA's long term blue line plans.

If additional auto lanes are added, it will be impossible to add any future metro access along this route, as we have seen from other proposed metro expansion in Virginia that were proposed, but rejected due to reduced income from the private operators of the HOT lanes.

Our community deserves improved public transportation in a variety of forms that do not prioritize auto travel above pedestrian safety, accessible and reliable public transit, and quality of life.

John Watson

6/18/20 1:41 PM

Hello,

I'm writing in opposition to the use of the reserved median space on the Woodrow Wilson Bridge for auto travel. As the bridge median was originally built to support rail transit, and is a critical component of WMATA's long-range blue line plans to extend metro from Alexandria to National Harbor, it is necessary to preserve this key right of way. Should auto lanes be built here, it would undoubtedly preclude any future investment in building a metro network that can adequately serve our region.

Vincent Minnocc

6/18/24 2:21 PM

I am writing in opposition of the proposed plan for the use of the median space on the Woodrow Wilson bridge. The plan for the median was always to support rail transit and expand WMATA's capability to better support the area. This plan passing would undoubtedly cause issues for any future plans to convert the median to a rail line and would lead to further traffic due to the induced demand. Please choose to support our future and DO NOT pass this plan to go through.

Shayla Moon, Board of Trade

6/18/24 3:17 PM

Dear Chair Henderson: I am writing to express our support for the proposed Wilson Bridge Express Lanes project. This project aims to enhance transportation connectivity and alleviate congestion between Virginia and Maryland. As an advocate for infrastructure improvement and inclusive economic growth in Greater Washington, this project is crucial for the region's future.

The Wilson Bridge is a vital transportation link, facilitating the movement of people and goods across the Potomac River. However, the current congestion levels significantly impede efficient travel, contributing to economic inefficiencies, increased emissions, and frustration for commuters and commercial operators alike. The introduction of express lanes promises to mitigate these issues by providing a reliable, high-capacity corridor for vehicles in addition to regular lanes, thus improving overall traffic flow and reducing travel times.

June DB

6/19/24 11:16 AM

Hello,

I'm writing in opposition to the use of the reserved median space on the woodrow wilson bridge for auto travel. As the bridge median was originally built to support rail transit, and is a critical component of WMATA's long range blue line plans to extend metro from Alexandria to National Harbor, it is necessary preserve this key right of way. Should auto lanes be built here it would undoubtedly preclude any future investment in building a metro network that can adequately serve our region.

Thank you,

June DB

Diego Villatoro

6/19/24 1:23 PM

I am writing to express my **STRONG** opposition to the recent decision regarding the use of the reserved median space on the Woodrow Wilson Bridge for auto travel. As a concerned citizen, I believe this allocation is misguided and detrimental to our community for the following reasons:

Traffic Congestion: Allocating the median space for auto travel will exacerbate traffic congestion during peak hours. Induced demand often leads to increased overall traffic volume, negating any short-term benefits.

Blue Line WMATA Expansion Project: Furthermore, this decision undermines the upcoming Blue Line expansion project. The extension promises improved connectivity, reduced commute times, and enhanced transit options. Allocating the median to auto travel directly contradicts these goals.

I urge you to reconsider this decision and engage in a transparent dialogue with community members. Let's work together to find a solution that balances safety, efficiency, and environmental stewardship.

I am advocating passionately for the expansion of the Blue Line within our transit system. This project represents not just a mere extension of tracks but a transformative leap toward a more efficient, accessible, and vibrant transportation network. Allow me to outline the compelling benefits:

Increased Capacity: The expansion will add five additional trains per hour during peak periods, accommodating at least 4,000 more passengers per direction. Shorter wait times and less crowded platforms await commuters.

Economic Growth: New stations—like Georgetown, Buzzard Point, St. Elizabeths, and National Harbor—will attract businesses, residents, and tourists. A win-win for our community.

Environmental Impact: Less reliance on cars means cleaner air. The expansion aligns with sustainability goals.

Equity: Improved accessibility benefits underserved neighborhoods, bridging gaps in transit options.

Let's invest in progress, connectivity, and a brighter future for all.

Sidrat Hassane

6/19/24 4:20 PM

Do not add express lanes in any way shape or form that makes it impossible to expand metro service. Make 1 lane per side that does not infringe upon the median, or make it impossible for the lanes to be privatized in order to guarantee reversion for WMATA. The metro expansion is more important and valuable to residents of the region than any express lanes will ever be.

## Laura Bachle

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**From:** annatwin1@everyactioncustom.com on behalf of Anna Barbour <annatwin1@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 1:00 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

M Anna Barbour

7211 Rebecca Dr Alexandria, VA 22307-1838 annatwin1@hotmail.com

## Laura Bachle

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**From:** Alex Batts <alex.batts05@gmail.com>  
**Sent:** Wednesday, June 19, 2024 12:21 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration  
Alex Batts

## Laura Bachle

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**From:** Xeniya B <xeniyaborissenko@gmail.com>  
**Sent:** Thursday, June 20, 2024 8:22 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

Kind Regards,  
**Xeniya Borissenko**  
Cell: (917)530 5541

## Laura Bachle

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**From:** Evan Bowden <noreply@adv.actionnetwork.org>  
**Sent:** Thursday, June 20, 2024 12:15 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Evan Bowden  
erbowden6@gmail.com  
3014 Gate Post lane  
Herndon, Virginia 20171





## Laura Bachle

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**From:** Jamie Bowden <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 28, 2024 7:57 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

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The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Jamie Bowden  
jsbowden@gmail.com  
3014 Gatepost Ln  
Herndon, Virginia 20171



## Laura Bachle

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**From:** cello1357 <cello1357@gmail.com>  
**Sent:** Tuesday, June 25, 2024 9:41 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

## Laura Bachle

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**From:** chusmurf@everyactioncustom.com on behalf of Robert Chu  
<chusmurf@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 2:44 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Robert Chu

2406 Daphne Ln Alexandria, VA 22306-2551 chusmurf@hotmail.com

## Laura Bachle

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**From:** raclark55@everyactioncustom.com on behalf of Rachel Clark <raclark55@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 2:32 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms. Rachel Clark  
1440 N St NW Washington, DC 20005-2814  
raclark55@gmail.com

**Laura Bachle**

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**From:** jgconway@everyactioncustom.com on behalf of Joseph Conway  
<jgconway@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 3:31 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel-demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Joseph Conway  
2105 N Glebe Rd Unit 2421 Arlington, VA 22207-2237 jgconway@gmail.com



**Laura Bachle**

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**From:** Joe Conway <jconway.ibew@gmail.com>  
**Sent:** Tuesday, June 18, 2024 3:35 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge, reserved for future transit, to add toll lanes instead.

I find it highly implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop.

Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion.

Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration.

Sincerely,

Joseph Conway  
Arlington, Va.

## Laura Bachle

---

**From:** Thomas Coverstone <tcoverst@alumni.nd.edu>  
**Sent:** Saturday, July 13, 2024 1:57 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

## Laura Bachle

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**From:** thedoggettgroup@everyactioncustom.com on behalf of Rosalyn Doggett  
<thedoggettgroup@everyactioncustom.com>  
**Sent:** Thursday, June 20, 2024 11:39 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms. Rosalyn Doggett  
2702 36th St NW Washington, DC 20007-1421 thedoggettgroup@cs.com

## Laura Bachle

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**From:** Liz Epstein <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, June 19, 2024 1:25 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Liz Epstein  
liz28e@gmail.com  
8412 Black Station PI  
Vienna, Virginia 22182



**Laura Bachle**

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**From:** Tyler Hamel <tyler.hamel@icloud.com>  
**Sent:** Tuesday, June 18, 2024 6:19 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. Adding for lanes would only induce traffic demand, thus necessitating adding more lanes after the new lane was already built.

I encourage you to invest in public transit such that less cars are on the road, reducing traffic and environmental impacts.

Thank you for your consideration

Sent from my iPhone

## Laura Bachle

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**From:** Andrew Haring <aharing1@gmail.com>  
**Sent:** Wednesday, June 19, 2024 2:37 PM  
**To:** TPBcomment  
**Subject:** Public comment on June 20th item 7 I-495

Hello,

I am writing in opposition of to the use of the reserved median space on the Woodrow Wilson bridge for auto travel. As the area grows so does the need for diverse transportation.

This is a critical component for the future development of public transportation in the larger DMV area. We need more options outside of cars as we progress.

- Andrew Haring  
DMV resident

## Laura Bachle

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**From:** Eileen Kraus-Jakobsberg (ejakobsberg@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Tuesday, June 18, 2024 2:30 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Although it seems critical right now to get more lanes to all people, but particularly the influential with money and strong voices, it's short sighted. VA and MD need public transportation leaders. Please lead the nation with smart, environmentally sound, decisions. WE need you to do, not the expedient thing, the decisions that are for the next generations too. Enough of the selfish behavior demanded by some. Make the right choices, please.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.



Sincerely,

Eileen Kraus-Jakobsberg  
1709 Belvedere Blvd  
Silver Spring, MD 20902  
ejakobsberg@gmail.com  
(240) 543-5458

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

## Laura Bachle

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**From:** Grace LaMendola <grace.lamendola@gmail.com>  
**Sent:** Tuesday, June 18, 2024 3:41 PM  
**To:** TPBcomment  
**Subject:** Public Comment on June 20th Item 7

Good afternoon,

I am writing in opposition to the use of the reserved median space on Woodrow Wilson Bridge for auto travel. The bridge median should be reserved for use for its originally intended purpose- for supporting rail transit. Using the median for auto travel would impact WMATA future plans to extend the blue line, which is critical to mass, sustainable transportation in the region. I strongly oppose overshadowing these plans in favor of investment in auto travel.

Thanks for your consideration,  
Grace LaMendola

## Laura Bachle

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**From:** Beth Levine (Dancingbl@aol.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 19, 2024 4:15 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

no widening - more pollution, more sound pollution, less nature

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Beth Levine  
282 New Mark Esplanade

Rockville, MD 20850  
Dancingbl@aol.com  
(301) 807-2347

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

## Laura Bachle

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**From:** Bonnie Lin <linbonnieyz@gmail.com>  
**Sent:** Wednesday, June 19, 2024 12:53 PM  
**To:** TPBcomment  
**Subject:** Public Comment on June 20th Meeting - Item 7 (I-495 Southside Express Lanes Project Action)

Hello,

I am a Virginia resident in McLean, VA and use the Metro multiple times a week for personal and work reasons. I'm writing in opposition to the use of the reserved median space on the Woodrow Wilson Bridge for auto travel. As the bridge median was originally built to support rail transit, and is a critical component of WMATA's long term Blue line plans to extend Metro access from Alexandria to National Harbor, it is necessary to preserve this key right of way.

We should be meeting the increasing demand of our individually and environmentally health conscious population. Extending the Blue line would help to increase the walkable urbanism of not just National Harbor, but the entire metropolitan area. Should auto lanes be built here it would undoubtedly preclude any future investment in building a Metro network that can adequately serve our region and community.

Bonnie Lin

## Laura Bachle

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**From:** Ari Loggia <aloggia22@gmail.com>  
**Sent:** Wednesday, June 19, 2024 6:12 PM  
**To:** TPBcomment  
**Subject:** Opposition to the I-495 express lanes

To whom it may concern,

I am strongly opposed to the use of the reserved median space on the Woodrow Wilson bridge for auto travel. The bridge median was originally built to support rail transit, and is a critical part of WMATA's future expansion plans. I have lived in Northern Virginia for 23 years, and have been a lifelong metro rider. More car lanes, especially hot lanes do not adequately serve our growing regions transportation needs. Should the road expansion take place it will undoubtedly preclude any future investment in one of the best subway systems in the country.

Thank you,

Ari Loggia  
Herndon, VA

**Laura Bachle**

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**From:** garrettmrple@everyactioncustom.com on behalf of Garrett Marple  
<garrettmrple@everyactioncustom.com>  
**Sent:** Tuesday, June 25, 2024 12:10 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Garrett Marple  
14403 Woodcrest Dr Rockville, MD 20853-2336 garrettmrple@gmail.com

## Laura Bachle

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**From:** Marissa Marquez <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 28, 2024 7:39 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Marissa Marquez  
mmpandame2@gmail.com  
9520 sloop court  
Burke, Virginia 22015





**Laura Bachle**

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**From:** tymartin524@everyactioncustom.com on behalf of Ty Martin <tymartin524@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 10:31 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Ty Martin  
College park, MD  
tymartin524@gmail.com

## Laura Bachle

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**From:** Thomas Marzol <tam157@georgetown.edu>  
**Sent:** Thursday, June 20, 2024 9:13 AM  
**To:** TPBcomment  
**Cc:** lerickson@mwcog.com  
**Subject:** Item 1 Public Comment Opportunity

Dear COG staff and those whom it may concern,

My name is Tom Marzol. I grew up in the NOVA area and currently reside in Arlington county where I have lived for 6 years.

I'm writing you to share my opposition to expanding Woodrow Wilson Bridge to facilitate addition car traffic instead of making good on the original expectation of expanding the WMATA blue line metro.

I ride the metro every single day and believe that it is the future of the area and that investments in this infrastructure will yield vastly more value from the residents of the wider DMV than investments in car infrastructure.

**I urge you to prioritize expanding WMATA metro and NOT to invest in incremental car infrastructure, specifically on WW Bridge. As a resident of the area this is a key issue and I implore you to recognize the value of WMATA metro for the DMV.**

Thank you for your time.

Best,  
Thomas Marzol

Georgetown University  
Phone: 703-321-6519  
Student Email: [tam157@georgetown.edu](mailto:tam157@georgetown.edu)  
Personal Email: [tmarzol@gmail.com](mailto:tmarzol@gmail.com)

**Laura Bachle**

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**From:** dylan mendes <mendesdylan02@gmail.com>  
**Sent:** Thursday, June 20, 2024 8:02 AM  
**To:** TPBcomment  
**Subject:** Public Comment On June 20th Item 7 I-495 Southside Express Lanes Project Action

Hi,

I'm writing in opposition to the use of the reserved median space on the Woodrow Wilson bridge for auto travel. As the bridge median was originally built to support rail transit, and is a critical component of WMATA's long range blue line plans to extend metro from Alexandria to National Harbor, it is necessary preserve this key right of way. Should auto lanes be built here it would undoubtedly preclude any future investment in building a metro network that can adequately serve our region.

Thanks,

**Dylan Mendes**

Scientific Programmer | [LinkedIn](#)  
+1 (240) 855-9083 | [mendesdylan02@gmail.com](mailto:mendesdylan02@gmail.com)

## Laura Bachle

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**From:** millerpatjj@everyactioncustom.com on behalf of Patricia Miller  
<millerpatjj@everyactioncustom.com>  
**Sent:** Friday, June 21, 2024 7:56 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mrs. Patricia Miller  
5901 Mount Eagle Dr Apt 1518 Alexandria, VA 22303-2512 millerpatjj@gmail.com

## Laura Bachle

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**From:** millerpatjj@everyactioncustom.com on behalf of James Miller  
<millerpatjj@everyactioncustom.com>  
**Sent:** Friday, June 21, 2024 8:26 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

I strongly object to the elimination of mass transit!

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mt James Miller

5901 Mount Eagle Dr Apt 1518 Alexandria, VA 22303-2512 millerpatjj@gmail.com

## Laura Bachle

---

**From:** Arlene Montemarano <mikarl@starpower.net>  
**Sent:** Thursday, June 20, 2024 5:18 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Arlene Montemarano  
mikarl@starpower.net  
9704 Lawndale Drive  
Silver Spring, Maryland 20901





## Laura Bachle

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**From:** Neda R <nada.2017.r@gmail.com>  
**Sent:** Wednesday, June 19, 2024 10:07 AM  
**To:** TPBcomment  
**Subject:** Blue Loop/Woodrow Wilson Memorial Bridge

Hello,

I am a Virginia resident and I want to express my opinion that additional express lanes do NOT be built on the Woodrow Wilson Memorial Bridge. The answer to traffic congestion is not as simple as “just add more lanes.” A more sustainable solution, logistically and environmentally, is the original Blue Loop plan. Please preserve the median area of the bridge for the Metro line. Thank you.

Best,  
Neda Rehan  
Henrico, VA resident

## Laura Bachle

---

**From:** quynn.nguyen@everyactioncustom.com on behalf of Quynn Nguyen  
<quynn.nguyen@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 12:35 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms. Quynn Nguyen  
314 Ashby St Alexandria, VA 22305-2909  
quynn.nguyen@gmail.com

**Laura Bachle**

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**From:** Pauline Nguyen <nguyenhpauline@yahoo.com>  
**Sent:** Wednesday, June 19, 2024 8:45 AM  
**To:** TPBcomment  
**Subject:** Opposition to VDOT 495 Southside Express Lane Plan

Good morning:

I am writing to oppose the plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. I believe the best way to alleviate congestion in the DC Metro area is to invest in WMATA, including, and not limited to, potential investing into projects like the Blue Line Loop. I fully believe we should not privatize our roads and it ultimately harms taxpayers more than it benefits.

Please do not accept the VDOT concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments, converting existing lanes to HOV lanes during rush hour, and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration,  
Pauline Nguyen, Esq.

## Laura Bachle

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**From:** Kevin Patti <noreply@adv.actionnetwork.org>  
**Sent:** Monday, July 1, 2024 10:07 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Kevin Patti  
kevin\_patti@hotmail.com  
1414 Flora Ter  
Silver Spring, Maryland 20910



## Laura Bachle

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**From:** Kevin Patti <noreply@adv.actionnetwork.org>  
**Sent:** Monday, July 1, 2024 10:07 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Kevin Patti  
kevin\_patti@hotmail.com  
1414 Flora Ter  
Silver Spring, Maryland 20910





## Laura Bachle

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**From:** Mark Pierzchala (mark@mmlive.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 19, 2024 1:39 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

It's hard to see who benefits from this car-oriented plan, other than those who can afford tolls. But even they and their children will feel the resulting negative climate impacts. Every incremental step for toll lanes makes it only more likely that private interests will literally own the beltway and the surrounding highways. Something is broken here, and it's the logic of the plan.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Mark Pierzchala  
816 Fordham Street  
Rockville, MD 20850  
mark@mmlive.com  
(301) 461-4563

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** harrisonpyros@everyactioncustom.com on behalf of Harrison Pyros  
<harrisonpyros@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 1:04 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Harrison Pyros

3928 New Hampshire Ave NW Washington, DC 20011-7917 harrisonpyros@gmail.com

## Laura Bachle

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**From:** tomquinn71@everyactioncustom.com on behalf of Tom Quinn <tomquinn71@everyactioncustom.com>  
**Sent:** Thursday, June 27, 2024 2:44 PM  
**To:** TPBcomment  
**Subject:** Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

Public comments in March and in prior outreach have been overwhelmingly in favor of these goals and opposed to highway expansion. The comments are consistent with TPB's scientific Voices of the Region survey, which showed that 84% of the region's residents want elected officials to consider climate change when planning transportation.

However, the draft plan of projects that will be voted on this month by the TPB board would fail to address the goals in any serious way. Therefore, I join others in recommending removal of the I-495 Southside Express Lanes widening, Maryland I-495/270 widening, and other wasteful highway and arterial expansion projects that threaten our climate and other goals. And instead prioritizing investments that support walkable, transit-friendly and inclusive communities.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,  
Mr. Tom Quinn  
5322 41st St NW Washington, DC 20015-1904 tomquinn71@gmail.com

## Laura Bachle

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**From:** Todd Reitzel <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, June 19, 2024 9:35 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Todd Reitzel  
tdreitzel@gmail.com  
9743 Narragansett Parkway  
College Park, Maryland 20740



## Laura Bachle

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**From:** Sandra Roberts <noreply@adv.actionnetwork.org>  
**Sent:** Tuesday, June 18, 2024 1:10 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Sandra Roberts  
sandrarty@yahoo.com  
132 Northway  
Greenbelt, Maryland 20770





## Laura Bachle

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**From:** Brian Russell <brianhrussell@gmail.com>  
**Sent:** Tuesday, June 18, 2024 8:35 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity

Hi,

It was just brought to my attention that the expansion of extra express lanes on the Woodrow Wilson bridge would take up space needed for the future expansion of the Metro Blue Line Loop. Because of this I am very opposed to these extra lanes. Adding more lanes may seem like a good idea but I believe it only leads to more cars using the same road resulting in the same congestion. A metro line can transport far more commuters in the same amount of time. As a resident of the DMV I take pride in living in a metropolitan area that has a very functional metro system compared to other cities in America, but it is far from perfect. The Blue Line Loop is the addition that Metro needs to increase ridership and incentivize more walkable/transit based development in this area and adding One More Lane for cars is a step in the opposite direction.

## Laura Bachle

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**From:** Kathleen Sengstock <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 21, 2024 2:04 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

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The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Kathleen Sengstock  
Kathleen.sengstock@outlook.com  
1114 Dennis Ct.  
Silver Spring, Maryland 20901



## Laura Bachle

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**From:** Brian Steiner <briensteiner@gmail.com>  
**Sent:** Tuesday, June 18, 2024 3:11 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration.

Brian Steiner,  
Resident of Washington, DC, Ward 6

**Laura Bachle**

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**From:** Hannah Town <phtown@protonmail.com>  
**Sent:** Wednesday, June 19, 2024 1:33 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members,

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. The Wilson Bridge is already ten lanes wide, and adding more automobile lanes will do nothing but facilitate an increase in car trips at a time when our region is working to reduce them. WMATA is due to decide soon whether to use that right of way for an extension of the Blue Line, and adding additional costs and complexity to that use would be a disservice to everyone who travels around the region. Even if the Metrorail expansion ultimately goes on another corridor there are plenty of other good transit uses that space could be put to. Using the space for private automobile traffic would be a betrayal of the promise that it would be set aside for transit use when the bridge was designed and built.

-Hannah Town

## Laura Bachle

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**From:** James Villemarette <jvill@udel.edu>  
**Sent:** Thursday, June 20, 2024 7:55 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity

Dear members of the board,

I am deeply concerned about item number 7, the proposal to add express lanes to I-495/95, including the Woodrow Wilson bridge.

I live alongside I-66, about 2 miles outside the beltway. The costly and long running Transform 66 project that added two new express lanes in each direction has done little to "fix" the congestion. Everytime I walk across the pedestrian bridge at the Vienna Metro Station, I am constantly witnessing backups, and cars parked on the interstate as far as I can see. And little use of the express lanes.

I believe the proposal to add express lanes on and near the Woodrow Wilson bridge is a terrible idea. I agree with WMATA's comments (from Thomas J. Webster in item 7, dated May 31, 2024) that the lanes could be better put to use for a dedicated bus lane in the short term, and a potential rail line in the future.

And I agree with the comments from Prince George's County Council member Eric Olson that all these express lanes would do is move the bottleneck.

Respectfully requesting your consideration here,

--

James Villemarette (*he*)

**Laura Bachle**

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**From:** antemonic@everyactioncustom.com on behalf of Peter Waugh  
<antemonic@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 1:04 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Peter Waugh  
Hyattville, MD  
antemonic@gmail.com

## Laura Bachle

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**From:** pamwilli@everyactioncustom.com on behalf of Pam Williams  
<pamwilli@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 5:56 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms. Pam Williams

7610 Elba Rd Alex VA22306 Alexandria, VA 22306-2506 pamwilli@cox.net



## Laura Bachle

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**From:** Destinee Young <noreply@adv.actionnetwork.org>  
**Sent:** Tuesday, June 18, 2024 10:11 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Destinee Young  
destinee.young99@gmail.com  
1916 Third St Ne  
Washington, District of Columbia 20011



## Laura Bachle

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**From:** Sandra Laden (shevaetta@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 20, 2024 6:46 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Sandra Laden  
11105 Whisperwood Lane  
Rockville , MD 20852  
shevaetta@gmail.com

(240) 643-0272

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

## Laura Bachle

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**From:** daniel.m.zander@gmail.com  
**Sent:** Wednesday, June 19, 2024 9:44 PM  
**To:** TPBcomment  
**Subject:** Public comment on June 20th Item 7 I495 South Express Lanes Project

Hi,

I am writing in opposition to the use of the reserved median space on Woodrow Wilson bridge for auto travel. As the bridge median was built to support rail transit, it is imperative it is preserved to be used in WMATA's blue line expansion plan to extend from Alexandria to National Harbor, along with the concurrent plan to build a second transit tunnel between Arlington and DC. Should auto lanes be built here it would prevent any future transit planning from ever happening in this corridor, permanently restricting the amount of people that can travel between regions.

As an Alexandria resident, I care deeply about building a better future for the local community, and preventing the expansion of rail transit in favor of more auto lanes would be permanently damaging.

## Laura Bachle

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**From:** gzanni@everyactioncustom.com on behalf of Guido Zanni  
<gzanni@everyactioncustom.com>  
**Sent:** Thursday, June 20, 2024 12:14 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Dr. Guido Zanni  
5904 Mount Eagle Dr Apt 1604 Alexandria, VA 22303-2542 gzanni@aol.com

**Laura Bachle**

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**From:** alfarlo.lorena@everyactioncustom.com on behalf of Lorena Alfa  
<alfaro.lorena@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 4:39 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Lorena Alfa  
Greenbelt, MD  
alfaro.lorena@yahoo.com

**Laura Bachle**

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**From:** stratis.aloimonos@everyactioncustom.com on behalf of Stratis Aloimonos  
<stratis.aloimonos@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 2:36 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Don't Block Southside Beltway Improvements from the Region's Transportation Plan

Dear Chair Christina Henderson,

Addressing the heavy traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge is a vital long-term investment needed for our region. This is why the Transportation Planning Board must incorporate the Southside Beltway Improvements project into the region's long-range transportation plan and ensure this project can bring in new funding for our county's transit system.

The Southside Beltway Improvements project will add much needed new express lanes, providing a reliable option for single-occupant vehicles, buses and carpools. Additionally, toll-free access to these express lanes will be a major benefit for daily bus and HOV commuters who cross the Woodrow Wilson Bridge.

But none of these benefits will happen if we block this project from the region's long-range transportation plan. Please do what is best for your constituents and allow this project to move forward so that we can reduce traffic congestion and make new investments in Prince George's County's transit system.

Thank you,  
Stratis Aloimonos  
College Park, MD  
stratis.aloimonos@gmail.com



**Laura Bachle**

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**From:** pheedfirst@everyactioncustom.com on behalf of Phil Aronson  
<pheedfirst@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 4:04 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

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Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Phil Aronson  
College park, MD  
pheedfirst@yahoo.com

**Laura Bachle**

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**From:** ahmadattalah@everyactioncustom.com on behalf of Ahmad Attalah  
<ahmadattalah@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 10:39 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Ahmad Attalah  
College park, MD  
ahmadattalah@gmail.com

**Laura Bachle**

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**From:** jeanniebackhussla@everyactioncustom.com on behalf of Jeannie Backhus  
<jeanniebackhussla@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 1:32 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Jeannie Backhus  
Collage park, MD  
jeanniebackhussla@yahoo.com

**Laura Bachle**

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**From:** psychogaze@everyactioncustom.com on behalf of Roy Barney  
<psychogaze@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 11:08 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Roy Barney  
College park, MD  
psychogaze@gmail.com

**Laura Bachle**

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**From:** ozetta717@everyactioncustom.com on behalf of Ozetta Bennett <ozetta717@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 11:45 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Ozetta Bennett  
Green belt, MD  
ozetta717@aol.com

## Laura Bachle

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**From:** jeanetteevents2020@everyactioncustom.com on behalf of Lisa Brown  
<jeanetteevents2020@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 1:11 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Lisa Brown  
College park, MD  
jeanetteevents2020@gmail.com

## Laura Bachle

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**From:** kcandelariog@everyactioncustom.com on behalf of Krizia Candelario  
<kcandelariog@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 12:27 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Krizia Candelario  
Hyattsville, MD  
kcandelariog@gmail.com

## Laura Bachle

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**From:** laurencerna@everyactioncustom.com on behalf of Lauren Cerna  
<laurencerna@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 2:47 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements will help our local transit systems

Dear Chair Christina Henderson,

I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan. In addition to providing new funding that can be used to improve and expand local transit systems, this project will make regional bus trips faster and more reliable in this area than they are today.

The buses that currently cross the Wilson Bridge are stuck in the same traffic as everyone else, making them slow and unreliable for daily commutes, while Metrorail across the Wilson Bridge is still decades away. We should not sacrifice an opportunity to improve our local transit system and help Prince George's County residents today. Especially when the Southside Beltway Improvements still allow for Metrorail across the bridge in the future.

Therefore, I hope you will move forward now with the Southside Beltway Improvement so that we can receive new money and make needed upgrades to our transit system as soon as possible.

Thank you,  
Lauren Cerna  
College park, MD  
laurencerna@yahoo.com



**Laura Bachle**

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**From:** atl\_072000@everyactioncustom.com on behalf of Regina Chambers <atl\_072000@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 2:25 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Regina Chambers  
College park, MD  
atl\_072000@yahoo.com

**Laura Bachle**

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**From:** hchevez22@everyactioncustom.com on behalf of Heber Chevez <hchevez22@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 2:06 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Heber Chevez  
Beltsville, MD  
hchevez22@gmail.com

## Laura Bachle

---

**From:** mbaaghem20@everyactioncustom.com on behalf of Abeck Jean Claude <mbaaghem20@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 3:15 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Don't Block Southside Beltway Improvements from the Region's Transportation Plan

Dear Chair Christina Henderson,

Addressing the heavy traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge is a vital long-term investment needed for our region. This is why the Transportation Planning Board must incorporate the Southside Beltway Improvements project into the region's long-range transportation plan and ensure this project can bring in new funding for our county's transit system.

The Southside Beltway Improvements project will add much needed new express lanes, providing a reliable option for single-occupant vehicles, buses and carpools. Additionally, toll-free access to these express lanes will be a major benefit for daily bus and HOV commuters who cross the Woodrow Wilson Bridge.

But none of these benefits will happen if we block this project from the region's long-range transportation plan. Please do what is best for your constituents and allow this project to move forward so that we can reduce traffic congestion and make new investments in Prince George's County's transit system.

Thank you,  
Abeck Jean Claude  
College Park, MD  
mbaaghem20@gmail.com

**Laura Bachle**

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**From:** fishyporridge@everyactioncustom.com on behalf of Jason Clayton  
<fishyporridge@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 2:15 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Jason Clayton  
Tacoma park, MD  
fishyporridge@yahoo.com

## Laura Bachle

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**From:** cookes1989@everyactioncustom.com on behalf of Siobhan Cooke <cookes1989@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 4:21 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Siobhan Cooke  
College Park, MD  
cookes1989@gmail.com

**Laura Bachle**

---

**From:** russdunkin@everyactioncustom.com on behalf of Russell Dunkin  
<russdunkin@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 1:45 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Russell Dunkin  
College, MD  
russdunkin@yahoo.com

**Laura Bachle**

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**From:** teddanafalconer@everyactioncustom.com on behalf of Teddana Falconer  
<teddanafalconer@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 5:20 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Teddana Falconer  
College park, MD  
teddanafalconer@gmail.com

## Laura Bachle

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**From:** jfelix2139@everyactioncustom.com on behalf of Jorge Felix <jfelix2139@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 2:07 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements will help our local transit systems

Dear Chair Christina Henderson,

I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan. In addition to providing new funding that can be used to improve and expand local transit systems, this project will make regional bus trips faster and more reliable in this area than they are today.

The buses that currently cross the Wilson Bridge are stuck in the same traffic as everyone else, making them slow and unreliable for daily commutes, while Metrorail across the Wilson Bridge is still decades away. We should not sacrifice an opportunity to improve our local transit system and help Prince George's County residents today. Especially when the Southside Beltway Improvements still allow for Metrorail across the bridge in the future.

Therefore, I hope you will move forward now with the Southside Beltway Improvement so that we can receive new money and make needed upgrades to our transit system as soon as possible.

Thank you,  
Jorge Felix  
Beltsville, MD  
jfelix2139@yahoo.com



## Laura Bachle

---

**From:** n.williams79@everyactioncustom.com on behalf of Natsha Ferrell <n.williams79@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 2:38 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Natsha Ferrell  
District heights, MD  
n.williams79@yahoo.com

**Laura Bachle**

---

**From:** don.wink68@everyactioncustom.com on behalf of Don Flanders <don.wink68@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 10:42 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Don Flanders  
Cottage city, MD  
don.wink68@gmail.com

## Laura Bachle

---

**From:** cheryl\_gleason@everyactioncustom.com on behalf of Cheryl Gleason  
<cheryl\_gleason@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 2:13 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements will help our local transit systems

Dear Chair Christina Henderson,

I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan. In addition to providing new funding that can be used to improve and expand local transit systems, this project will make regional bus trips faster and more reliable in this area than they are today.

The buses that currently cross the Wilson Bridge are stuck in the same traffic as everyone else, making them slow and unreliable for daily commutes, while Metrorail across the Wilson Bridge is still decades away. We should not sacrifice an opportunity to improve our local transit system and help Prince George's County residents today. Especially when the Southside Beltway Improvements still allow for Metrorail across the bridge in the future.

Therefore, I hope you will move forward now with the Southside Beltway Improvement so that we can receive new money and make needed upgrades to our transit system as soon as possible.

Thank you,  
Cheryl Gleason  
greenbelt, MD  
cheryl\_gleason@comcast.net

**Laura Bachle**

---

**From:** ethanjgoings@everyactioncustom.com on behalf of Ethan Goings  
<ethanjgoings@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 3:18 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Ethan Goings  
Lanham, MD  
ethanjgoings@gmail.com

## Laura Bachle

---

**From:** lovmelyssa12@everyactioncustom.com on behalf of Alyssa Hamilton <lovmelyssa12@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 2:54 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Don't Block Southside Beltway Improvements from the Region's Transportation Plan

Dear Chair Christina Henderson,

Addressing the heavy traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge is a vital long-term investment needed for our region. This is why the Transportation Planning Board must incorporate the Southside Beltway Improvements project into the region's long-range transportation plan and ensure this project can bring in new funding for our county's transit system.

The Southside Beltway Improvements project will add much needed new express lanes, providing a reliable option for single-occupant vehicles, buses and carpools. Additionally, toll-free access to these express lanes will be a major benefit for daily bus and HOV commuters who cross the Woodrow Wilson Bridge.

But none of these benefits will happen if we block this project from the region's long-range transportation plan. Please do what is best for your constituents and allow this project to move forward so that we can reduce traffic congestion and make new investments in Prince George's County's transit system.

Thank you,  
Alyssa Hamilton  
Upper Marlboro, MD  
lovmelyssa12@gmail.com

## Laura Bachle

---

**From:** winterwarlock9@everyactioncustom.com on behalf of Christian Hayes <winterwarlock9@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 2:44 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements will help our local transit systems

Dear Chair Christina Henderson,

I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan. In addition to providing new funding that can be used to improve and expand local transit systems, this project will make regional bus trips faster and more reliable in this area than they are today.

The buses that currently cross the Wilson Bridge are stuck in the same traffic as everyone else, making them slow and unreliable for daily commutes, while Metrorail across the Wilson Bridge is still decades away. We should not sacrifice an opportunity to improve our local transit system and help Prince George's County residents today. Especially when the Southside Beltway Improvements still allow for Metrorail across the bridge in the future.

Therefore, I hope you will move forward now with the Southside Beltway Improvement so that we can receive new money and make needed upgrades to our transit system as soon as possible.

Thank you,  
Christian Hayes  
College Park, MD  
winterwarlock9@gmail.com

**Laura Bachle**

---

**From:** caldwc01@everyactioncustom.com on behalf of Charlene Hernandez <caldwc01@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 1:45 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements will help our local transit systems

Dear Chair Christina Henderson,

I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan. In addition to providing new funding that can be used to improve and expand local transit systems, this project will make regional bus trips faster and more reliable in this area than they are today.

The buses that currently cross the Wilson Bridge are stuck in the same traffic as everyone else, making them slow and unreliable for daily commutes, while Metrorail across the Wilson Bridge is still decades away. We should not sacrifice an opportunity to improve our local transit system and help Prince George's County residents today. Especially when the Southside Beltway Improvements still allow for Metrorail across the bridge in the future.

Therefore, I hope you will move forward now with the Southside Beltway Improvement so that we can receive new money and make needed upgrades to our transit system as soon as possible.

Thank you,  
Charlene Hernandez  
Beltsville, MD  
caldwc01@gmail.com

## Laura Bachle

---

**From:** maxhenadez2@everyactioncustom.com on behalf of Max Hernadez <maxhenadez2@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 12:35 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Max Hernadez  
Upper Marlboro, MD  
maxhenadez2@yahoo.com



**Laura Bachle**

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**From:** dhicks@everyactioncustom.com on behalf of Diane Hicks  
<dhicks@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 3:01 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Diane Hicks  
College park, MD  
dhicks@umd.edu

## Laura Bachle

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**From:** sjhobar@everyactioncustom.com on behalf of Sara Hobar  
<sjhobar@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 1:18 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Sara Hobar  
College park, MD  
sjhobar@hotmail.com

**Laura Bachle**

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**From:** dnalloh3@everyactioncustom.com on behalf of Marion Holland <dnalloh3@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 2:23 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Marion Holland  
Greenbelt, MD  
dnalloh3@msn.com

**Laura Bachle**

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**From:** tamara.hounshell@everyactioncustom.com on behalf of Tamara Hounshell  
<tamara.hounshell@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 3:27 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements will help our local transit systems

Dear Chair Christina Henderson,

I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan. In addition to providing new funding that can be used to improve and expand local transit systems, this project will make regional bus trips faster and more reliable in this area than they are today.

The buses that currently cross the Wilson Bridge are stuck in the same traffic as everyone else, making them slow and unreliable for daily commutes, while Metrorail across the Wilson Bridge is still decades away. We should not sacrifice an opportunity to improve our local transit system and help Prince George's County residents today. Especially when the Southside Beltway Improvements still allow for Metrorail across the bridge in the future.

Therefore, I hope you will move forward now with the Southside Beltway Improvement so that we can receive new money and make needed upgrades to our transit system as soon as possible.

Thank you,  
Tamara Hounshell  
College Park, MD  
tamara.hounshell@gmail.com

## Laura Bachle

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**From:** dorotheadot@everyactioncustom.com on behalf of Dorothea Houston  
<dorotheadot@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 5:33 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Dorothea Houston  
College park, MD  
dorotheadot@me.com

**Laura Bachle**

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**From:** redneck7307@everyactioncustom.com on behalf of Richard Hudson <redneck7307@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 11:11 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Richard Hudson  
College Park, MD  
redneck7307@gmail.com

**Laura Bachle**

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**From:** hutchrex@everyactioncustom.com on behalf of Toby Hutchings  
<hutchrex@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 3:13 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements will help our local transit systems

Dear Chair Christina Henderson,

I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan. In addition to providing new funding that can be used to improve and expand local transit systems, this project will make regional bus trips faster and more reliable in this area than they are today.

The buses that currently cross the Wilson Bridge are stuck in the same traffic as everyone else, making them slow and unreliable for daily commutes, while Metrorail across the Wilson Bridge is still decades away. We should not sacrifice an opportunity to improve our local transit system and help Prince George's County residents today. Especially when the Southside Beltway Improvements still allow for Metrorail across the bridge in the future.

Therefore, I hope you will move forward now with the Southside Beltway Improvement so that we can receive new money and make needed upgrades to our transit system as soon as possible.

Thank you,  
Toby Hutchings  
Riverdale, MD  
hutchrex@gmail.com

**Laura Bachle**

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**From:** macnelson52@everyactioncustom.com on behalf of Nelson John <macnelson52@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 10:48 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Nelson John  
College park, MD  
macnelson52@yahoo.com



## Laura Bachle

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**From:** info@everyactioncustom.com on behalf of Robert Jonathon  
<info@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 2:41 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Robert Jonathon  
College park, MD  
info@candrsolutions.com

## Laura Bachle

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**From:** mzjones11@everyactioncustom.com on behalf of Rebecca Jones <mzjones11@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 3:45 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

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Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Rebecca Jones  
Beltsville, MD  
mzjones11@yahoo.com

**Laura Bachle**

---

**From:** misstea48@everyactioncustom.com on behalf of Denise Jones <misstea48@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 5:13 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Denise Jones  
College park, MD  
misstea48@yahoo.com

**Laura Bachle**

---

**From:** arjhts@everyactioncustom.com on behalf of Alicia Jurado  
<arjhts@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 2:16 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Alicia Jurado  
Adelphi, MD  
arjhts@gmail.com

**Laura Bachle**

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**From:** guykirby@everyactioncustom.com on behalf of Guy Kirby  
<guykirby@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 1:43 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Don't Block Southside Beltway Improvements from the Region's Transportation Plan

Dear Chair Christina Henderson,

Addressing the heavy traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge is a vital long-term investment needed for our region. This is why the Transportation Planning Board must incorporate the Southside Beltway Improvements project into the region's long-range transportation plan and ensure this project can bring in new funding for our county's transit system.

The Southside Beltway Improvements project will add much needed new express lanes, providing a reliable option for single-occupant vehicles, buses and carpools. Additionally, toll-free access to these express lanes will be a major benefit for daily bus and HOV commuters who cross the Woodrow Wilson Bridge.

But none of these benefits will happen if we block this project from the region's long-range transportation plan. Please do what is best for your constituents and allow this project to move forward so that we can reduce traffic congestion and make new investments in Prince George's County's transit system.

Thank you,  
Guy Kirby  
College park, MD  
guykirby@comcast.net

## Laura Bachle

---

**From:** kraush15@everyactioncustom.com on behalf of Harrison Kraus <kraush15@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 3:29 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

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Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Harrison Kraus  
Greenbelt, MD  
kraush15@gmail.com

## Laura Bachle

---

**From:** warrenlmbrt@everyactioncustom.com on behalf of Warren Lambert  
<warrenlmbrt@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 12:43 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Warren Lambert  
College park, MD  
warrenlmbrt@gmail.com

**Laura Bachle**

---

**From:** terrynd1020@everyactioncustom.com on behalf of Terry Lawson <terrynd1020@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 12:08 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Terry Lawson  
Greenbelt, MD  
terrynd1020@gmail.com



## Laura Bachle

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**From:** coolg1487@everyactioncustom.com on behalf of Pamela Lee <coolg1487@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 3:06 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Pamela Lee  
College park, MD  
coolg1487@gmail.com

**Laura Bachle**

---

**From:** anthonylamus.1424@everyactioncustom.com on behalf of Anthony Lemus  
<anthonylamus.1424@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 12:52 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

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Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Anthony Lemus  
College park, MD  
anthonylamus.1424@gmail.com

**Laura Bachle**

---

**From:** rickmac99@everyactioncustom.com on behalf of Richard Macgregor <rickmac99@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 2:27 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Don't Block Southside Beltway Improvements from the Region's Transportation Plan

Dear Chair Christina Henderson,

Addressing the heavy traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge is a vital long-term investment needed for our region. This is why the Transportation Planning Board must incorporate the Southside Beltway Improvements project into the region's long-range transportation plan and ensure this project can bring in new funding for our county's transit system.

The Southside Beltway Improvements project will add much needed new express lanes, providing a reliable option for single-occupant vehicles, buses and carpools. Additionally, toll-free access to these express lanes will be a major benefit for daily bus and HOV commuters who cross the Woodrow Wilson Bridge.

But none of these benefits will happen if we block this project from the region's long-range transportation plan. Please do what is best for your constituents and allow this project to move forward so that we can reduce traffic congestion and make new investments in Prince George's County's transit system.

Thank you,  
Richard Macgregor  
Adephi, MD  
rickmac99@verizon.net

**Laura Bachle**

---

**From:** travonmacksr@everyactioncustom.com on behalf of Travon Mack  
<travonmacksr@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 4:28 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

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Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Travon Mack  
College park, MD  
travonmacksr@gmail.com

## Laura Bachle

---

**From:** blmay55@everyactioncustom.com on behalf of Bennie May <blmay55@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 12:49 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

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Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Bennie May  
Adephi, MD  
blmay55@gmail.com

**Laura Bachle**

---

**From:** glandusmccoy@everyactioncustom.com on behalf of Glandus Mccoy  
<glandusmccoy@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 2:59 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements will help our local transit systems

Dear Chair Christina Henderson,

I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan. In addition to providing new funding that can be used to improve and expand local transit systems, this project will make regional bus trips faster and more reliable in this area than they are today.

The buses that currently cross the Wilson Bridge are stuck in the same traffic as everyone else, making them slow and unreliable for daily commutes, while Metrorail across the Wilson Bridge is still decades away. We should not sacrifice an opportunity to improve our local transit system and help Prince George's County residents today. Especially when the Southside Beltway Improvements still allow for Metrorail across the bridge in the future.

Therefore, I hope you will move forward now with the Southside Beltway Improvement so that we can receive new money and make needed upgrades to our transit system as soon as possible.

Thank you,  
Glandus Mccoy  
Hyattsville, MD  
glandusmccoy@yahoo.com

**Laura Bachle**

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**From:** millermuzic@everyactioncustom.com on behalf of Zenzi Miller  
<millermuzic@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 2:59 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Zenzi Miller  
Beltsville, MD  
millermuzic@gmail.com

**Laura Bachle**

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**From:** dhicks@everyactioncustom.com on behalf of Diane Hicks  
<dhicks@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 3:01 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Diane Hicks  
College park, MD  
dhicks@umd.edu



**Laura Bachle**

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**From:** michelle.72618@everyactioncustom.com on behalf of Monica Molin <michelle.72618@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 3:54 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Monica Molin  
Pg, MA  
michelle.72618@icould.com

**Laura Bachle**

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**From:** bmonroetrotz@everyactioncustom.com on behalf of Brenda Monroe  
<bmonroetrotz@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 12:14 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Brenda Monroe  
Greenbelt, MD  
bmonroetrotz@gmail.com

**Laura Bachle**

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**From:** diessell72@everyactioncustom.com on behalf of Jose Nunez <diessell72@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 5:26 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Jose Nunez  
Beltsville, MD  
diessell72@gmail.com

**Laura Bachle**

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**From:** micheal.outler@everyactioncustom.com on behalf of Micheal Outler  
<micheal.outler@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 2:44 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Micheal Outler  
Beltsville, MD  
micheal.outler@gmail.com

**Laura Bachle**

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**From:** araymond@everyactioncustom.com on behalf of Anthony Raymond  
<araymond@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 1:38 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Anthony Raymond  
Riverdale, MD  
araymond@verizon.net

**Laura Bachle**

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**From:** jsrb203@everyactioncustom.com on behalf of Javasia Roberts <jsrb203@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 10:46 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Javasia Roberts  
College park, MD  
jsrb203@gmail.com

**Laura Bachle**

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**From:** omarsacko192@everyactioncustom.com on behalf of Omar Sacko <omarsacko192@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 2:20 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements will help our local transit systems

Dear Chair Christina Henderson,

I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan. In addition to providing new funding that can be used to improve and expand local transit systems, this project will make regional bus trips faster and more reliable in this area than they are today.

The buses that currently cross the Wilson Bridge are stuck in the same traffic as everyone else, making them slow and unreliable for daily commutes, while Metrorail across the Wilson Bridge is still decades away. We should not sacrifice an opportunity to improve our local transit system and help Prince George's County residents today. Especially when the Southside Beltway Improvements still allow for Metrorail across the bridge in the future.

Therefore, I hope you will move forward now with the Southside Beltway Improvement so that we can receive new money and make needed upgrades to our transit system as soon as possible.

Thank you,  
Omar Sacko  
College park, MD  
omarsacko192@gmail.com

**Laura Bachle**

---

**From:** sedonne\_salmon@everyactioncustom.com on behalf of Sedonne Salmon  
<sedonne\_salmon@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 1:56 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Don't Block Southside Beltway Improvements from the Region's Transportation Plan

Dear Chair Christina Henderson,

Addressing the heavy traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge is a vital long-term investment needed for our region. This is why the Transportation Planning Board must incorporate the Southside Beltway Improvements project into the region's long-range transportation plan and ensure this project can bring in new funding for our county's transit system.

The Southside Beltway Improvements project will add much needed new express lanes, providing a reliable option for single-occupant vehicles, buses and carpools. Additionally, toll-free access to these express lanes will be a major benefit for daily bus and HOV commuters who cross the Woodrow Wilson Bridge.

But none of these benefits will happen if we block this project from the region's long-range transportation plan. Please do what is best for your constituents and allow this project to move forward so that we can reduce traffic congestion and make new investments in Prince George's County's transit system.

Thank you,  
Sedonne Salmon  
College park, MD  
sedonne\_salmon@yahoo.com



**Laura Bachle**

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**From:** msedik2368@everyactioncustom.com on behalf of Mohamed Sedik <msedik2368@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 3:27 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Mohamed Sedik  
Beltsville, MD  
msedik2368@gmail.com

## Laura Bachle

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**From:** mohamedsudan1987@everyactioncustom.com on behalf of Mohamed Shamam <mohamedsudan1987@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 1:39 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements will help our local transit systems

Dear Chair Christina Henderson,

I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan. In addition to providing new funding that can be used to improve and expand local transit systems, this project will make regional bus trips faster and more reliable in this area than they are today.

The buses that currently cross the Wilson Bridge are stuck in the same traffic as everyone else, making them slow and unreliable for daily commutes, while Metrorail across the Wilson Bridge is still decades away. We should not sacrifice an opportunity to improve our local transit system and help Prince George's County residents today. Especially when the Southside Beltway Improvements still allow for Metrorail across the bridge in the future.

Therefore, I hope you will move forward now with the Southside Beltway Improvement so that we can receive new money and make needed upgrades to our transit system as soon as possible.

Thank you,  
Mohamed Shamam  
Landover, MD  
mohamedsudan1987@gmail.com

**Laura Bachle**

---

**From:** sizzle218@everyactioncustom.com on behalf of Kc Shoppers <sizzle218@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 12:17 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Kc Shoppers  
College park, MD  
sizzle218@yahoo.com

**Laura Bachle**

---

**From:** tsmith@everyactioncustom.com on behalf of Tracy Smith  
<tsmith@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 12:42 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Tracy Smith  
Beltsville, MD  
tsmith@gmail.com

**Laura Bachle**

---

**From:** tukufu@everyactioncustom.com on behalf of Ushindi Spears  
<tukufu@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 1:30 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Ushindi Spears  
Largo, MD  
tukufu@gmail.com

## Laura Bachle

---

**From:** dentho@everyactioncustom.com on behalf of Denise Thomas  
<dentho@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 2:40 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements will help our local transit systems

Dear Chair Christina Henderson,

I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan. In addition to providing new funding that can be used to improve and expand local transit systems, this project will make regional bus trips faster and more reliable in this area than they are today.

The buses that currently cross the Wilson Bridge are stuck in the same traffic as everyone else, making them slow and unreliable for daily commutes, while Metrorail across the Wilson Bridge is still decades away. We should not sacrifice an opportunity to improve our local transit system and help Prince George's County residents today. Especially when the Southside Beltway Improvements still allow for Metrorail across the bridge in the future.

Therefore, I hope you will move forward now with the Southside Beltway Improvement so that we can receive new money and make needed upgrades to our transit system as soon as possible.

Thank you,  
Denise Thomas  
Hyattsville, MD  
dentho@live.com

## Laura Bachle

---

**From:** hip162998@everyactioncustom.com on behalf of Jack Toma <hip162998@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 4:24 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Jack Toma  
College park, MD  
hip162998@gmail.com

## Laura Bachle

---

**From:** Diego Villatoro <dievill10@gmail.com>  
**Sent:** Wednesday, June 19, 2024 2:25 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity

Hello,

I am writing to express my **STRONG** opposition to the recent decision regarding the use of the reserved median space on the Woodrow Wilson Bridge for auto travel. As a concerned citizen, I believe this allocation is misguided and detrimental to our community for the following reasons:

**Traffic Congestion:** Allocating the median space for auto travel will exacerbate traffic congestion during peak hours. Induced demand often leads to increased overall traffic volume, negating any short-term benefits.

**Blue Line WMATA Expansion Project:** Furthermore, this decision undermines the upcoming Blue Line expansion project. The extension promises improved connectivity, reduced commute times, and enhanced transit options. Allocating the median to auto travel directly contradicts these goals.

I urge you to reconsider this decision and engage in a transparent dialogue with community members. Let's work together to find a solution that balances safety, efficiency, and environmental stewardship.

I am advocating passionately for the expansion of the Blue Line within our transit system. This project represents not just a mere extension of tracks but a transformative leap toward a more efficient, accessible, and vibrant transportation network. Allow me to outline the compelling benefits:

**Increased Capacity:** The expansion will add five additional trains per hour during peak periods, accommodating at least 4,000 more passengers per direction. Shorter wait times and less crowded platforms await commuters.

**Economic Growth:** New stations—like Georgetown, Buzzard Point, St. Elizabeths, and National Harbor—will attract businesses, residents, and tourists. A win-win for our community.

**Environmental Impact:** Less reliance on cars means cleaner air. The expansion aligns with sustainability goals.

**Equity:** Improved accessibility benefits underserved neighborhoods, bridging gaps in transit options.

Let's invest in progress, connectivity, and a brighter future for all.

Thank you,  
Diego Villatoro



**Laura Bachle**

---

**From:** mrsew23@everyactioncustom.com on behalf of Saul Walker <mrsew23@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 5:23 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Saul Walker  
College park, MD  
mrsew23@yahoo.com

## Laura Bachle

---

**From:** tonywarnick52@everyactioncustom.com on behalf of Tony Warnick <tonywarnick52@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 11:05 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Tony Warnick  
Greenbelt, MD  
tonywarnick52@gmail.com

## Laura Bachle

---

**From:** e\_yarosh@everyactioncustom.com on behalf of Yelena Yarosh  
<e\_yarosh@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 2:21 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Yelena Yarosh  
College Park, MD  
e\_yarosh@hotmail.com

**Laura Bachle**

---

**From:** damieyoun@everyactioncustom.com on behalf of Damie Youn  
<damieyoun@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 2:15 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Don't Block Southside Beltway Improvements from the Region's Transportation Plan

Dear Chair Christina Henderson,

Addressing the heavy traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge is a vital long-term investment needed for our region. This is why the Transportation Planning Board must incorporate the Southside Beltway Improvements project into the region's long-range transportation plan and ensure this project can bring in new funding for our county's transit system.

The Southside Beltway Improvements project will add much needed new express lanes, providing a reliable option for single-occupant vehicles, buses and carpools. Additionally, toll-free access to these express lanes will be a major benefit for daily bus and HOV commuters who cross the Woodrow Wilson Bridge.

But none of these benefits will happen if we block this project from the region's long-range transportation plan. Please do what is best for your constituents and allow this project to move forward so that we can reduce traffic congestion and make new investments in Prince George's County's transit system.

Thank you,  
Damie Youn  
College park, MD  
damieyoun@gmail.com

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**TRANSPORTATION PLANNING BOARD  
MEETING MINUTES**

June 20, 2024

MEMBERS AND ALTERNATES PRESENT

Christina Henderson, TPB Chair – DC Council  
Charles Allen - DC Council  
Matt Frumin – DC Council  
Heather Edelman – DC Council  
Mark Rawlings – DDOT  
Amanda Stout – DDOT  
Sakina Khan - DDOT  
Rebecca Schwartzman – DC Office of Planning  
Dennis Brady – City of Bowie  
Mati Bzurto – City of Bowie  
Jason Groth – Chares County  
Denise Mitchell – College Park  
Mark Mishler – Frederick County  
Kelly Russell – City of Frederick  
David Edmonson – City of Frederick  
Neil Harris - Gaithersburg  
Kristen Weaver – Greenbelt  
Marilyn Balcombe – Montgomery County  
Haley Peckett – Montgomery County  
Eric Olson – Prince George’s County  
Oluseyi Olugbenie – Prince Georg’s County  
Victor Weissberg – Prince George’s County  
Monique Ashton - Rockville  
Shana Fulcher – Takoma Park  
Drew Morrison – MDOT  
Marc Korman – Maryland House  
Nancy King – Maryland Senate  
Canek Aguirre – Alexandria  
Takis Karantonis – Arlington County  
Dan Malouff – Arlington County  
Tom Ross- City of Fairfax  
Walter Alcorn – Fairfax County  
James Walkinshaw – Fairfax County  
Dave Snyder – Falls Church  
Michael Turner - Loudoun County  
Rob Donaldson- Loudoun County  
Pamela Sebesky – City of Manassas  
Jeanette Rishell – City of Manassas Park  
Deshundra Jefferson – Prince William County  
Victor Angry– Prince William County  
Ricardo Canizales – Prince William County  
Bill Cuttler – VDOT  
Maria Sinner – VDOT  
Amir Shahpar – VDOT  
David Reid – Virginia House  
Jennifer B. Boysko – Virginia Senate

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Allison Davis – WMATA  
Mark Phillips - WMATA  
Sandra Jackson – FHWA  
David Schilling – FTA  
Michael Weil – NCPC  
Laurel Hammig - NPS

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth  
Lyn Erickson  
Andrew Meese  
Mark Moran  
Tim Canan  
Dan Sheehan  
Leo Pineda  
John Swanson  
Sergio Ritacco  
Deborah Etheridge  
Kim Sutton  
Jamie Bufkin  
Cristina Finch  
Andrew Austin  
Jane Posey  
Laura Bachle  
Lindsey Martin  
Bill Bacon  
Amy Garbarini, Chair TPB Technical Committee – DRPT  
Ra Amin – CAC Chair  
Samuel Brooks – DDOT  
Kate Mitchell – DC Council  
Hana Fouladi – DC Council  
Gary Erenrich – Montgomery County  
Kari Snyder – MDOT  
Regina Moore - VDOT  
Michelle Shropshire – VDOT  
Stephen Brich – VDOT  
Lamin Williams – FHWA  
Hannah Pajewski – NOVA  
Mike Garcia - Fairfax County  
Evandro Santos – Prince William County  
Virginia Douglas - Prince William County  
Bill Orleans – public

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

Chair Christina Henderson reviewed the process she would use for facilitating the meeting. She stated that she will invite questions or comments from members by jurisdiction and then will call for a vote by jurisdiction.

Lyn Erickson conducted a roll call. Attendance for the meeting can be found on the first pages of the

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minutes. She confirmed there was a quorum.

Chair Henderson said that a copy of public comments received has been made available to the board on the meeting web page.

Lyn Erickson summarized the public comments. She said that there were over 1,200 pages of comments in the meeting packet. She stated that between noon on Tuesday, May 14, and noon on Tuesday, June 18, the TPB received ten letters, including one re-submitted letter from October 2023, five comments submitted directly via email, nine comments were received through the website TPB comment form, and the TPB received 885 emails generated from email-writing software. She stated that the email campaigns included comments urging the TPB board to both reject the currently proposed I-495 Express Lanes project and comments urging the TPB to include the proposed project.

Lyn Erickson said that each of the comments can be found on the TPB June meeting page, and she would briefly summarize the letters that are not part of current email campaigns.

The Coalition for Smarter Growth urges TPB officials to exclude the 495 Southside project from the Visualize 2050 plan and air quality conformity analysis. She said that they state there are unaddressed concerns including a flawed study and alternatives evaluation, a potential traffic bottleneck in Prince George's County, induced traffic effects, future Metrorail concerns, climate pollution, health impacts, and flaws in the VDOT study. She stated that the Coalition also included their comment letter from October 2023.

The Citizens Against Beltway Expansion write that allowing the Southside Express lanes to move forward would break a promise that rail would one day extend over the Woodrow Wilson Bridge and urge the TPB to remove the Southside Express Lanes from Visualize 2050.

Brian Ditzler urges the TPB to remove the Southside Express Lanes from Visualize 2050 because they are inconsistent with greenhouse gas reduction goals, they would block a future extension of Metro's Blue Line over the bridge, they would not resolve congestion but shift it to Oxon Hill, and they would result in increased traffic volumes, undermining efforts to create more walkable local streets.

The Sierra Club chapters in the DMV urge the TPB to support the motion from Prince George's County to remove the I-495 Express toll lanes project from Visualize 2050 and the list of project submissions in the air quality conformity analysis. The Sierra Club states the following: "It would move the region further from reaching the TPB's greenhouse gas goals and would make it more challenging for the region to achieve compliance with the ozone national ambient air quality standards. The toll lanes would put the extension of Metrorail on the Wilson Bridge at risk. It is a false solution for transit riders. The hundreds of millions of dollars would be better used if it were all spent on increasing access to more affordable public transit, bike and pedestrian infrastructure, and transportation demand options. The project will shift bottlenecks and fail to fix congestion." The Sierra Club concluded by urging the TPB to remove the project, along with all the Beltway and toll lane expansions from the long-range plan.

George Aburn focused on the need for the TPB to review and act on the recommendations by MWAQC and ACPAC regarding environmental justice and the need for the TPB to better address air pollution related to environmental justice. He noted that ACPAC has made recommendations to CEEPC, MWAQC, and the COG board on climate change and environmental justice, calling for more aggressive action. He urges the TPB to consider these recommendations.

The Southlawn Citizens Association residents urge the TPB to remove the I-495 Southside Express toll lanes project from Visualize 2050, stating that it would expand the Beltway, move the bottleneck to Oxon Hill, and generate more traffic on local streets. The association stated that the project is inconsistent

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with greenhouse gas emissions goals and would increase air, water, and noise pollution in their neighborhood. They noted that WMATA is conducting a study to extend the Blue Line, and this project would impede those efforts and asked the TPB to remove this project, along with all other segments planned for the Beltway and I-270, and reevaluate the 900 miles of highway expansion in favor of better transit, transit oriented development, and transportation demand management.

The Maryland Transportation Builders and Materials Association urges the inclusion of a Southside Express Lanes project in TPB's Visualize 2050 air quality conformity analysis, highlighting its potential to enhance transit connections and create new revenue streams. The Association emphasized that this study is crucial for informed decision-making and maintaining eligibility for federal funding.

The Maryland League of Women Voters believes that this project should be completely removed from the plan because converting infrastructure that was designed for rail to roads is backwards thinking, considering the climate crisis. The league stated that it would move a bottleneck of traffic from the Virginia side of the bridge to the Maryland side of the bridge and by increasing I-495 lanes, it would increase traffic on roads such as Telegraph Road, Van Dorn Street, Route 295, and Maryland Route 210.

The Northern Virginia Transportation Alliance wrote in favor of the inclusion of the Southside Express Lanes project, stating that the project presents an opportunity to alleviate congestion, improve access to jobs and opportunities, and invest in the region's transit system. The alliance noted concerns have been raised regarding the misuse of the air quality conformity process to impede potential projects before a fair evaluation can take place. The alliance stated that VDOT is obligated to demonstrate air quality conformity under the National Environmental Policy Act and that while the inclusion of the Southside Express Lanes on the list of projects does not approve the construction, it allows the completion of the NEPA process. The alliance writes that VDOT states that the project will not move forward without support from Prince George's County and the region. The alliance stated that refusing to evaluate the air quality impacts of the project sets a dangerous precedent for future transportation projects and undermines regional collaboration.

John Undeland urges the TPB to include the Southside Express Lanes project in Visualize 2050. He states the improvements offer a chance to fund transit and promote carpooling and that the increased transit funding is crucial due to the pandemic's impact, noting the decline in ridership and the need for revenue. He states that the project would provide continuity for the express lane system on I-495, offer additional travel choices, reduce congestion, enhance travel reliability, improve safety, and align with local and regional plans. He said that the express lanes would contribute transit funding, provide more reliable bus service, and promote ridesharing.

Mark Scheufler writes that Resolution R13-2024 should be denied. He writes that Maryland and Prince George's County's support for the project is uncertain and that Prince George's County will bear most of the costs via high tolls and congestion. He writes that implementing inexpensive interim solutions, such as painting auxiliary lanes and limiting access during high traffic, could resolve major congestion issues without additional project costs. He said that suburb to suburb express bus transit is unlikely to succeed due to ample parking and car infrastructure and that current routes have low ridership, indicating potential challenges for similar new routes.

Adam Paul writes to oppose reserving median space on the Woodrow Wilson Bridge for auto travel. He states that the median was built to support rail and building auto lanes would prevent this. He writes that approval signals more difficulty in establishing a Metro line in the future. He urged the TPB to work with WMATA to accelerate the expansion of Metro.

Bill Pugh writes that they are disappointed that VDOT's I-495 Southside study has failed to consider bus,



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HOV, travel demand management, and has ignored transit. He stated that they are concerned that future Metrorail is not being protected. They state that a possible proposal by TPB members to model two scenarios with and without VDOT's I-495 Southside widening with toll lanes would fail to model alternative solutions and simply reinforce the bias of VDOT's study to date. They state that any alternative conformity scenarios must model multiple build alternatives for I-495 Southside, including a bus and HOV lane with TDM measures, Metrorail, and expanded transit-oriented development scenario.

Casey Clements writes in opposition to using the reserved median space on the Woodrow Wilson Bridge for auto travel. He states that as the bridge median was originally built to support rail transit, replacing it with auto lanes would decimate WMATA's plan on creating the Blue Loop -- BLOOP -- limiting a huge number of DMV's residents, many of which do not use a car, to do crucial things like get to work, attend important appointments, et cetera, and it would limit their ability to get out and participate in all of the amazing events the DMV has to offer, which impacts the city financially.

Lyn Erickson said that the TPB received nine comments through the TPB's website general comment box, and all nine commenters wrote in opposition to the I-495 Express lanes project. She said that the TPB received 885 emails generated from email writing software, and these campaigns included content urging the TPB board to reject the currently proposed I-495 express lane project, and content encouraging the TPB to include the proposed project.

Lyn Erickson stated that of the 885 emails, 593 email form letters urged removal of the project, stating that the project would increase traffic, leading to more pollution, and impede the efforts to extend the Blue Line. She stated that the form letters advocate that instead of highway expansion, better public transit and transit-oriented development are more sustainable solutions that will reduce congestion and improve public health. She said that the emails state that VDOT's proposal to widen I-495 is problematic because it would cause a bottleneck in Prince George's County, hinder future Metrorail expansion, and increase traffic on surrounding streets.

Lyn Erickson said that of the 885 emails received, 292 emails urged support of the I-495 express lane project, stating it would relieve congestion, improve traffic, and bring in money to fund transit. She said that the emails state that transit systems are struggling, and this project would provide an opportunity for dedicated transit funds for Prince George's County. She stated that the emails urge the addition of the project into the air quality conformity analysis so that VDOT can continue to work on identifying and refining it, resulting in a more informed decision being made before construction.

## **2. APPROVAL OF THE MAY 15, 2024 MEETING MINUTES**

Chair Henderson moved approval of the minutes. The motion was seconded by Vice Chair Walkinshaw and was approved unanimously.

## **3. TECHNICAL COMMITTEE REPORT**

Amy Garbarini said that the TPB Technical Committee met on June 7. She said that the committee received a Visualize 2050 recap and that the non-regionally significant project submissions are due June 28 along with an update on the I-495 Southside Express Lanes project. She stated that there were six additional presentations for information and discussion only, including an update on the TPB Resources and Applications (TRAP) webpage development, the 2023 Washington Baltimore Regional Air Passenger Survey, and a briefing on the highway asset systems performance measures and targets related to Performance-Based Planning and Programming (PBPP). She said that the committee also received a briefing on the 2023 State of Public Transportation Report, followed by updates on the VRE Plan 2050

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and the Alexandria Transit Strategic Plan.

#### **4. COMMUNITY ADVISORY COMMITTEE REPORT & ACCESS FOR ALL ADVISORY COMMITTEE REPORT**

Ra Amin stated that the TPB Community Advisory Committee met on June 13, and the meeting featured a presentation and discussion on the regional bus stop design forum and State of Public Transportation Report. He said that there was a debrief among CAC members on the Community Leadership Institute (CLI), and a discussion about the first DMVMoves task force meeting on level setting and vision.

Ra Amin said that CAC members provided feedback on bus stop designs and what might be the next steps for taking the prototypes forward. He said that CAC members also commented on each of the designs regarding safety and accessibility and the critical need to involve community members early. He stated that CAC members discussed how transit needs are surfaced with decision-makers, and the members stressed a need for local community involvement.

Ra Amin said that CAC members shared reflections on the Community Leadership Institute, including how valuable it is and noting it is worthwhile for anyone involved in public service. He said that he shared with the committee an update on DMVMoves and conducted the same exercise as the DMVMoves task force by using two words to describe world class transit. He stated that the results are similar to those voiced by the task force members and invited the TPB members to read the CAC report for more details.

#### **5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**

Kanti Srikanth stated that the TPB board members have a copy of the written report. He said that the TPB Steering Committee approved three TIP amendments at the request of VDOT, MDOT, and the District DOT. He stated that the joint COG and WMATA DMVMoves initiative held a kick-off meeting of the task force on June 10 and more information is on page 61 of the Director's Report.

Kanti Srikanth provided a brief recap of DMVMoves and stated that it is a regional initiative that is examining the current setup of the various public transportation systems in the region and working to define how to improve the current setup of the public transportation system. He stated that the task force is discussing better coordinated planning, regional funding, and coordinated governance that would lead to a world class transit system. He said that a number of TPB members are involved in the task force including Chair Henderson and Vice Chair James Walkinshaw.

Kanti Srikanth said that the DMVMoves task force will be assisted by two advisory groups, the Government Partners Advisory Group and the Community Partners Advisory Group. The Government Partners Advisory Group includes representatives of all local bus systems, representatives of VRE and MARC, and other regional and subregional transit agencies. He said that the Community Partners Advisory Group are representatives of community partner organizations, chambers of commerce, trade unions, and the TPB's Community Advisory Committee. He stated that the CAC is represented in the group by CAC Chair Ra Amin.

#### **6. CHAIR'S REMARKS**

Chair Christina Henderson said that she did not have extensive remarks, recognizing that the Visualize 2050 item on the agenda is a big one. She stated that she knows that the TPB members have been actively engaged in discussions and in reviewing the information available to the board members as they consider taking action.

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## **7. VISUALIZE 2050: THE I-95/I-495 SOUTHSIDE EXPRESS LANES PROJECT WILL BE RECONSIDERED FOR INCLUSION IN THE AIR QUALITY CONFORMITY ANALYSIS OF VISUALIZE 2050 AND THE FY 2026-2029 TIP**

Chair Christina Henderson asked Kanti Srikanth to provide a recap of the status of the Virginia DOT project and the TPB staff's ability to work on the air quality conformity analysis.

Kanti Srikanth said that the region currently has an approved long-range transportation plan, Visualize 2045. He said that the TPB agreed to update Visualize 2045 and adopt a new long-range plan, which is called Visualize 2050, which is a plan for the next 25 years. He stated that because the TPB region is a nonattainment area for federal air quality standards, the first step in adopting a long-range plan is to conduct an air quality conformity analysis. He stated that the TPB is now beginning to undertake the regional air quality conformity analysis for Visualize 2050, and the TPB board is being asked to approve projects to be included in the analysis, along with the population and employments forecasts and land use assumptions. He stated the analysis takes approximately nine months for staff to complete.

Kanti Srikanth said that last month the board approved all the projects that had been submitted except one, VDOT's I-495 Southside Express Lanes project. He said that the TPB is scheduled to decide if this project should be included in the analysis. He stated that at the last TPB meeting, VDOT received questions about its project proposal with Prince George's County, WMATA, and other TPB member agencies identifying specific concerns they had. He stated that VDOT provided responses during the meeting and has continued its discussions with various members after the meeting. He said the meeting read ahead materials include the letters VDOT received as well as VDOT responses to those questions/comments.

Kanti Srikanth stated that the meeting packet includes a base resolution that documents the details of the process to date and ends with a resolved clause that says that the TPB agrees to include the I-495 Southside Express Lanes project in the regional air quality conformity analysis. He said the board's discussions, today, will decide the contents of the final resolution. He said that supporting documents are attached to the base resolution including a fact sheet about the federal Record of Decision issued when the Woodrow Wilson Bridge project was approved, a staff memo from Cristina Finch that includes a list of questions WMATA submitted to VDOT, and VDOT's response to WMATA's question about the I-495 Southside Express Lanes project. He said that the packet also contains a letter from VDOT's commissioner to the deputy chief administrative officer of Prince George's County. He stated that additional letters are from Northern Virginia Transportation Authority representing Virginia TPB jurisdictions' collective position on the question of including the I-495 project in the air quality conformity analysis and a letter with similar sentiments from the chairman of the Fairfax County Board of Supervisors.

Kanti Srikanth said that the action the TPB takes at today's meeting is not to adopt Visualize 2050. He explained that the action today is on the question of whether this project should be included in the air quality conformity analysis of Visualize 2050. The decision on adopting the new long-range plan, Visualize 2050, with or without this project is currently scheduled for June 2025.

Chair Christina Henderson moved adoption of TPB Resolution R13-2024 as included in the TPB staff packet. Bill Cuttler seconded the motion.

Chair Henderson said that she will start the discussion portion with Virginia, then go to Maryland, the District, and other agencies. She asked VDOT to review the questions asked and note VDOT's responses.

Bill Cuttler said that he is joined by VDOT Chief of Policy Angel Deem who would summarize VDOT's

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responses and its project proposal.

Angel Deem thanked the region for continued engagement as VDOT seeks to gain consensus on the need to advance the I-495 Southside Express Lanes project. She stated that the TPB vote allows the project to develop and is not equivalent to a decision on the project's preferred alternatives.

Angel Deem said that VDOT looks forward to continuing advancement of this generational opportunity that seeks to utilize an existing shared asset to provide express lanes, which include bus transit in advance of the future rail extension. She stated that the project aligns with TPB's aspirational goals to expand the express lane network in the capital region. She noted that the proposed project connects to the existing network of 94 miles of Express Lanes in Virginia the multimodal project would benefit commuters and travelers throughout the region. She stated that it is important to recognize that there are few transit benefits in this corridor today. She said that the VDOT transit TDM study states that due to the corridor's congested condition, the Metrobus NHQ service connecting Alexandria to National Harbor across the bridge offers little to no travel time savings. She stated that the I-495 project is the only near-term plan that is seeking to reverse this and establish a transit network in this corridor. She stated that express lanes in Virginia have evidence that they drive carpools and increase the efficiency of bus service, and thereby increase ridership and that this ridership can pave the way for future rail service.

Angel Deem said that Commissioner Brich has stated in letters that VDOT is fully supportive of future rail transit across the Woodrow Wilson Bridge, and the project has been fashioned accordingly. She said that based on VDOT discussions and work with other jurisdictions on the questions raised, VDOT proposes a friendly amendment to the resolution that had been moved. Bill Cuttler moved to revise the text of the resolution.

Chair Henderson asked TPB staff for a written version of VDOT's proposed amendment.

Kanti Srikanth said that staff had and that the proposed amendment to the resolution is being displayed on the screens for TPB members to view.

Reviewing the proposed amended resolution, Kanti Srikanth said that nothing on the first three pages of the resolution moved by Chair Henderson and seconded by Bill Cuttler had changed. He stated that the last pages of the resolution would now include four new whereas clauses and there were additions to the resolved clause.

Kanti Srikanth said that the first new Whereas clause states that the TPB acknowledges that VDOT has been working with other member agencies, including Prince George's County and WMATA, to review and respond to questions about the potential benefits and impacts of VDOT's proposed Southside Express Lanes project. He said the second new Whereas clause recognizes that Prince George's County notes that the ongoing work with VDOT has been helpful, but believes that more time is needed to secure the results of the traffic impact analysis that VDOT is currently conducting as part of its NEPA activities for the Southside Express Lanes project that would continue to address the questions and issues that have been raised to date related to the congestion at the terminus of the project and the cross-jurisdictional transit services and travel demand management programs in the corridor both at present and in the future, that would help the region decide if the proposed Southside Express Lanes project is the best to serve the needs in the corridor.

Kanti Srikanth said that the third new Whereas clause notes that the TPB understands that the Southside Express Lanes project is an important part of VDOT's project development work, specifically the NEPA study, and the TPB wishes to allow having this work continue so that it can be included in the TPB's regional air quality conformity analysis and the Visualize 2050 plan, while also providing time for

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TPB's other member agencies to get involved and secure a better understanding of the impacts of the proposed project under jurisdictions' mobility and accessibility goals. He stated that the fourth new Whereas clause says that the Metropolitan Washington Council of Governments Region Forward document and its stated climate change goals and the previous Council of Governments and TPB analysis showing a disparity between the western and eastern portions of the region that has been articulated as the Region Divided, and that Visualize 2050 should take advantage of the opportunity to bridge the gap to create a true multimodal model transportation system that enables transit, bicycle, and pedestrian safety as well as enabling transit oriented development and land use changes to create a region that is balanced in a way that benefits all.

Kanti Srikanth said that the Whereas clauses together describe where we have been, summarizes the key themes of the discussions in the past, and concludes by saying, "Now therefore, be it resolved that the National Capital Region Transportation Planning Board resolves the following:

"First - It amends the air quality conformity analysis scope of work it adopted as part of Resolution R12-2024 on May 15 by directing staff to conduct two alternative sets of regional air quality conformity analysis, one without the I-495 Southside Express Lanes project, and one including the I-495 Southside Express Lanes project, and the project as defined in Attachment 3 of this resolution.

Second - the TPB resolves and revises its schedule to adopt Visualize 2050 and the FY 2026-FY 2029 Transportation Improvement Program, the TIP, to provide additional time for the analysis of the above two alternative scenarios with the TPB taking action to approve the air quality conformity analysis and adopting Visualize 2050 and the FY 26/FY 2029 TIP at its December 2025 meeting, unless it can be done sooner.

And finally, resolving that the TPB intends to approve only one of these two alternative regional air quality conformity analysis in December of 2025, either with the I-495 Southside Express Lanes project or without this project."

Kanti Srikanth said that this is a quick review of proposed changes to the text of Resolution R13-2024.

Chair Henderson said that the TPB currently has an amendment to the base resolution and since she sees some members raising their hands to comment, she was not going to accept the amendment as friendly at this time in order to allow members to make their comments.

Eric Olson said that the amendment continues to run the existing Visualize 2050 package of projects as approved by the board last month, which does not include the VDOT Southside project and will include a separate analysis with this project included. He stated that nothing in this resolution should be taken to suggest that Prince George's County Council will be supportive of toll lanes across the Wilson Bridge into Prince George's County or anything short of preserving the lanes for transit only.

Eric Olson said that Prince George's County allows models to run that include scenarios with this project both in and out of Visualize 2050, but what is needed is a robust examination of all alternatives, including transit only. He stated that the region needs to do more to address the east/west regional divide, the imbalance of jobs, the need for more TOD, and greater investment in transit alternatives. He said that the approach to run two scenarios is intended to allow for the ability to assess the most complete range of how best to serve the interests of the entire region, enabling the NEPA process to continue, to answer the questions that in the views of many need more complete responses, and to allow for a project that can best integrate transit, multimodalism, transportation demand management, and transit oriented development and to serve as a bridge to a region undivided.

Eric Olson said that there is a long way to go along with more community engagement and much more

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analysis. He stated that the VDOT comment period resulted in 330 comments with no-build topping the responses at 41 percent, in second was standalone transit at 36 percent, and third was a combination of transit and TDM at 33 percent. He said he thinks we need to take these comments seriously and that continued community outreach and serious study and analysis of those alternatives supported by the public is the most important aspect and is essential.

Eric Olson said that he values the collegiality and spirit of cooperation that is and should be the hallmark of the TPB. He stated that regionalism at its best lifts all of us and implements solutions for greater equity and increased benefits to the whole. He said that regionalism cannot be a mechanism to allow one jurisdiction to push its problems, including traffic, onto another jurisdiction and cannot be allowed to further the regional divide.

Eric Olson stated that the proposed project is one-quarter in Prince George's County, and to his knowledge, no one in Prince George's County signed off on the initiation of this project, nor was asked. He said that the process and the substance of the proposal troubles him. He said that Prince George's County is a regional partner and is seeking the best for the region. He said that Prince George's County will not support widening the divide or moving traffic backups to our communities. He said the surest way to mitigate traffic is through smart growth transportation and land use policies and Prince George's County has been working to implement land use policies that encourage redevelopment near transit, while discouraging greater car dependence for all developments. He said that the county is seeking regional partnership in the pursuit of stronger walkable transit-rich transportation for Prince George's County and the region's future.

Eric Olson said that he hopes the action today can help focus the region's attention on the real and pressing need for rail on the Wilson Bridge as was envisioned. He said he would like VDOT to confirm on the record that Prince George's County and the state of Maryland will be partners in the NEPA process and will be included in identifying what needs to be studied and any further scope of the study. He reiterated that one quarter of the project is in Prince George's County.

Angel Deem said that Prince George's County and Maryland are already partners in VDOT's NEPA process and sees no reason for that not to continue. She said that VDOT is committed to continued engagement in the coming months as the project develops.

Vice Chair James Walkinshaw said that Fairfax County thinks this is a project that has tremendous potential for the region and has potential to expand transit options for the region. He stated that the Virginia DRPT study that Prince George's County and MDOT were partners in identified the potential for 8,000 new bus trips across the Woodrow Wilson Bridge because of the managed lanes. He stated that those are bus trips that are not happening and cannot happen today because of the gridlock on the Woodrow Wilson Bridge. He stated that he thinks it would be a missed opportunity for the region to not allow that analysis to continue and to deny that potential.

Vice Chair Walkinshaw said that a number of TPB members have been involved in the Silver Line for many years, and one of the keys to the completion of Phase 2 of the Silver Line rail to Dulles was the existence of the Dulles toll road managed toll lanes. He stated that the lanes allowed Fairfax County and Metro to run express bus service and demonstrate that there was interest in transit. He said that demonstrated interest in transit was critical in securing federal, state, and local support for Phase 2 of the Silver Line and provided a dedicated revenue source that, in large part, funded Phase 2 of the Silver Line.

Vice Chair Walkinshaw said that he thinks failing to include this project in Visualize 2050 would damage the opportunity to complete that Blue Line extension in the future. He said this project has the potential to demonstrate transit interest in ridership over and across the Woodrow Wilson Bridge, furthering

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economic development in Prince George's County and in Virginia, and it also has the potential to deliver dedicated revenue to fund the Blue Line extension. He said that no one in the region has put forward a funding plan for that Blue Line extension and with the Silver Line it was critical.

Vice Chair Walkinshaw said that the NEPA submissions are binding, and the lanes would have to be converted to rail when the region is ready to build rail. He said that we will never be ready to build rail over the Woodrow Wilson Bridge unless we have a funding plan. He stated that as a region, it would be a mistake to turn our backs on that potential.

Oluseyi Olugbenle said that to move the region forward, it is paramount to get this process right and, it is imperative to not get ahead of ourselves but to allow this process to continue and to allow the time to fully explore the concerns of the region. She said that more detailed answers to the questions are needed as well as specifics to WMATA's questions as well as other partners. She stated that she wanted to make clear that this is not a Virginia and Prince George's County project but is a regional project. [Interruption in audio] She said that there are outstanding questions that were raised by partners at WMATA and that it is important to flesh out questions, and Prince George's County strongly encourages support of this resolution to advance so that a final decision can be made with much more complete information, dialogue, deliberation, and with a clear choice, not just for the two jurisdictions, but for the entire region.

Chair Henderson said that if Oluseyi Olugbenle wants to send all her comments to Lyn Erickson for the record due to the audio interruption, those comments will be reflected.

Allison Davis said that the region finds itself again debating the merits of highway expansion without a clear path forward for long-term transit. She said the comments heard earlier, summarized in the staff report, and what Councilmember Olson noted indicate a desire for building transit in the corridor. She stated that the 2000 Record of Decision for the [Woodrow Wilson] bridge documented that need to preserve right-of-way, and since then rail on this corridor has been in several plans to date, but it is always unfunded. She said the proposal to include the Southside Express Lanes study in the air quality conformity analysis includes two express lanes in each direction, creating an interim use. She said that if history is an indicator, interim uses often become permanent uses.

Allison Davis said that Metro feels strongly that advancing an option that includes those two express lanes in each direction does not meet the original intent of the Record of Decision and does not preserve rail right-of-way on the bridge. She stated that building two express lanes in each direction will make it that much harder for the region to advance transit in the corridor in the future.

Allison Davis said that the questions that Metro submitted to VDOT focus on the realities of how that construction would happen and how it would be paid. She stated that while Metro appreciates that VDOT has stated that the conversion will not result in a cost to Metro, WMATA believes there are still costs that will accrue to the region and to one or more of its funding partners, increasing the cost overall. She said that Metro thinks there are too many unanswered questions as to how the proposal to convert to rail at some point in the future would work and appreciate discussions with VDOT as well as MDOT and many other partners to engage in figuring out how this would come to fruition.

David Snyder asked that since Metro and Metrorail is not specifically mentioned in the two alternatives being studied, could he have a commitment from the sponsors of this amended language that part of this project will include WMATA and specific discussion and consideration of Metrorail in the corridor? He stated that he thinks it is implied but wants to confirm that is the case.

Chair Henderson asked David Snyder if he wanted to make an amendment or if a verbal commitment in terms of intent is okay for his purposes.

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David Snyder said that intent is fine in this case and that he would like to ask Prince George's County and DDOT as to the specific inclusion of WMATA and consideration of the questions that WMATA has about rail in the corridor and on the bridge.

Angel Deem said that WMATA has been and will continue to be a member of our study team and, as VDOT stated, and has been written in multiple places, the project does not preclude the extension of rail. She said that VDOT, not being a project sponsor for Metro, will not be studying an alternative that is just the Blue Line extension. She said that VDOT is looking to its partners to provide feedback that would allow VDOT to incorporate considerations of that, such as what space is needed for that inclusion of rail in the future, et cetera.

David Snyder asked whether the amended language includes consideration of two options: one, inclusion of the Southside work, and the other not. He said he is assuming that inclusion would include specific consideration of the questions that Metro has asked about rail in that area.

Angel Deem said that yes, VDOT has met with WMATA and answered those questions, and provided them in writing. She stated that VDOT can further refine those answers. She said some of WMATA's questions were specific to final design considerations, which VDOT does not have at this juncture. She said that VDOT commits to continuing that dialogue with WMATA as VDOT's alternatives seek to not preclude their extension of rail in the future.

Eric Olson said that the scenarios will include a variety of scenarios including transit. He stated that he read in his statement 'transit-only and other scenarios', and Prince George's County would like TDMs to be looked at, as well.

David Snyder commented that on page 3 of the original proposed resolution, in the last whereas clause, "Whereas, VDOT further notes in its letter attachment 2 regarding transit investments, that should the project proceed to procurement through a concessionaire agreement it intends to continue the practice of the Commonwealth to incorporate ongoing transit payments from express lane projects in Northern Virginia to enhance multimodal options in the respective corridor", he would like to propose a friendly amendment that reads "and VDOT commits to doing so on this project." He said the TPB members have heard the importance of this project moving forward for the ability of improving bus service, and he is asking for a firmer commitment. He said that he hopes that his proposed amendment seems content with the intent and consistent with the comments that the TPB has heard, particularly from Fairfax County. He asked that his proposed amendment be accepted as a friendly amendment.

Angel Deem said that VDOT would not accept the proposed amendment as a friendly amendment. She said that it is VDOT's intent to continue its longstanding practice of negotiating the ability to secure transit investments in these corridors and express lanes. She stated that VDOT cannot commit to this as the project has not proceeded to the selection of a preferred alternative. She said that the project has not proceeded to procurement, which would allow VDOT to frame those negotiations, so VDOT would not be comfortable with that language.

David Snyder thanked VDOT staff and asked for a second to his amendment.

Takis Karantonis seconded the amendment.

Chair Henderson said that the board will move to a vote.

Kanti Srikanth said that for the first round, the chair can start with nays and abstentions on a voice vote, and depending on results, can ask for a roll call vote.



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Chair Henderson stated that the board members are voting on an amendment offered by David Snyder to add the phrase "And VDOT commits to do so in this project" to the relevant whereas.

Chair Henderson conducted a call for nays and abstentions.

Abstentions: Amanda Stout (DDOT); Sakina Khan (DC Office of Planning); Jason Groth (Charles County).

Nays: Mark Mishler (Frederick County); Kelly Russell (City of Frederick); Bill Cuttler (VDOT); Mike Turner (Loudoun County); Jeanette Rishell (City of Manassas Park); Pamela Sebesky (City of Manassas); Victor Angry (Prince George's County); Virginia General Assembly (David Reid); Loudoun County (Rob Donaldson); Thomas Ross (City of Fairfax)

Lyn Erickson said that the yeas have it, and the language stays.

Chair Henderson said that the amendment from David Snyder is agreed to.

Takis Karantonis said that the Silver Line was constructed with revenue from the Dulles corridor. He said given how the TPB is rethinking its metropolitan transportation system today and whether all these practices were practical and up to date, they have not been performing very well and on the Silver Line we see that the demand for that investment was there long before we could provide infrastructure for that demand. He said that we have to find ways to make sure that the vision stays intact and that our collective and regional efforts support this vision. He said that while we understand some of the practicalities of VDOT's position, we still believe that the intention should be a regional solution that is acceptable for the entire region, that is workable with the region's economics and economic outlook, and that it also does not rely only on one kind of funding.

Takis Karantonis said that the Blue Line loop is an extremely interesting proposal for dramatically improving the core region's transportation capacity, and we should make sure that we do not close the option, but we keep the options intact. He said that the only difference with the Silver Line is that the Metro Silver Line would not overlap with a highway, and the rail is parallel to the highway. He said that for the I-495 project there are four lanes that he doubts can accommodate both models at the same time with the same performance. He said he thinks this is a tougher one than the Silver Line and thinks that the TPB should approach this carefully and make sure that everybody is involved and is vested, including WMATA and that we keep the options open.

Drew Morrison said that he wanted to speak to a few points from Maryland's perspective as relates to environmental assessment. He said MDOT is a cooperating agency partner in that study, so Maryland is an equal owner of the bridge facility with Virginia, and this environmental assessment, the NEPA process, will inform the ultimate decision regarding the project's inclusion in the plan.

Drew Morrison said that as a cooperating agency in the 495 Southside study, MDOT looks to continue to engage closely with VDOT on the alternatives analysis. He said that it will be critical that both MDOT and Prince George's County engage with VDOT on the alternatives, the impacts, and the potential transit options that have been discussed today. He stated that regarding transit, he wants to reinforce that MDOT's position is that the future of this corridor is multimodal. He said that MDOT expects that any project that would be built would incorporate mutually agreeable transit improvements supporting Marylanders' needs that are, at minimum, consistent with the transit options outlined in the I-495 Southside transit and TDM study that's been mentioned today.

Drew Morrison said that a project would also need to advance a path for resources for expanded transit service in the future, and it will be important to understand better through the EA process what the scale

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and nature of this approach for supporting transit would be.

Drew Morrison said that the TPB has talked today about rail, and MDOT supports a rail future for this corridor. He said that MDOT expects that one day there will be a rail line running on this bridge that will be a benefit to the entire region and thinks that there is more work that still needs to be done to ensure that a rail line would not be precluded by the project. He said that this includes confirming the physical space both on the bridge and the ability for rail infrastructure to connect to and from the bridge. He said this also includes any construction needs that would result from the phasing, and financial terms that permit rail service as well as a governance structure that makes sure that rail can be built when it needs to be built.

Drew Morrison said that turning back to NEPA, it is important to recall that we are in the middle of an alternatives process. He said the discussion at TPB had been focused on two new toll lanes in each direction. He said the alternatives process has not been completed, and there are multiple alternatives in the current environmental assessment, including the no-action alternative. He said that MDOT would expect that the EA process will engage in a more robust discussion about the range of alternatives for the future of the corridor. He said that as part of the NEPA document, environmental impacts are front and center, and Maryland will want to clearly understand the impacts of the project with sufficient detail for decision-making. He said those impacts include potential safety and climate impacts from the project, as well as traffic impacts to Maryland 210 and other corridors in the study area.

Monique Ashton said that the options include a no-build and a build but would like to know if there is a discussion of a scenario with a build for Metro in this study. She said that she agrees with Drew Morrison that the future will need to include Metro on the bridge. She said that if the toll lanes move forward, would the commitment that would be funding Metro be shared with Maryland and would Maryland be getting a part of that revenue.

Chair Henderson commented that she thinks Monique Ashton asked whether there was a consideration of a third analysis.

Monique Ashton said that is correct given that both toll lanes would be coming into Maryland.

Angel Deem said that VDOT, being the project's sponsor, will be looking at build alternatives within VDOT's ability to advance. She said that activity would not include a build alternative for a Metro-only option, and VDOT would look to partners at WMATA to pursue such projects, but VDOT will continue to be a partner as they present the VDOT study.

Angel Deem said that the other question was regarding dedicated funding for Maryland, and the way Virginia approaches these negotiations would be to form a group of entities which would include Maryland jurisdictions as well as Virginia jurisdictions who would look at ways to prioritize transit investment. She said it would not be allocations per se.

Marc Korman asked of VDOT what the actual mechanism is for Maryland to consent to the project and when will that happen? He asked if there will be a concession agreement, and when does VDOT need Maryland's consent to move forward.

Angel Deem said that Maryland is engaged as a cooperating agency and partner as VDOT develops the NEPA document. She said that as the bridge is a shared asset, there will need to be consensus on any improvement to the bridge between Virginia and Maryland and that is a decision point in the future should the project advance.

Marc Korman asked again when Virginia will need Maryland's consent.

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Angel Deem said that if speaking of construction in Maryland and construction on the bridge, that would generally happen post adoption of the CLRP, post-VDOT negotiations on a concession agreement, should the project advance in that manner. She said that VDOT does not have a schedule that directs a date where that agreement would need to be made, but VDOT will have that as the project advances.

Marc Korman asked if Maryland will have the chance to review a concession agreement before providing its consent.

Angel Deem said that VDOT would look to partner with Maryland given the terms that would impact construction in Maryland or improvements to the bridge, so VDOT would look to work with Maryland on those aspects of an agreement with a potential future concessionaire.

Marc Korman asked where on the revised resolution he can find that the bridge will have Metrorail in the future. He said everyone has said that out loud, but he is curious where in the resolution to find that language.

Kanti Srikanth said that TPB staff will bring up the amended resolution on screen. He said that staff is reviewing all the whereases, and there is no current language in the resolution anywhere that explicitly says that sometime in the future there will be Metrorail across the Woodrow Wilson Bridge. He said that there is language in a few places that says that the project will not preclude future transit across the Woodrow Wilson Bridge. He said that if Delegate Korman is looking for Metrorail, he does not think it is there, but TPB staff is reviewing the document.

Marc Korman said that he would offer a friendly amendment that somewhere in the resolution it is stated that it remains a goal of the region that Metrorail someday be across the Wilson Bridge.

Kanti Srikanth said that in one of the whereases, in the whereas where text was added from David Snyder's proposal, the whereas immediately before that, says "VDOT has provided a letter, Attachment 2, stating VDOT is fully supportive of future rail transit over the Woodrow Wilson Bridge and, as such, is continuing to put through rail preservation by advancing alternatives that can be pursued..." He commented that it appears that might be the place to add the word 'Metro' so that the first sentence of that whereas would read, "Whereas, VDOT has provided a letter, comma, Attachment 2, comma, stating that VDOT is fully supportive of future *Metro* rail transit." That might be a place to consider the addition.

Marc Korman said yes, he is proposing it as a friendly amendment and so defers to VDOT. He said he thinks it is a regional commitment not just a Virginia commitment, although he appreciates if Virginia makes the commitment.

Chair Henderson stated that the TPB has an amendment offered by Marc Korman to add the word "Metro" before "rail transit" in the second to last whereas on the screen. She said this addition of the word "Metro" is being proposed as a friendly amendment.

Chair Henderson read a comment from Monique Ashton that states, "This is a regional commitment, and should be written as such."

Chair Henderson said there is some concurrence there. [Denise Mitchell wrote in the chat at 1:35 PM "I concur with Mayor Ashton."]

Chair Henderson said that based on her reading of the particular whereas, because it is VDOT-focused based on the letter that they provided, that it may not be the appropriate spot for the change but there

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could be a separate whereas that just speaks to the region's full commitment.

Kanti Srikanth said the last whereas before the "Now therefore be it resolved," appears to speak to the region. He stated that it says, "Whereas, the MWCOC Region Forward stated climate change goals and previous COG and TPB analysis showed a disparity between the eastern portion," and says that "Visualize 2050 should take advantage of the opportunity to bridge the gap in land use changes to create a region that is balanced in a way" and that appears to speak to the region, as opposed to any one jurisdiction. Kanti Srikanth said he wonders if that would be a place where the phrase "bicycle and pedestrian safety, as well as enabling transit-oriented development, *including Metrorail across the Woodrow Wilson Bridge*" can be added before "And land use changes to create a region that is balanced in a way that benefits all."

Marc Korman said he would move that proposed wording as a friendly amendment.

Chair Henderson said that she will give members a minute to read that whereas statement. She said that there is a motion on the floor to accept this change as friendly and unless there are objections, she plans to do so. She reminded members that now is the time to speak if objecting.

Kristen Weaver said that the phrase may make more sense before the "as well as enabling transit-oriented development." She said that moving the change one phrase earlier might be a more logical location.

Chair Henderson said that she agrees with Kristen Weaver's recommendation.

Kanti Srikanth said that the board is back to the amended language to the resolution that has been further revised to include David Snyder's phrase and Marc Korman's suggested language. He asked whether Chair Henderson accepts the revised text as a friendly amendment, and if so, then the TPB can proceed from there. He said if it is not viewed as friendly, a vote can be taken on the revised language first and then the board can go back to the base resolution.

Chair Henderson said that the TPB has the amended resolution with the modifications made. She said that if there are not any objections, the change will be accepted as friendly. She said that she accepts the changes as friendly.

Chair Henderson said that the TPB now needs to vote on the completely amended resolution. She said that she will call on nays or abstentions starting with Virginia, then Maryland, DC, and the other agencies. She reminded members that the TPB would move forward with two air quality conformity analyses, one that includes the Southside express lanes project, and one that does not.

Chair Henderson asked for nays or abstentions.

Jason Groth said that Charles County abstains. He said that Charles County was one of the two parties that submitted letters asking to have projects included in the plan. He said VDOT was one, and Charles County and Prince George's County spoke up about the Southern Maryland Rapid Transit project. He said that the response received was that the project was not ready because it was not through the NEPA process, and second, because there was not an identified funding source for construction. He said that he thinks this project has a slight advantage over SMRT in that there is toll funding that is proposed, but that is not exactly a clear-cut funding source, so Charles County is going to abstain just because he thinks it is the right thing to do in the circumstance.

Chair Henderson stated that Charles County is abstaining.

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The TPB adopted Resolution R13-2024, as amended, to approve the I-95/I-495 Southside Express Lanes Project for inclusion in the Air Quality Conformity Analysis of Visualize 2050 and the FY 2026-2029 TIP.

## **8. TRANSPORTATION RESILIENCE IMPROVEMENT PLAN (TRIP)**

Katherine Rainone stated that there were no comments or changes to the draft TRIP and that she would provide an overview of how the TRIP can improve regional resilience. She stated that she would review the objectives of the plan and major plan components, review the results of the vulnerability assessment, and talk about the resilience improvement projects that were submitted for inclusion in the plan before requesting TPB approval of the plan.

Katherine Rainone provided background on the 2022 Infrastructure Investment and Jobs Act's Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program which established formula and discretionary grant programs with the purpose to plan for and strengthen surface transportation to be more resilient to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters. She explained that the development of a resilience improvement program, as an optional element of PROTECT, benefits agencies and localities by reducing PROTECT local match requirements by 7 percent if a project is prioritized in the TRIP and a further 3 percent if the TRIP is adopted as part of the TPB's long-range transportation plan as well as meaning that a TRIP project does not have to include a benefit/cost assessment as part the PROTECT grant application.

Katherine Rainone said that the goals or objectives of the TRIP include building on the strong foundation of resilience work that COG and TPB have completed in previous years, to put together a document that would provide benefits for TPB member agencies and a foundational analysis and relationship building foundation for the program. She stated that another goal is to contribute to member organizations' understanding of and planning for climate change risk and resilience as not all members are in a position to complete risk and vulnerability assessments for their jurisdictions.

Katherine Rainone stated that the project kicked off in April 2023 and a risk-based vulnerability assessment was conducted at the end of summer 2023 in two phases. She stated that in October 2023, the TPB held the first National Capital Region Transportation Resilience Forum which featured an interactive mapping tool as a resource for project prioritization. She said the TPB collected prioritized resilience project submissions from members and drafted the plan which is awaiting final approval by the Federal Highway Administration and the TPB.

Katherine Rainone presented the main components of the TRIP. She said the first part revolves around context of the plan and how the plan aligns with existing plans in the region and the systematic approach chapter outlines TPB's scope of the plan, geographic region, timeframe, assets and hazards outlined in the plan, stakeholders engaged, and a discussion on equity and environmental justice.

Katherine Rainone outlined the other sections of the plan including the risk-based vulnerability assessment interactive mapping tool, the list of priority resilience projects collected from member organizations, and a section on how collaboration and coordination can occur across agencies to create a resilient regional transportation system. She said that the vulnerability assessment identified vulnerabilities in the region's transportation system and priority areas for resilience investments.

Katherine Rainone said that the greatest number of assets in the region are highly vulnerable to coastal and riverine flooding, followed by extreme heat, and flooding due to sea level rise. She stated that including Equity Emphasis Areas (EEAs) in the criticality component of the risk score calculation was significant because EEAs contributed to the overall vulnerability score for several asset categories, and

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all highly vulnerable assets are located within an EEA. She stated that the asset level assessment results indicate that rail lines have the greatest percentage of highly vulnerable segments for coastal and riverine flooding, followed by 1,100 miles or 5 percent of total roads vulnerable to coastal and riverine flooding. She said that most assets vulnerable to sea level rise are also vulnerable to coastal and riverine flooding. She stated that extreme heat was recorded to be a high risk for almost 200 bus stops and 89 percent of bus stops have medium vulnerability.

Katherine Rainone said that the TPB received 34 projects from eight jurisdictions and member agencies of which 14 are resilience planning projects and 20 are resilience improvement or implementation projects. She said of the assets proposed to be improved, there are 16 public transit infrastructure projects proposed, 12 roads and highways, ten related to stormwater infrastructure, and two bridge projects. She said that 24 projects address coastal and riverine flooding, 11 address extreme heat, eight affect sea level rise, one affects extreme wind, and one affects extreme winter conditions. She referred to the presentation for three project examples: DC's Nanny Helen Burroughs Avenue NE underpass, VRE Stations Heat Vulnerability and Mitigation Strategies Analysis, and Charles County's Cobb Island Bridge approaches implementation project.

Katherine Rainone said that she plans to conduct an annual request for projects to include in the TRIP and will likely schedule that solicitation for projects in early 2025.

Chair Henderson made a motion to approve the Transportation Resilience Improvement Plan. Bill Cuttler seconded the motion.

The board voted unanimously to approve the Transportation Resilience Improvement Plan.

## **9. ADJOURN**

Chair Christina Henderson said that the next TPB meeting is scheduled for Wednesday, July 17.

There being no other business, the meeting was adjourned at 2:01 P.M.

## Meeting Highlights TPB Technical Committee – July 3, 2024

The Technical Committee met on Wednesday, July 3, 2024. Meeting materials can be found here:  
<https://www.mwcog.org/events/2024/7/3/tpb-technical-committee/>

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

### **TPB AGENDA ITEM 7 – CAR FREE DAY PROCLAMATION**

In an effort to create awareness and encourage residents to go car free by using public transportation, bicycling or walking, or go car lite and carpool, Regional Car Free Day events are being organized in the region for September 23. These events will encourage the community and regional decision-makers to support car free policies and initiatives.

### **TPB AGENDA ITEM 8 – FY 2024 MARYLAND TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM PROJECT APPROVALS**

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

### **TPB AGENDA ITEM 9 – CARBON REDUCTION PROGRAM: STATE DEPARTMENTS OF TRANSPORTATION BRIEFINGS**

The committee was briefed on collaboration that has occurred with the state DOTs on project identification and selection for formula funding from the Carbon Reduction Program, which was established by the Bipartisan Infrastructure Law and provides funds for projects designed to reduce carbon dioxide emissions from on-road transportation.

### **TPB AGENDA ITEM 9 – CARBON REDUCTION PROGRAM: MARYLAND DEPARTMENT OF TRANSPORTATION**

The committee received a briefing from MDOT staff on their project identification and selection process for Carbon Reduction Program funding.

### **TPB AGENDA ITEM 10 – CARBON REDUCTION PROGRAM: VIRGINIA DEPARTMENT OF TRANSPORTATION**

The committee received a briefing from VDOT staff on their project identification and selection process for Carbon Reduction Program funding.

### **TPB AGENDA ITEM 11 – CARBON REDUCTION PROGRAM: DISTRICT DEPARTMENT OF TRANSPORTATION**

The committee received a briefing from DDOT staff on their project identification and selection process for Carbon Reduction Program funding.

The following items were presented for information and discussion:

### **REGIONAL SAFETY EVENT**

Staff briefed the committee on its current planning efforts for a regional safety event to be held in the Fall, in anticipation of establishing a regionwide zero deaths goal.

## **WMATA BETTER BUS NETWORK REDESIGN PROJECT UPDATE**

Staff from the Washington Metropolitan Area Transit Authority (Metro) presented the Better Bus Network Redesign Project in the context of the current engagement period. Metro is currently conducting a third round of public outreach for the Better Bus Network Redesign. This round of public engagement is focused on gathering input on the proposed 2025 Better Bus Network (2025 Network), which includes a network of bus routes that better connect the region with the same level of resources as the current Metrobus network, new route names, and more efficient bus stop spacing.

## **OTHER BUSINESS**

- Visualize 2050: Recap, deadline extensions, schedule forthcoming
- Curbside Management Symposium this Summer
- DMVMoves
- Staff Update



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**COMMUNITY ADVISORY COMMITTEE  
MONTHLY REPORT TO THE TPB**

July 17, 2024  
*Ra Amin, CAC Chair*

The July meeting of the CAC was held virtually on Thursday, July 11. The meeting featured a discussion of the DMVMoves effort to identify gaps, a presentation and discussion on the TPB Resources and Applications Page (TRAP), aspects of community involvement at the TPB, and a review and discussion of the CAC recruitment video.

**DMVMoves UPDATES**

Ra Amin, Chair, briefly outlined the effort to date, which aims to transform the region's transit network into a world-class system. He facilitated a discussion among members about gaps in achieving this vision. Gaps identified by membership included the system design, systemic challenges with the land use pattern, accessibility and infrastructure challenges, the lack of interoperability among transit providers, safety, way-finding, and the lack of a stable revenue source. Chair Amin will be providing these comments in more detail at the next Community Partners Advisory Committee meeting July 16.

**TPB RESOURCES AND APPLICATIONS PAGE (TRAP)**

Charlene Howard, Planning Data Resources Manager, gave an overview of the TRAP page, which provides a convenient online inventory that categorizes and organizes TPB's many mapping applications, data visualizations and other data sets. Ms. Howard took the committee on a virtual tour of the site. She encouraged feedback and suggestions for improvement, stressing that the project is a work in progress.

Participants raised questions about how to access the TRAP on the TPB website, noting that it should be easier to find. There were also questions about what data sets were included and why. Ms. Howard said that the TRAP is not yet final. It will go to the TPB in the Fall. At that time, they will make it more integrated with the COG website. She clarified that the TRAP contains datasets that COG has developed, and some links to other datasets that use COG data. It's not meant to cover everything. For example, for information on individual projects or on transportation plans, it is still necessary to go to the Visualize 2050 website. Members also commented that there could be better descriptors for the tiles. Ms. Howard agreed and will look into doing so.

The CAC Chair asked Ms. Howard to consider coming back to the committee once the TRAP is further along.

**COMMUNITY INVOLVEMENT AT THE CAC**

Chair Amin lead a discussion about two ideas in regard to documenting the work of the CAC. The first is the idea of an "Act Locally" round robin-- asking members to consider sharing the work they are doing with the whole committee. The second idea discussed was creation of an oral history, starting with the originators of the CAC. After discussion, the membership agreed to pilot the ideas, perhaps expanding it to include a living document that illustrates the work they are engaged in they can share with TPB members.

**CAC RECRUITMENT-REVIEW OF VIDEO AND DISCUSSION**

Rachel Beyerle, Transportation Communications Manager, led a review of the recruitment video recorded last year. After reviewing the video, members had a number of suggestions on possible

edits, uses and deployment of the video. Ms. Beyerle will provide a memo to the CAC outlining these suggestions and her recommendations.

## **ATTENDANCE**

### **Members**

Ra Amin, Chair  
Christina Farver  
Daniel Papiernik  
Felipe Francisco Millían  
Heather Ganoa  
Kalli Krumpos  
Lorena Rios

Maribel Wong  
Mark Scheufler  
Rick Rybeck  
Tafadzwa Gwitira  
Timothy Davis  
Bernie LoCascio  
Jeff Parnes  
Gail Sullivan

Richard Wallace  
Ashley Hutson

### **Staff**

Leonardo Pineda  
Charlene Howard  
Rachel Beyerle  
Laura Bachle

ACCESS FOR ALL ADVISORY COMMITTEE REPORT  
July 8, 2024

*James Walkinshaw, Chair*

The Access for All Advisory Committee (AFA) met virtually on Monday, July 8, 2024. The committee received staff updates on the DMVMoves initiative and the AFA member assessment. They also received a presentation from the ARC of Northern Virginia on their ARC2Independence wayfinding application. The committee also held time open for a member forum.

### **Staff Updates**

Laura Bachle, Transportation Planner, briefed members on the COG-WMATA Regional Transit Initiative (DMVMoves), which kicked off formally on May 1. DMVMoves is an initiative of the Council of Governments and WMATA to achieve a unified vision for transit in the DMV. The initiative kicked off May 1, with a Regional Task Force made up of 20 leaders formally convening on June 10. The initiative will set the vision, plan, funding model, and action steps necessary to transform the region's transit network into a world-class system capable of meeting the region's needs and goals.

Ms. Bachle described the four phases of the workplan to be accomplished between now and June of 2025 and the two advisory groups supporting the task force. The AFA Committee's interests are represented on the Community Partners Advisory Group, which met on June 21. These were initial discussions to be fleshed out in the coming months. The July Advisory Group meeting will be on Tuesday, July 16. There is currently a survey underway. A link to the survey can be found on the DMVMoves website. Members were encouraged to share the link among their networks.

Ms. Bachle also gave an update on the AFA member assessment. She has spoken with the membership and introduced new ground rules and agenda changes based on the feedback she received. She also noted that there will be a membership drive in the fall. She encouraged members to continue reaching out to her with suggestions.

Members did not have any questions or comments.

### **.ARC-2-INDEPENDENCE WAYFINDING APPLICATION**

Dianne Monnig and Ashley Schalick from the ARC of Northern Virginia (ARC NoVA) gave a presentation on their wayfinding app for people with disabilities. The Arc of Northern Virginia is a local chapter of a national organization that promotes the independence of people with disabilities. They have a program called ARC2Independence, which helps individuals with disabilities live fully inclusive lives in the community. They have an app that offers customizable wayfinding and lessons. There are currently 241 active users. ARC NoVA is partnering with many organizations to provide the app, including tailored training and even devices for those that need them.

Member questions and comments included the following:

**What is the geographical coverage for the services ARC of NoVA is offering?** The presenters shared a map of their coverage, which basically covers the near counties and cities of the DMV.

**How scalable is the resource? How many users do you have now and what's the capacity given the challenge of customizing it for each individual?**

There are 241 users currently. There's a lot of customization that ARC NoVA can do, but they train

their partners, like Fairfax County Public Schools, to be able to customize the app directly. That leverages resources quite a lot. They are capable of partnering with more organizations. They are particularly interested in applications with groups in DC.

**Have you considered incorporating any kind of social element in the app? In other words, could a user chat about their experience with other users?**

Yes. They have talked a lot about this topic and have been doing some research on what the best platform would be. They hold a Zoom meeting with users once a month open to everyone to talk about the app.

**Do you have data on how many people use the app per day? Do you know what your most popular app is?**

They can look at who has been active and what percentage of their lesson they have completed. They also have data compiled weekly. "Let's Take Metro" is likely the most popular. It goes through the entire trip: what to take with you, safety, and every step along the way. It's customizable for every user.

**Could this app be a resource for people with cognitive decline or dementia?**

Yes, it's possible that the general lessons could be used by many people, and it's easy to take one lesson and adapt it to another user.

**AFA FORUM**

As a regular part of every agenda, members are invited to share information about their programs, current initiatives and any questions or concerns they may have. This was the first time the committee held an open forum. Attendance was light, so there were few commenters. Members did stress that changes in WMATA service directly affect the services they provide. For example, a change of a bus route, elimination of a stop, etc. changes the MetroAccess availability as well. It's important to keep the membership informed of any such changes and include the committee in those discussions.

**OTHER BUSINESS**

The next meeting is September 9. TPB staff will poll the membership to determine if it will be virtual or hybrid.

Attendees

District of Columbia  
Heather Foote  
Angela Miller  
Brenda Richardson  
Cassandra McFerson  
Rosa Carillo

Maryland  
Sara Fought  
Robert Malone

Virginia  
Cynthia Alarico  
John Nemeth  
Elena Algergant  
Regional  
Angela White

Glenn Millis  
Cecilia Castillo-Ayometzi

TPB Staff  
Rachel Beyerle  
Kanti Srikanth  
Leo Pineda  
Laura Bachle

Chair  
James Walkinshaw, Fairfax County Board of Supervisors



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** July 11, 2024

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The attached materials include:

- Steering Committee Actions
- Letters Sent/Received



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions  
**DATE:** July 11, 2024

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At its meeting on Wednesday, July 3 the TPB Steering Committee reviewed and approved one resolution to amend the FY 2025 Unified Planning Work Program (UPWP) and four resolutions to amend the FY 2023-2026 Transportation Improvement Program (TIP), as requested by the District and Maryland Departments of Transportation (DDOT and MDOT), Montgomery and Prince George's Counties, and the Virginia Department of Rail and Public Transportation (VDRPT). None of the projects and programs included in the TIP amendments will add or otherwise alter capacity on the region's roadway and/or transit systems, therefore they are all exempt from the air quality conformity requirement.

- TPB SR1-2025 – The FY 2025 UPWP was approved by the TPB in March 2024 and then by US DOT in June 2024. After approval the Virginia Department of Transportation (VDOT) and VDRPT provided TPB staff with revised information on available funding. As a result, this amendment to the FY 2025 UPWP reduced the total budget/activities by \$250,948, leaving a revised total budget of \$25,244,528.
- TPB SR2-2025 – Requested by DDOT, this resolution amends the TIP under TIP Action 23-43.1 to add a new project and add funding to four existing project/program records, as described below.
  - **Rhode Island Ave. Flood Warning System at CSX Underpass (T13619)** – New project with \$200,000 in Surface Transportation Block Grant (STBG) and District funding in FY 2024.
  - **William Howard Taft Memorial Bridge Rehabilitation (T6038)** – Adds \$300,000 in STBG and District funding in FY 2024 for pedestrian railing improvements.
  - **Roadway Reconstruction Citywide (T2965)** – Adds \$3.7 million in STBG and District funding in FY 2024 for the Oregon Avenue NW improvements between Military Road and Western Avenue.
  - **South Capitol Street Corridor – GARVEE Debt Service Payments (T6038)** – Adds **\$16.1 million** in NHPP and District funding in FY 2024.
  - **Quick Release Emergency Repair and Replacement of Kenilworth Ave (DC)-295 at Lane Place NE Pedestrian Bridge (T5298)** – Updates the project title and adds \$19,922 in Special Project/Quick Release Emergency funding in FY 2021 and FY 2023. These funds have already been obligated and do not represent a new increase in obligation authority.
- TPB S3-2025 – requested by MDOT to add \$1.4 million in Section 5337 and state funding to the Maryland Transit Administration's (MTA) **MARC Facilities project grouping (T11584)** under TIP Action 23-43.2.

- TPB SR4-2025 – requested by Montgomery County’s Department of Transportation and Prince George’s County Department of Public Works and Transportation under TIP Action 23-43-2 to include funding for two new transit projects and the purchase of replacement buses in Montgomery County and for a bridge replacement project in Prince George’s County, as described below:
  - **Solar Installation at Transportation Facilities (T13615)** – adds \$3.44 million from a Community Project Funding Earmark (CPF) and local matching funds in FY 2025 for the installation of solar power equipment on three parking garages in Montgomery County.
  - **Security Improvements for Transportation Facilities (T13616)** – adds \$5.75 million in CPF and local matching funds to FY 2025 for new and replacement security cameras and related infrastructure in three parking garages in Montgomery County.
  - **Ride On Bus Fleet (T3072)** – adds \$7.2 million in CPF and local matching funds to FY 2025 for the purchase of replacement buses for Montgomery County’s Rid On fleet.
  - **Bridge Replacement - Livingston Road (T15806)** – adds approximately \$740,000 in Highway Bridge Replacement and Rehabilitation Program (HBRRP) and local matching funds for the replacement of a bridge over Piscataway Creek in the White Hall area of Prince George’s County.
  
- TPB SR5-2026 – requested by VDRPT to amend the TIP under TIP Action 23-43.3 to include \$1.25 million in CPF and local matching funds for the new **DASH On-Route Electric Transit Bus Opportunity Charger project**, \$750,000 in Pilot Program for Transit-Oriented Development (TOD) Planning (Section 20005(B)) and local matching funds in FY 2025 for **Duke Street Corridor Planning activities (T13617)**, and an increase of approximately \$11.9 million in Regional Surface Transportation Program (RSTP), Congestion, Mitigation, and Air Quality Improvement Program (CMAQ) and state funding for the ongoing operation of Arlington County’s **Commuter Assistance Program (T6627)**.

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

Attachments:

- July 3, 2024 TPB Steering Committee Attendance (Members and alternates only)
- Adopted resolution SR1-2025 approving an amendment to the FY 2025 UPWP
- Adopted resolution SR2-2025 approving amendments to the TIP, as requested by DDOT
- Adopted resolution SR3-2025 approving an amendment to the TIP, as requested by MDOT
- Adopted resolution SR4-2025 approving amendments to the TIP, as requested by Montgomery and Prince George’s counties
- Adopted resolution SR5-2025 approving amendments to the TIP, as requested VDRPT

**TPB Steering Committee Attendance – July 3, 2024**  
(only voting members or alternates listed)

TPB Chair/DC rep.: Christina Henderson  
TPB Vice Chair/VA Rep.: James Walkinshaw  
TPB 2<sup>nd</sup> Vice Chair/MD Rep: Neil Harris  
Prior TPB Chair: Reuben Collins  
Tech. Committee Chair: Amy Garbarini  
DDOT: Mark Rawlings  
MDOT: Kari Snyder  
Deron Lovaas  
VDOT: Maria Sinner  
Rahul Trivedi  
WMATA: Mark Phillips



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

**RESOLUTION TO AMEND THE FY 2025 UNIFIED PLANNING WORK PROGRAM (UPWP)  
TO REVISE THE BUDGET**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

**WHEREAS**, the 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) require a Unified Planning Work Program (UPWP) for Transportation Planning; and

**WHEREAS**, the UPWP is required as a basis and condition for all funding assistance for transportation planning to state, local, and regional agencies by the FHWA and FTA; and

**WHEREAS**, the FY 2025 UPWP for the Washington Metropolitan Area was approved by the TPB on March 21, 2024 and was approved by USDOT on June 17, 2024; and

**WHEREAS**, revised available funding information was provided by the Virginia Department of Rail and Public Transportation and the Virginia Department of Transportation after the TPB approved the FY 2025 UPWP, and

**WHEREAS**, staff revised the total UPWP budget and activities accordingly.

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board amends the FY 2025 UPWP to reduce the total budget/activities by \$250,948, as described in the attachments.

Adopted by the TPB Steering Committee at its meeting on Wednesday, July 3, 2024.  
Final approval following review by the full board on Wednesday, July 17, 2024.

# UNIFIED PLANNING WORK PROGRAM

## FY 2025

Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region for FY 2025

**DRAFT** As amended July 2024

**Table 1: Revenue - FY 2025 TPB Proposed Funding by Federal, State, and Local Sources – AMENDED JULY 2024**  
(July 1, 2024, to June 30, 2025)

	FTA SECT 5303	FHWA PL FUNDS	FHWA PL FUNDS	OTHER CASP & SPR	
	80% FED & 20% STATE/ LOCAL	80% FED & 20% STATE/ LOCAL	SAFE & ACCESSIBLE TRANSP. OPTIONS SET-ASIDE <sup>1</sup>	CASP 90% FAA & 10% LOCAL SPR 80% FHWA & 20% LOCAL	TOTALS
<b>DDOT ALLOCATIONS</b>					
NEW FY 2025	\$887,121	\$2,968,903	\$76,126		\$3,932,150
PRIOR UNEXPENDED	\$171,719	\$957,288	\$0		\$1,129,007
CARRYOVER FY 2024	\$124,907	\$473,379	\$0		\$598,285
<b>SUBTOTAL - DC</b>	<b>\$1,183,747</b>	<b>\$4,399,570</b>	<b>\$76,126</b>		<b>\$5,659,442</b>
<b>MDOT ALLOCATIONS</b>					
NEW FY 2025	\$2,011,314	\$5,378,304	\$135,050		\$7,524,668
PRIOR UNEXPENDED	\$411,163	\$1,060,952	\$0		\$1,472,115
CARRYOVER FY 2024	\$371,993	\$873,804	\$0		\$1,245,798
<b>SUBTOTAL - MD</b>	<b>\$2,794,470</b>	<b>\$7,313,060</b>	<b>\$135,050</b>		<b>\$10,242,580</b>
<b>VDRPT &amp; VDOT ALLOCATIONS</b>					
NEW FY 2025	\$1,773,742	\$4,468,922	\$114,588		\$6,357,252
PRIOR UNEXPENDED	\$318,253	\$810,984	\$0		\$1,129,237
CARRYOVER FY 2024	\$379,416	\$908,502	\$0		\$1,287,917
<b>SUBTOTAL - VA</b>	<b>\$2,471,411</b>	<b>\$6,188,408</b>	<b>\$114,588</b>		<b>\$8,774,406</b>
<b>TOTAL FHWA/FTA FUNDING ALLOCATIONS</b>					
NEW FY 2025	\$4,672,177	\$12,816,129	\$325,763		\$17,814,070
PRIOR UNEXPENDED	\$901,135	\$2,829,224	\$0		\$3,730,359
CARRYOVER FY 2024	\$876,316	\$2,255,684	\$0		\$3,132,000
<b>SUB-TOTAL - FHWA-FTA</b>	<b>\$6,449,628</b>	<b>\$17,901,038</b>	<b>\$325,763</b>		<b>\$24,676,428</b>
<b>TOTAL BASIC UPWP</b>	<b>\$6,449,628</b>	<b>\$17,901,038</b>	<b>\$325,763</b>		<b>\$24,676,428</b>
<b>FAA - CASP PROGRAM</b>				\$320,100	\$320,100
<b>State Planning &amp; Research (SPR)</b>				\$248,000	\$248,000
<b>GRAND TOTAL UPWP</b>	<b>\$6,449,628</b>	<b>\$17,901,038</b>	<b>\$325,763</b>	<b>\$568,100</b>	<b>\$25,244,528</b>

1. The November 15, 2021 Infrastructure Investment and Jobs Act (a.k.a. Bipartisan Infrastructure Law) requires each MPO to use at least 2.5% of its PL funds (under 23 U.S.C. 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.  
2. "New FY2025" funding amounts are at the levels in the federal Infrastructure Investment Jobs Act (IIJA) and updates to the MPO funding distribution formula finalized by the DOTs in consultation with MPO staffs.  
3. "Prior Unexpended" funding amounts are from FY 2023 UPWP and are yet to be confirmed by funding agencies and may change.  
4. "Carryover FY2024 funds" are funds budgeted for Core and Technical Assistance work program activities in FY 2024 UPWP, that are not anticipated to be spent in FY 2024. As such, these funds will be carried over from FY 2024 to be used to perform Core program and Tech. Assistance activities in FY 2025.

**TABLE 2: FY 2025 UPWP EXPENDITURES**

WORK ACTIVITY	FY 2025 TOTAL COST ESTIMATE
<b>CORE PROGRAMS</b>	
1. Long-Range Transportation Planning	\$1,525,762
2. Transportation Improvement Program	\$611,724
3. Planning Elements	\$3,639,007
4. Public Participation	\$867,523
5. Travel Forecasting	\$3,540,239
6. Mobile Emissions and Climate Change Planning	\$3,287,882
7. Transportation Research and Data Programs	\$5,554,553
8. Regional Land Use and Transportation Planning Coordination	\$1,144,173
9. Mobility and Enhancement Programs (EM, TLC, TAP, RSP)	\$1,190,324
10. TPB Management and Support	\$1,628,297
<b>Sub-total: Core Program</b>	<b>\$22,989,484</b>
<b>11. TECHNICAL ASSISTANCE</b>	
A. District of Columbia	\$296,890
B. Maryland	\$537,830
C. Virginia	\$446,892
D. Regional Transit Technical Assistance	\$405,331
<b>Sub-total: Technical Assistance Program</b>	<b>\$1,703,606</b>
<b>Total - Basic UPWP</b>	
<b>AIR SYSTEMS PLANNING</b>	
1. Continuous Airport System Planning (CASP) <sup>1</sup>	\$320,100
2. State Planning & Research (SPR) <sup>2</sup>	\$248,000
<b>Sub-total: CASP and SPR</b>	<b>\$568,100</b>
<b>GRAND TOTAL UPWP</b>	
<b>\$25,244,528</b>	
<ol style="list-style-type: none"> <li>1. Work activities are based on anticipated FAA grants to conduct airport ground access planning as part of CASP program.</li> <li>2. SPR program activities are funded through a separate grant from the District of Columbia's Department of Transportation to assist in DDOT's HPMS program.</li> </ol>	

**TABLE 3 TPB FY 2025 UPWP BUDGET BY WORK PROGRAM ACTIVITY AND EXPENDITURE CATEGORY - AMENDED July 2024**

UPWP - Work Activity	COG Labor Cost		Total COG Staff	COG Labor Fringe Cost	Supplemental Labor		Total Labor & Fringe Cost	Total Indirect Cost	Direct Costs (Implementation)			Total Prgm. (Implmntn.) Direct Cost	Grand Total Cost
	DTP Staff	Other Staff			Interns	Temps			Computers, Data	Studies Programs	Other Costs		
<b>CORE PROGRAMS</b>													
1. Long-Range Transportation Planning	\$512,307	\$0	\$512,307	\$114,706	\$0	\$0	\$627,013	\$361,849	\$5,000	\$525,000	\$6,900	\$536,900	\$1,525,762
2. Transportation Improvement Program	\$186,883	\$0	\$186,883	\$41,843	\$0	\$0	\$228,726	\$131,998	\$250,000	\$0	\$1,000	\$251,000	\$611,724
3. Planning Elements	\$1,272,780	\$38,148	\$1,310,929	\$293,517	\$0	\$0	\$1,604,446	\$925,926	\$8,750	\$1,000,000	\$99,886	\$1,108,636	\$3,639,007
4. Public Participation	\$332,320	\$0	\$332,320	\$74,407	\$0	\$0	\$406,727	\$234,722	\$2,000	\$124,074	\$100,000	\$226,074	\$867,523
5. Travel Forecasting	\$1,212,425	\$0	\$1,212,425	\$271,462	\$0	\$0	\$1,483,887	\$856,351	\$517,000	\$555,000	\$128,000	\$1,200,000	\$3,540,239
6. Mobile Emissions & Climate Ch. Planning	\$1,249,767	\$109,904	\$1,359,671	\$304,430	\$0	\$0	\$1,664,102	\$960,353	\$108,000	\$436,427	\$119,000	\$663,427	\$3,287,882
7. Transportation Research and Data Programs	\$1,035,554	\$0	\$1,035,554	\$231,860	\$0	\$0	\$1,267,414	\$731,425	\$915,000	\$2,590,714	\$50,000	\$3,555,714	\$5,554,553
8. Regional Land Use and Transportation Planning Coordination	\$173,360	\$289,891	\$463,251	\$103,722	\$0	\$0	\$566,973	\$327,200	\$75,000	\$100,000	\$75,000	\$250,000	\$1,144,173
9. Mobility Enhancement Programs	\$326,413	\$0	\$326,413	\$73,084	\$48,682	\$0	\$448,179	\$258,644	\$1,000	\$480,000	\$2,500	\$483,500	\$1,190,324
10. TPB Support and Management	\$529,388	\$0	\$529,388	\$118,530	\$20,000	\$0	\$667,918	\$385,456	\$2,500	\$317,423	\$255,000	\$574,923	\$1,628,297
<b>UPWP Core Program Total</b>	<b>\$6,831,199</b>	<b>\$437,944</b>	<b>\$7,269,143</b>	<b>\$1,627,561</b>	<b>\$68,682</b>	<b>\$0</b>	<b>\$8,965,386</b>	<b>\$5,173,924</b>	<b>\$1,884,250</b>	<b>\$6,128,638</b>	<b>\$837,286</b>	<b>\$8,850,174</b>	<b>\$22,989,484</b>
<b>TECHNICAL ASSISTANCE PROGRAM</b>													
A. District of Columbia	\$7,531	\$0	\$7,531	\$1,686	\$0	\$0	\$9,218	\$5,319	\$0	\$40,000	\$242,353	\$282,353	\$296,890
B. Maryland	\$7,531	\$0	\$7,531	\$1,686	\$0	\$0	\$9,218	\$5,319	\$0	\$495,000	\$28,293	\$523,293	\$537,830
C. Virginia	\$7,531	\$0	\$7,531	\$1,686	\$0	\$0	\$9,218	\$5,319	\$0	\$370,000	\$62,355	\$432,355	\$446,892
D. Public Transportation	\$7,531	\$0	\$7,531	\$1,686	\$0	\$0	\$9,218	\$5,319	\$0	\$250,000	\$140,794	\$390,794	\$405,331
<b>Technical Assistance Program Total</b>	<b>\$30,125</b>	<b>\$0</b>	<b>\$30,125</b>	<b>\$6,745</b>	<b>\$0</b>	<b>\$0</b>	<b>\$36,870</b>	<b>\$21,278</b>	<b>\$0</b>	<b>\$1,155,000</b>	<b>\$473,795</b>	<b>\$1,628,795</b>	<b>\$1,686,944</b>
<b>Total Basic Program</b>	<b>\$6,861,324</b>	<b>\$437,944</b>	<b>\$7,299,268</b>	<b>\$1,634,306</b>	<b>\$68,682</b>	<b>\$0</b>	<b>\$9,002,256</b>	<b>\$5,195,202</b>	<b>\$1,884,250</b>	<b>\$7,283,638</b>	<b>\$1,311,081</b>	<b>\$10,478,969</b>	<b>\$24,676,428</b>
<b>OTHER PROGRAMS</b>													
Continuous Air Systems Planning	\$136,056	\$0	\$136,056	\$30,463	\$0	\$0	\$166,519	\$96,098	\$0	\$0	\$57,483	\$57,483	\$320,100
State Planning & Research Program (DC)	\$93,784	\$0	\$93,784	\$20,998	\$0	\$0	\$114,782	\$66,241	\$0	\$66,977	\$0	\$66,977	\$248,000
<b>GRAND TOTAL</b>	<b>\$7,091,164</b>	<b>\$437,944</b>	<b>\$7,529,108</b>	<b>\$1,685,767</b>	<b>\$68,682</b>	<b>\$0</b>	<b>\$9,283,557</b>	<b>\$5,357,541</b>	<b>\$1,884,250</b>	<b>\$7,350,615</b>	<b>\$1,368,564</b>	<b>\$10,603,429</b>	<b>\$25,244,528</b>



## **MEMORANDUM**

**TO:** Transportation Planning Board Steering Committee  
**FROM:** Lyn Erickson, TPB Plan Development and Coordination Program Director  
**SUBJECT:** FY 2025 UPWP Amendment to Adjust the Budget to Match Available/Confirmed Federal And State Funding  
**DATE:** June 27, 2024

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The Transportation Planning Board (TPB) approved the FY 2025 Unified Planning Work Program (UPWP) on March 21, 2024. USDOT approved the FY 2025 UPWP on June 17, 2024. Since the TPB approved the UPWP, the Virginia Department of Rail and Public Transportation (DRPT) and the Virginia Department of Transportation (VDOT) provided new available funding information and have asked that the UPWP be amended to reflect the available funding. The total UPWP budget will be reduced by \$250,948 and the new total budget is \$25,244,528.

## **BACKGROUND**

UPWP funding comes from federal, state, and local sources. With the TPB, 80 percent of the funding is made up of Federal FHWA PL funds and FTA Section 5303 funds, with each state providing a 10 percent match, and local government members providing (through COG) another 10 percent match. In Virginia, DRPT is the direct recipient of the Virginia FTA 5310 funding and is responsible for giving TPB the final budget amounts for all funding. Similarly, VDOT is responsible for the FHWA PL funding and gives us the final budget amounts for the FHWA PL funding. Both agencies have provided the final, corrected budget numbers after the UPWP was approved by the TPB in March and have asked that the FY 2025 UPWP total budget be updated.

Tables 1, 2, and 3 have been adjusted and are attached for approval. DRPT has identified a total amount that is \$277,702 lower than what was originally provided. VDOT has identified a total amount that was \$26,754 higher than had been included in the original submission. The net change is a decrease in budget of \$250,948 for a new total budget of \$25,244,528.

Funding has been reduced in Task 7, Task 10, and Task 11 to reflect these changes (see Tables 2 and 3). Task 7 consultant services was reduced by \$134,286, and Task 10 consultant services was reduced by \$100,000. Because this was a reduction in transit funding, the Task 11 Regional Transit Technical Assistance account (Other Costs) was also reduced by \$16,662. Overall, this amendment will not alter any UPWP projects that are currently underway or that have been presented to the TPB.

Altogether, the total UPWP budget will be reduced by \$250,948 and the new total budget will be \$25,244,528.

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-43.1 WHICH ADDS A NEW FLOOD WARNING SYSTEM PROJECT AND ADDS FUNDING TO THE WILLIAM HOWARD TAFT MEMORIAL BRIDGE REHABILITATION PROJECT, THE ROADWAY RECONSTRUCTION CITYWIDE PROJECT GROUPING, AND THE SOUTH CAPITOL STREET GARVEE BOND DEBT SERVICE PAYMENTS, AND ADJUSTS ALREADY OBLIGATED QUICK RELEASE EMERGENCY FUNDING FOR REPAIR AND REPLACEMENT OF KENILWORTH AVE AT LANE PLACE NE PEDESTRIAN BRIDGE PROJECT, AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

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

**WHEREAS**, on June 15, 2022, the TPB adopted the FY 2023-2026 TIP; and

**WHEREAS**, DDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-43.1, which adds a net total of approximately \$20.3 million in Surface Transportation Block Grant (STBG), National Highway Performance Program (NHPP), Special Project/Quick Release Emergency Funding (SP) and District funds to the five projects and programs listed at the end of this resolution and as described in the attached materials; and

**WHEREAS**, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the amended project and program records will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the total project or program costs, the reason for the amendments, and a Change Narrative, providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and
- ATTACHMENT C) Letter from DDOT dated June 28, 2024, requesting the amendment, and

**WHEREAS**, the proposed amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-43.1 creating the 43<sup>rd</sup> amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, these projects and programs are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

**WHEREAS**, this resolution and amendment to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-43.1 which adds approximately \$20.3 million in STBG, NHPP, SP and District funding to the five project and program records listed below and as described in the attached materials.

- Rhode Island Ave. Flood Warning System at CSX Underpass (T13619) – New project with \$200,000 in STBG and District Funding in FY 2024.
- William Howard Taft Memorial Bridge Rehabilitation (T6038) – Adds \$300,000 in STBG and District funding in FY 2024 for pedestrian railing improvements.
- Roadway Reconstruction Citywide (T2965) – Adds \$3.7 million in STBG and District funding in FY 2024 for the Oregon Avenue NW improvements between Military Road and Western Avenue.
- South Capitol Street Corridor – GARVEE Debt Service Payments (T6038) – Adds \$16.1 million in NHPP and District funding in FY 2024.
- Quick Release Emergency Repair and Replacement of Kenilworth Ave (DC)-295 at Lane Place NE Pedestrian Bridge (T5298) – Updates the project title and adds \$19,922 in Special Project/Quick Release Emergency funding in FY 2021 and FY 2023. These funds have already been obligated and do not represent a new increase in obligation authority.

**Adopted by the TPB Steering Committee at its meeting on Wednesday, July 3, 2024.  
Final approval following review by the full board on Wednesday, July 17, 2024.**





National Capital Region  
**Transportation Planning Board**

ATTACHMENT A - AMENDMENT OVERVIEW REPORT  
 TIP ACTION 23-43.1: FORMAL AMENDMENT  
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM  
 REQUESTED BY DISTRICT DEPARTMENT OF TRANSPORTATION

<b>TIP ID</b>	T13619	<b>Lead Agency</b>	District Department of Transportation	<b>Project Type</b>	Road - ITS/Technology
<b>Project Name</b>	Rhode Island Ave Flood Warning System at CSX Underpass	<b>County</b>		<b>Total Cost</b>	\$200,000
<b>Project Limits</b>		<b>Municipality</b>		<b>Completion Date</b>	2027

**Agency Project ID**

**Description** Provide and install a flood Warning system on Rhode Island Ave NE underpass at CSX railroad tracks that comprises of a sensor at the lowest point on the roadway section (east bound and west bound) and warning signs at each side of the sensors not to exceed 1500 ft. from the sensors on each side. The warning system should have the capability of triggering the warning signs when water depth at the lowest point reaches 4" and automatically send message (email/text) control center/points of contact in real time.

\*Map Has Not Been Marked

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON		DC/STATE	-	-	\$40,000	-	-	-	\$40,000	\$40,000
CON		STBG	-	-	\$160,000	-	-	-	\$160,000	\$160,000
		<i>Total CON</i>	-	-	\$200,000	-	-	-	\$200,000	\$200,000
		<i>Total Programmed</i>	-	-	\$200,000	-	-	-	\$200,000	\$200,000

**Version History**

<b>TIP Document</b>		<b>MPO Approval</b>	<b>FHWA Approval</b>	<b>FTA Approval</b>
23-43.1	Amendment 2023-2026	07/17/2024	Pending	Pending

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - New project



National Capital Region  
**Transportation Planning Board**

ATTACHMENT A - AMENDMENT OVERVIEW REPORT  
 TIP ACTION 23-43.1: FORMAL AMENDMENT  
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM  
 REQUESTED BY DISTRICT DEPARTMENT OF TRANSPORTATION

**TIP ID** T2965  
**Project Name** Roadway Reconstruction Citywide  
**Project Limits**

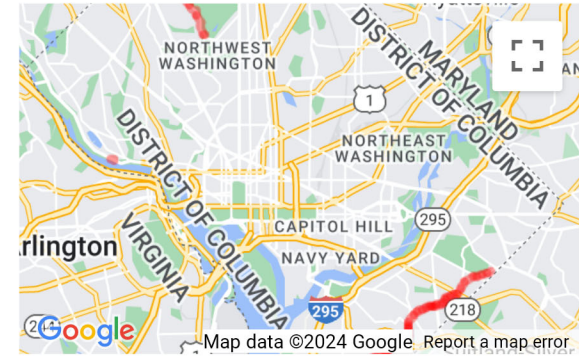
**Lead Agency** District Department of Transportation  
**County** Washington  
**Municipality** District of Columbia

**Project Type** Road - Recons/Rehab/Maintenance/Resurface  
**Total Cost** \$17,147,814  
**Completion Date** 2030

**Agency Project ID** SR060A MRR11A, SR009A SR055A PM075A

**Description** This project reconstructs streets and highways on the Federal-aid highway system and other streets with poor pavement condition, drainage, or other reconstruction needs. Total roadway reconstruction is required when the highway pavement has reached the end of its useful life and can no longer be resurfaced. Streets must be reconstructed once the base deteriorates or the crown becomes too high, creating an undesirable slope from the center line to each curb. The scope of work includes the removal of deteriorated base and pavement, repairing the sub-base, replacing or reconstructing pavement and base within the roadway area and resetting or reconstructing curbs and sidewalks. Additional work includes the installation of wheelchair ramps, bicycle facilities, safety features and landscaping improvements. Projects Include: a. Alabama Ave from MLK to Bowen Rd SE b. Broad Branch Rd from Linnean Ave to Beach Dr NW Rehabilitation d. Canal Rd NW Rock Slope Stabilization e. Florida Ave and 9th St from T St to Barry PI NW f. New Jersey Ave from Massachusetts Ave to N St NW g. Oregon Ave Military Rd to Western Ave NW

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/ STATE		-	-	\$618,563	-	\$3,447,000	\$1,381,600	\$4,065,563	\$5,447,163
PE	STBG		-	-	\$2,474,251	-	-	\$5,526,400	\$2,474,251	\$8,000,651
	<b>Total PE</b>		-	-	\$3,092,814	-	\$3,447,000	\$6,908,000	\$6,539,814	\$13,447,814
CON	DC/ STATE		-	-	\$740,000	-	-	-	\$740,000	\$740,000
CON	STBG		-	-	\$2,960,000	-	-	-	\$2,960,000	\$2,960,000
	<b>Total CON</b>		-	-	\$3,700,000	-	-	-	\$3,700,000	\$3,700,000
	<b>Total Programmed</b>		-	-	\$6,792,814	-	\$3,447,000	\$6,908,000	\$10,239,814	\$17,147,814



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-31.1 Amendment 2023-2026	01/17/2024	Pending	N/A
23-40 Amendment 2023-2026	05/20/2024	N/A	N/A
23-43.1 Amendment 2023-2026	07/17/2024	Pending	Pending

**Current Change Reason**

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

**Funding Change(s):**

Total project cost increased from \$13,447,814 to \$17,147,814



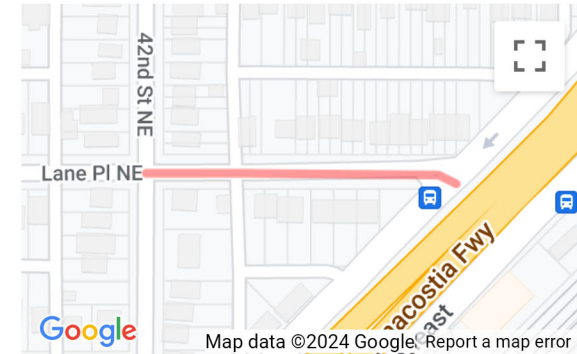
**TIP ID** T5298  
**Project Name** Quick Release Emergency Repair and Replacement of Kenilworth Ave (DC)-295 at Lane Place NE Pedestrian Bridge  
**Project Limits**

**Lead Agency** District Department of Transportation  
**County** Washington  
**Municipality** District of Columbia, Region-wide  
**Project Type** Bridge - New Construction  
**Total Cost** \$20,021,659  
**Completion Date** 2045

**Agency Project ID**

**Description** For the demolition, clean-up, repair, and replacement of the damaged pedestrian bridge at Lane Place NE.

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE	SP		\$1,515,505	-	-	-	\$1,515,505	\$2,515,505
PE		State (NM)	-	-	-	-	-	\$1,500,000
PE		DC/STATE	\$378,877	-	-	-	\$378,877	\$378,877
		<b>Total PE</b>	<b>\$1,894,382</b>	-	-	-	<b>\$1,894,382</b>	<b>\$4,394,382</b>
CON	SP		\$12,501,821	-	-	-	\$12,501,821	\$12,501,821
CON		DC/STATE	\$3,125,456	-	-	-	\$3,125,456	\$3,125,456
		<b>Total CON</b>	<b>\$15,627,277</b>	-	-	-	<b>\$15,627,277</b>	<b>\$15,627,277</b>
		<b>Total Programmed</b>	<b>\$17,521,659</b>	-	-	-	<b>\$17,521,659</b>	<b>\$20,021,659</b>



**Version History**

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending
23-43.1	Amendment 2023-2026	07/17/2024	Pending	Pending

**Current Change Reason**

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

**Funding Change(s):**

Total project cost increased from \$100,000 to \$20,021,659



National Capital Region  
**Transportation Planning Board**

ATTACHMENT A - AMENDMENT OVERVIEW REPORT  
 TIP ACTION 23-43.1: FORMAL AMENDMENT  
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM  
 REQUESTED BY DISTRICT DEPARTMENT OF TRANSPORTATION

**TIP ID** T6038  
**Project Name** Garvee Bond Debt Service - South Capitol St  
**Project Limits** at Martin Luther King Jr. Ave

**Lead Agency** District Department of Transportation  
**County** Washington  
**Municipality** District of Columbia

**Project Type** Debt Service  
**Total Cost** \$136,745,875  
**Completion Date** 2034

**Agency Project ID**

**Description** This project is to fund the debt service on the Frederick Douglas Memorial Bridge replacement.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	LOCAL		\$6,448,825	-	-	-	-	-	-	\$6,448,825
CON	NHPP		\$25,795,300	\$12,898,400	-	-	-	-	\$12,898,400	\$38,693,700
CON	DC/ STATE		-	\$3,224,600	-	-	-	-	\$3,224,600	\$3,224,600
	<b>Total CON</b>		\$32,244,125	\$16,123,000	-	-	-	-	\$16,123,000	\$48,367,125
OTHER	NHPP		-	-	\$25,793,400	\$12,894,600	\$12,899,200	\$19,115,800	\$51,587,200	\$70,703,000
OTHER	DC/ STATE		-	-	\$6,448,350	\$3,223,650	\$3,224,800	\$4,778,950	\$12,896,800	\$17,675,750
	<b>Total Other</b>		-	-	\$32,241,750	\$16,118,250	\$16,124,000	\$23,894,750	\$64,484,000	\$88,378,750
	<b>Total Programmed</b>		\$32,244,125	\$16,123,000	\$32,241,750	\$16,118,250	\$16,124,000	\$23,894,750	\$80,607,000	\$136,745,875



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-43.1 Amendment 2023-2026	07/17/2024	Pending	Pending

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Cost change(s)

**Funding Change(s):**

Total project cost increased from \$120,626,750 to \$136,745,875



**TIP ID** T6812  
**Project Name** William Howard Taft Memorial Bridge Rehabilitation  
**Project Limits**

**Lead Agency** District Department of Transportation  
**County** Washington  
**Municipality** District of Columbia

**Project Type** Bridge - Rehab  
**Total Cost** \$16,400,000  
**Completion Date** 2045

**Agency Project ID**

**Description** Rehabilitation / Repairs of the aged historical bridge crossing between Ward 2 and 3. General scope of work includes repairs on numerous cracks and deterioration on bridge elements including deck, jersey barriers, railings, lighting, etc. a. William Howard Taft Memorial Bridge Rehabilitation b. William Howard Taft Bridge Pedestrian Railing Improvement

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	-	-	-	-	-	\$2,400,000	-	\$2,400,000
PE		DC/STATE	-	-	\$80,000	-	-	\$600,000	\$80,000	\$680,000
PE		STBG	-	-	\$320,000	-	-	-	\$320,000	\$320,000
		<b>Total PE</b>	-	-	\$400,000	-	-	\$3,000,000	\$400,000	\$3,400,000
CON		NHPP	-	-	-	-	-	\$10,400,000	-	\$10,400,000
CON		DC/STATE	-	-	-	-	-	\$2,600,000	-	\$2,600,000
		<b>Total CON</b>	-	-	-	-	-	\$13,000,000	-	\$13,000,000
		<b>Total Programmed</b>	-	-	\$400,000	-	-	\$16,000,000	\$400,000	\$16,400,000



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending
23-40 Amendment 2023-2026	05/20/2024	N/A	N/A
23-43.1 Amendment 2023-2026	07/17/2024	Pending	Pending

**Current Change Reason**

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

**Funding Change(s):**

Total project cost increased from \$16,100,000 to \$16,400,000

**ATTACHMENT B - AMENDMENT SUMMARY REPORT  
FOR TIP ACTION(23-43.1: FORMAL AMENDMENT TO THE  
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM  
REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T5298	Quick Release Emergency Repair and Replacement of Kenilworth Ave (DC)-295 at Lane Place NE Pedestrian Bridge	\$100,000	\$20,021,659	\$19,922*	20*	Cost change*, Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>Title changed from "Emergency Transportation Project" to "Quick Release Emergency Repair and Replacement of Kenilworth Ave (DC)-295 at Lane Place NE Pedestrian Bridge"</p> <p>Changed Project Type: - from "Transportation Operations" to "Bridge - New Construction"</p> <p style="text-align: right;">LOCAL</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 23 in CON for \$5,000</li> <li>▶ Delete funds in FFY 24 in PE for \$5,000</li> <li>▶ Delete funds in FFY 25 in PE for \$5,000</li> <li>▶ Delete funds in FFY 26 in PE for \$5,000</li> </ul> <p style="text-align: right;">SP</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 21 in PE for \$1,000,000</li> </ul> <p>▶ Add funds in FFY 23 in PE for \$1,515,505 CON for \$12,501,821 State (NM)</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 21 in PE for \$1,500,000</li> </ul> <p style="text-align: right;">DC/STATE</p> <p>▶ Add funds in FFY 23 in PE for \$378,877 CON for \$3,125,456</p> <p style="text-align: right;">STBG</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 23 in CON for \$20,000</li> <li>▶ Delete funds in FFY 24 in PE for \$20,000</li> <li>▶ Delete funds in FFY 25 in PE for \$20,000</li> <li>▶ Delete funds in FFY 26 in PE for \$20,000</li> </ul> <p><i>Total project cost increased from \$100,000 to \$20,021,659</i></p>
T6812	William Howard Taft Memorial Bridge Rehabilitation	\$16,100,000	\$16,400,000	\$300,000	2	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p style="text-align: right;">DC/STATE</p> <p>+ Increase funds in FFY 24 in PE from \$20,000 to \$80,000</p> <p style="text-align: right;">STBG</p> <p>+ Increase funds in FFY 24 in PE from \$80,000 to \$320,000</p> <p><i>Total project cost increased from \$16,100,000 to \$16,400,000</i></p>

\* This \$19,992 is a corrective cost increase and is being shown to cover emergency release funds that were obligated in FY 2021 and FY 2023. DDOT is not requesting any additional obligation authority under this TIP Action.

**ATTACHMENT B - AMENDMENT SUMMARY REPORT  
FOR TIP ACTION(23-43.1: FORMAL AMENDMENT TO THE  
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM  
REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6038	Garvee Bond Debt Service - South Capitol St	\$120,626,750	\$136,745,875	\$16,119,125	13	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 24 in CON from \$3,224,525 to \$0</li> <li>+ Increase funds in FFY 24 in OTHER from \$0 to \$6,448,350</li> <li>- Decrease funds in FFY 25 in CON from \$3,223,650 to \$0</li> <li>+ Increase funds in FFY 25 in OTHER from \$0 to \$3,223,650</li> <li>- Decrease funds in FFY 26 in CON from \$3,224,800 to \$0</li> <li>+ Increase funds in FFY 26 in OTHER from \$0 to \$3,224,800</li> <li>- Decrease funds in FFY 27 in CON from \$4,778,950 to \$0</li> <li>+ Increase funds in FFY 27 in OTHER from \$0 to \$4,778,950</li> </ul> <p>NHPP</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 24 in CON from \$12,898,100 to \$0</li> <li>+ Increase funds in FFY 24 in OTHER from \$0 to \$25,793,400</li> <li>- Decrease funds in FFY 25 in CON from \$12,894,600 to \$0</li> <li>+ Increase funds in FFY 25 in OTHER from \$0 to \$12,894,600</li> <li>- Decrease funds in FFY 26 in CON from \$12,899,200 to \$0</li> <li>+ Increase funds in FFY 26 in OTHER from \$0 to \$12,899,200</li> <li>- Decrease funds in FFY 27 in CON from \$19,115,800 to \$0</li> <li>+ Increase funds in FFY 27 in OTHER from \$0 to \$19,115,800</li> </ul> <p><i>Total project cost increased from \$120,626,750 to \$136,745,875</i></p>
T13619	Rhode Island Ave Flood Warning System at CSX Underpass	\$0	\$200,000	\$200,000	0	New project	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 24 in CON for \$40,000</li> </ul> <p>STBG</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 24 in CON for \$160,000</li> </ul> <p><i>Total project cost \$200,000</i></p>
T2965	Roadway Reconstruction Citywide	\$13,447,814	\$17,147,814	\$3,700,000	28	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 24 in CON from \$0 to \$740,000</li> </ul> <p>STBG</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 24 in CON from \$0 to \$2,960,000</li> </ul> <p><i>Total project cost increased from \$13,447,814 to \$17,147,814</i></p>
<b>TOTAL</b>		<b>\$150,274,564</b>	<b>\$190,515,348</b>	<b>\$20,319,125</b>			

# Government of the District of Columbia

## Department of Transportation



June 28, 2024

The Honorable Christina Henderson, Chair  
 National Capital Region Transportation Planning Board  
 Metropolitan Washington Council of Governments  
 777 North Capitol Street N.E., Suite 300  
 Washington, DC 20002-4290

Dear Chair Henderson,

The District Department of Transportation (DDOT) requests that the FY 2023-2026 Transportation Improvement Program (TIP) be amended as detailed below.

Name	Funding Type	TIP ID	Phase	Amount	Year	Fed/State Split	Published Notes	Revision Classification Reason
Rhode Island Ave Flood Warning System at CSX Underpass	Formula/STBG	TBD	Construction	\$200,000	2024	80/20	Increase Formula/STBG funding for Construction by \$200,000 in FY 2024	New Project
Oregon Avenue Military Road to Western Ave NW	Formula/STBG	T2965g	Construction	\$3,700,000	2024	80/20	Increase Formula/STBG funding for Construction by \$3,700,000 in FY 2024	Increase in project cost over 20%
South Capitol Street Corridor - GARVEE	Formula/NHPP	T6038	Other	\$16,119,125	2024	80/20	Increase Formula/NHPP funding for Other by \$16,119,125 in FY 2024-2026	Increase in project cost over 20%
Quick Release Emergency Repair and Replacement of Kenilworth Ave (DC)-295 at Lane Place NE Pedestrian Bridge	Formula/STBG	T5298	Construction	\$ -	2024	80/20	Update project title and description	No cost* change
William Howard Taft Bridge Pedestrian Railing Improvement	Formula/STBG	T6812b	Construction	\$300,000	2024	80/20	Increase Formula/STBG funding for Construction by \$300,000 in FY 2024	Increase in project cost over 20%

\*Project does not seek to change current or future funding, but seeks to only show prior year obligations in STIP/TIP



The amendments do not add additional capacity for motorized vehicles and do not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve the amendments at its July 3<sup>rd</sup> meeting.

We appreciate your cooperation in this matter. Should you have questions regarding this amendment, please contact Mark Rawlings at (202) 369-7845 or by e-mail at [mark.rawlings@dc.gov](mailto:mark.rawlings@dc.gov). Of course, please feel free to contact me directly.

Sincerely,



Shirley Kwan-Hui  
Chief Administrative Officer  
District Department of Transportation  
[Shirley.Kwan-Hui@dc.gov](mailto:Shirley.Kwan-Hui@dc.gov)

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY  
REQUIREMENT TO INCLUDE TIP ACTION 23-43.2 WHICH ADDS FUNDING TO THE  
MARYLAND TRANSIT ADMINISTRATION'S MARC FACILITIES PROJECT GROUPING,  
AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

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

**WHEREAS**, on June 15, 2022, the TPB adopted the FY 2023-2026 TIP; and

**WHEREAS**, MDOT has requested an amendment to the FY 2023-2026 TIP under TIP Action 23-43.2, which adds \$1.4 million in Sect. 5337 and State funding to the Maryland Transit Administration's (MTA's) MARC Facilities project grouping, as described in the attached materials; and

**WHEREAS**, the attached materials include:

ATTACHMENT A) Programming Overview report showing how the amended project grouping record will appear in the TIP following approval,

ATTACHMENT B) Amendment Summary report showing the four-year program total cost, the reason for the amendment, and a Change Narrative, providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and

ATTACHMENT C) Letter from MDOT dated June 21 2024, requesting the amendment, and

**WHEREAS**, the proposed amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-43.2 creating the 43<sup>rd</sup> amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, this project grouping is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

**WHEREAS**, this resolution and amendment to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-43.2 which adds \$1.4 million in Sect. 5337 and State funding to MTA's MARC Facilities project grouping, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Wednesday, July 3, 2024.  
Final approval following review by the full board on Wednesday, July 17, 2024.**



<b>TIP ID</b>	T11584	<b>Lead Agency</b>	Maryland Department of Transportation - Maryland Transit Administration	<b>Project Type</b>	Transit - Safety
<b>Project Name</b>	MARC Facilities	<b>County</b>		<b>Total Cost</b>	\$3,731,250
<b>Project Limits</b>		<b>Municipality</b>		<b>Completion Date</b>	2045
		<b>Agency Project ID</b>			

**Description** Through annual inspection, platform structures throughout the MARC system, have been projected to reach the end of their useful life, requiring replacement to maintain State of Good Repair (SGR). Anticipated projects include removal and replacement of existing low-level platform structures and associated appurtenances (lighting, PA/LED, shelters and benches, etc.). Stations have two platforms (one eastbound and one westbound). Project sites included are the Laurel and Muirkirk stations.

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
OTHER		S. 5307	-	-	\$562,000	-	\$562,000	\$562,000
OTHER		S. 5337-SGR	-	\$585,000	\$878,000	-	\$1,463,000	\$1,463,000
OTHER		DC/STATE	-	\$386,250	\$360,000	-	\$746,250	\$746,250
OTHER		TAP	-	\$960,000	-	-	\$960,000	\$960,000
		<i>Total Other</i>	-	\$1,931,250	\$1,800,000	-	\$3,731,250	\$3,731,250
		<i>Total Programmed</i>	-	\$1,931,250	\$1,800,000	-	\$3,731,250	\$3,731,250

\*Not Location Specific

**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-43.2 Amendment 2023-2026	07/17/2024	Pending	Pending

**Current Change Reason**

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

**Funding Change(s):**

Total project cost increased from \$2,284,718 to \$3,731,250

ATTACHMENT B - AMENDMENT SUMMARY REPORT  
 FOR TIP ACTION(23-43..1.2.3 FORMAL AMENDMENT TO THE  
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM  
 REQUESTED BY THE DISTRICT MARYLAND VIRGINIA DEPARTMENT OF TRANSPORTATION

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11584	MARC Facilities	\$2,284,718	\$3,731,250	\$1,446,532	63	Cost change(s), Schedule Change(s), Scope Change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 23</li> <li>▶ Add funds in FFY 24 in OTHER for \$386,250</li> <li>▶ Add funds in FFY 25 in OTHER for \$360,000</li> </ul> TAP <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 23</li> <li>▶ Add funds in FFY 24 in OTHER for \$960,000</li> </ul> S. 5337-SGR <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 23</li> <li>▶ Add funds in FFY 24 in OTHER for \$585,000</li> <li>▶ Add funds in FFY 25 in OTHER for \$878,000</li> </ul> S. 5307 <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 23</li> <li>▶ Add funds in FFY 25 in OTHER for \$562,000</li> </ul> <i>Total project cost increased from \$2,284,718 to \$3,731,250</i>

June 21, 2024

The Honorable Christina Henderson  
Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NE, Suite 300  
Washington DC 20002

Dear Chair Henderson:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board’s (TPB) Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP) for one existing project in the FY 2023-2026 TPB TIP on behalf of the Maryland Transit Administration (MTA) as described below and in the attached memo.

This action reflects MTA’s updated programmed expenditures and project schedules from FY 2023 to FY 2026 for the MARC Facility project. This amendment will add new funding and shift the existing FY 23 allocations to FY 24 and FY 25 to reflect the anticipated year of obligation. This project is already included in the Air Quality Conformity Determination for the 2022 Update to Visualize 2045.

<b>TIP ID</b>	<b>Project</b>	<b>Amount of New Funding (In 000s)</b>	<b>Comment</b>
11584	MARC Facilities	\$1,446	Adds new and shifts existing 5337 and State/Local funds.

MDOT requests that this amendment be approved at the upcoming TPB Steering Committee meeting.

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

The Honorable Christina Henderson  
Page Two

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact me at 410-865-1305, toll free 888-713-1414 or via e-mail at [ksnyder3@mdot.maryland.gov](mailto:ksnyder3@mdot.maryland.gov). I will be happy to assist you.

Sincerely,

A handwritten signature in black ink that reads "Kari M. Snyder". The signature is written in a cursive, flowing style.

Kari Snyder  
Regional Planner  
Office of Planning and Capital Programming (OPCP)

Attachment

cc: Mr. Dan Janousek, Regional Planner, OPCP, MDOT

**TO:** OPCP DEPUTY DIRECTOR MICHELLE MARTIN  
OFFICE OF PLANNING AND CAPITAL PROGRAMMING  
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

**ATTN:** DAN JANOUSEK, REGIONAL PLANNER  
KARI SNYDER, REGIONAL PLANNER

**FROM:** DIRECTOR ERIC BECKETT *Eric Beckett*  
OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT  
MARYLAND TRANSIT ADMINISTRATION (MTA)

**DATE:** JUNE 16, 2013

**SUBJECT:** REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR 2023-2026  
NATIONAL CAPITAL REGION TRANSPORTATION IMPROVEMENT  
PROGRAM (TIP)

**PURPOSE OF MEMORANDUM**

To request OPCP request National Capital Region Transportation Planning Board to approve the following TIP amendment and, upon TPB approval, notify the Federal Transit Administration (FTA) of the amendment to the TPB FY 2023-FY2026 TIP. The amendment increases the 5337 funding by \$888,000 within the TIP years. The action also moves the existing FY 23 allocations to FY 24 and FY 25 to reflect the anticipated year of obligation.

**SUMMARY**

The MTA requests the TPB amend the FY 2023-2026 TPB TIP to reflect the following action.

TIP	PROJECT	TYPE	NET FUNDING CHANGE
T11584	MARC Facilities	5337	\$1,157,000
		STATE/LOCAL	\$289,000



## **ANALYSIS**

This MARC Facility project includes station improvements such as the removal and replacement of existing low-level platform structures and associated appurtenances (lighting, PA/LED, shelters and benches, etc.). Stations have two platforms (one eastbound and one westbound). Project sites include Laurel and Muirkirk stations.

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT's requested amendment with respect to funding for the project above. The requested action will not impact scheduling or funding availability for other projects in the current STIP, which continues to be fiscally constrained.


Please modify the FY 2023-2026 TPB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Mr. Stephen Miller, Chief of Strategic Planning, Statewide Project Development, at [smiller6@mta.maryland.gov](mailto:smiller6@mta.maryland.gov).

## **ATTACHMENTS**


- FY 2023-2026 TPB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Ms. Erika Falk, Capital Analyst, Capital Programming and Asset Management, MTA  
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA  
Ms. Michelle Martin, Deputy Director, Planning and Capital Programming, TSO  
Mr. Stephen Miller, Chief of Strategic Planning, Statewide Project Development, MTA  
Mr. Darrell Smith, Director, Statewide Project Development, MTA

# National Capital Region TIP FY 2023-2026

MDOT TIP # T11584												
<b>SUMMARY TABLE</b>												
Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (in \$1,000)								
				Federal	State/Local	Total						
MARC Facilities	A	Exempt	n/a	\$ -	\$ -	\$ 2,285						
				Net Funding Change (000s)								
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total						
	MDOT MTA	TPB		\$ 1,157	\$ 289	\$ 1,446						
Description	Anticipated projects include removal and replacement of existing low-level platform structures and associated appurtenances (lighting, PA/LED, shelters and benches, etc.). Stations have two platforms (one eastbound and one westbound). Project sites included are the Laurel and Muirkirk stations.											
Justification	Platform structures throughout the MARC system, have been projected to reach the end of their useful life, requiring replacement to maintain State of Good Repair (SGR).											
<b>INDIVIDUAL REQUEST FORM</b>												
STIP/TIP Amendment Criteria		Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total					
<input type="checkbox"/> A) Adds new individual projects to the current TIP		Current (000s)	<b>Total</b> \$ 2,285	\$ -	\$ -	\$ -	\$ 2,285					
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change			Federal \$ 1,828	\$ -	\$ -	\$ -	\$ 1,828					
<input type="checkbox"/> C) Removes or deletes individual listed project from the TIP			State/Local \$ 457	\$ -	\$ -	\$ -	\$ 457					
<input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]		Proposed (000s)	<b>Total</b> \$ -	\$ -	\$ -	\$ -	\$ -					
			Federal \$ -	\$ -	\$ -	\$ -	\$ -					
			State/Local \$ -	\$ -	\$ -	\$ -	\$ -					
 MARYLAND DEPARTMENT OF TRANSPORTATION		Change (000s)	<b>Total</b> \$ (2,285)	\$ -	\$ -	\$ -	\$ (2,285)					
			Federal \$ (1,828)	\$ -	\$ -	\$ -	\$ (1,828)					
			State/Local \$ (457)	\$ -	\$ -	\$ -	\$ (457)					
<b>PHASE DETAIL</b>												
Current		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
OTH	5337	\$ 306	\$ 77	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 306	\$ 77	\$ 383
OTH	5307	\$ 562	\$ 141	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 562	\$ 141	\$ 703
OTH	TA	\$ 960	\$ 240	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 960	\$ 240	\$ 1,200
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ 1,828	\$ 457	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,828	\$ 457	\$ 2,285
Proposed		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
OTH	5337	\$ -	\$ -	\$ 585	\$ 146	\$ 878	\$ 220	\$ -	\$ -	\$ 1,463	\$ 366	\$ 1,829
OTH	5307	\$ -	\$ -	\$ -	\$ -	\$ 562	\$ 141	\$ -	\$ -	\$ 562	\$ 141	\$ 703
OTH	TA	\$ -	\$ -	\$ 960	\$ 240	\$ -	\$ -	\$ -	\$ -	\$ 960	\$ 240	\$ 1,200
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ -	\$ -	\$ 1,545	\$ 386	\$ 1,440	\$ 360	\$ -	\$ -	\$ 2,985	\$ 746	\$ 3,731
Change		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
OTH	5337	\$ (306)	\$ (77)	\$ 585	\$ 146	\$ 878	\$ 220	\$ -	\$ -	\$ 1,157	\$ 289	\$ 1,446
OTH	5307	\$ (562)	\$ (141)	\$ -	\$ -	\$ 562	\$ 141	\$ -	\$ -	\$ -	\$ -	\$ -
OTH	TA	\$ (960)	\$ (240)	\$ 960	\$ 240	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ (1,828)	\$ (457)	\$ 1,545	\$ 386	\$ 1,440	\$ 360	\$ -	\$ -	\$ 1,157	\$ 289	\$ 1,446
<b>TOTAL PROJECT COST</b>												
Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost		
Federal		\$ -		Federal \$ 2,985		Federal \$ -		Federal \$ -		Federal \$ 2,985		
State/Local		\$ -		State/Local \$ 746		State/Local \$ -		State/Local \$ -		State/Local \$ 746		
<b>Total</b>		\$ -		<b>Total \$ 3,731</b>		<b>Total \$ -</b>		<b>Total \$ -</b>		<b>Total \$ 3,731</b>		

# STIP FY 2022-2025

MDOT TIP # T11584															
<b>SUMMARY TABLE</b>															
Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (in \$1,000)											
				Federal	State/Local	Total									
MARC Facilities	A	Exempt	n/a	\$ -	\$ -	\$ 2,285									
				Net Funding Change (000s)											
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total									
	MDOT MTA	TPB		\$ 1,157	\$ 289	\$ 1,446									
Description	Anticipated projects include removal and replacement of existing low-level platform structures and associated appurtenances (lighting, PA/LED, shelters and benches, etc.). Stations have two platforms (one eastbound and one westbound). Project sites included are the Laurel and Muirkirk stations.														
Justification	Platform structures throughout the MARC system, have been projected to reach the end of their useful life, requiring replacement to maintain State of Good Repair (SGR).														
<b>INDIVIDUAL REQUEST FORM</b>															
STIP/TIP Amendment Criteria		Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total								
<input type="checkbox"/> A) Adds new individual projects to the current TIP		Current (000s)	\$ -	\$ -	\$ -	\$ -	\$ -								
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal	\$ -	\$ -	\$ -	\$ -	\$ -								
<input type="checkbox"/> C) Removes or deletes individual listed project from the TIP		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -								
<input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]		Proposed (000s)	\$ -	\$ -	\$ -	\$ -	\$ -								
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -								
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -								
		Change (000s)	\$ -	\$ -	\$ -	\$ -	\$ -								
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -								
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -								
															
<b>PHASE DETAIL</b>															
Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL					
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total			
OTH	5337	\$ -	\$ -	\$ 306	\$ 77	\$ -	\$ -	\$ -	\$ -	\$ 306	\$ 77	\$ 383			
OTH	5307	\$ -	\$ -	\$ 562	\$ 141	\$ -	\$ -	\$ -	\$ -	\$ 562	\$ 141	\$ 703			
OTH	7A	\$ -	\$ -	\$ 960	\$ 240	\$ -	\$ -	\$ -	\$ -	\$ 960	\$ 240	\$ 1,200			
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
<b>Total</b>		\$ -	\$ -	\$ 1,828	\$ 457	\$ -	\$ -	\$ -	\$ -	\$ 1,828	\$ 457	\$ 2,285			
Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL					
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total			
OTH	5337	\$ -	\$ -	\$ -	\$ -	\$ 585	\$ 146	\$ 878	\$ 220	\$ 1,463	\$ 366	\$ 1,829			
OTH	5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 562	\$ 141	\$ 562	\$ 141	\$ 703			
OTH	7A	\$ -	\$ -	\$ -	\$ -	\$ 960	\$ 240	\$ -	\$ -	\$ 960	\$ 240	\$ 1,200			
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
<b>Total</b>		\$ -	\$ -	\$ -	\$ -	\$ 1,545	\$ 386	\$ 1,440	\$ 360	\$ 2,985	\$ 746	\$ 3,731			
Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL					
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total			
OTH	5337	\$ -	\$ -	\$ (306)	\$ (77)	\$ 585	\$ 146	\$ 878	\$ 220	\$ 1,157	\$ 289	\$ 1,446			
OTH	5307	\$ -	\$ -	\$ (562)	\$ (141)	\$ -	\$ -	\$ 562	\$ 141	\$ -	\$ -	\$ -			
OTH	7A	\$ -	\$ -	\$ (960)	\$ (240)	\$ 960	\$ 240	\$ -	\$ -	\$ -	\$ -	\$ -			
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
<b>Total</b>		\$ -	\$ -	\$ (1,828)	\$ (457)	\$ 1,545	\$ 386	\$ 1,440	\$ 360	\$ 1,157	\$ 289	\$ 1,446			
<b>TOTAL PROJECT COST</b>															
Prior Cost (≤ FY 2021)				STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost			
Federal		\$ -		Federal		\$ 2,985		Federal		\$ -		Federal		\$ 2,985	
State/Local		\$ -		State/Local		\$ 746		State/Local		\$ -		State/Local		\$ 746	
<b>Total</b>		\$ -		<b>Total</b>		\$ 3,731		<b>Total</b>		\$ -		<b>Total</b>		\$ 3,731	

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

**RESOLUTION ON AMENDMENTS TO THE FY 2023-2026 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT ARE EXEMPT FROM THE AIR QUALITY CONFORMITY  
REQUIREMENT TO INCLUDE TIP ACTION 23-43.2 WHICH ADDS FUNDING FOR TWO NEW  
TRANSIT PROJECTS AND INCREASES FUNDING FOR THE RIDE ON BUS FLEET IN  
MONTGOMERY COUNTY AND INCREASES FUNDING FOR THE BRIDGE REHABILITATION –  
LIVINGSTON ROAD PROJECT IN PRINCE GEORGE’S COUNTY, AS REQUESTED BY MONTGOMERY  
COUNTY DEPARTMENT OF TRANSPORTATION (MCOT) AND PRINCE GEORGE’S COUNTY  
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION (DPW&T)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America’s Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

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

**WHEREAS**, on June 15, 2022, the TPB adopted the FY 2023-2026 TIP; and

**WHEREAS**, MCDOT and DPW&T have requested amendments to the FY 2023-2026 TIP under TIP Action 23-43.2 which adds \$5.75 million in Earmark - Community Project Funding (CPF) and local funds for the new Security Improvements for Transportation Facilities project (T13616), \$3.437 million in Earmark CFP and local funds for the new Solar Installation at Transportation Facilities project (T13615), and adds \$7.2 million in Earmark CFP and local funds to the Ride On Bus Fleet program in Montgomery County, and adds \$740,000 in Highway Bridge Replacement and Rehabilitation Program (HBRP) and local funds to the Bridge Replacement – Livingston Road project (T5806) in Prince George’s County, as described in the attached materials; and

**WHEREAS**, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the amended project and program records will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the total project costs, the reason for the amendments, and a Change Narrative, providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and
- ATTACHMENT C) Letters from DPW&T and MCDOT dated June 14 and June 28, 2024, requesting the amendments, and

**WHEREAS**, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-43.2 creating the 43<sup>rd</sup> amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, these projects and programs are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

**WHEREAS**, this resolution and amendment to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-43.2, which adds \$5.75 million in Earmark CPF and local funds for the new Security Improvements for Transportation Facilities project (T13616), \$3.437 million in Earmark PF and local funds for the new Solar Installation at Transportation Facilities project (T13615), and adds \$7.2 million in Earmark CPF and local funds to the Ride On Bus Fleet program in Montgomery County, and adds \$740,000 in Highway Bridge Replacement and Rehabilitation Program (HBRP) and local funds to the Bridge Replacement - Livingston Road project (T5806) in Prince George's County,, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Wednesday, July 3, 2024.  
Final approval following review by the full board on Wednesday, July 17, 2024.**



<b>TIP ID</b>	T13615	<b>Lead Agency</b>	Montgomery County	<b>Project Type</b>	Other - Alt Fuel Infrastructure
<b>Project Name</b>	Solar Installation at Transportation Facilities	<b>County</b>	Montgomery	<b>Total Cost</b>	\$3,437,500
<b>Project Limits</b>		<b>Municipality</b>		<b>Completion Date</b>	2027

**Agency Project ID**

**Description** The Project will install solar equipment on the rooftops of three (3) parking facilities owned and operated by Montgomery County Department of Transportation. The solar arrays will minimize or eliminate grid-provided power, ideally reaching net-zero power consumption to align with County climate and cost-containment efforts. Project supports efforts to achieve zero emissions goals.

\*Various Locations

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON		Earmark - CPF	-	-	-	\$2,750,000	-	-	\$2,750,000	\$2,750,000
CON		LOCAL	-	-	-	\$687,500	-	-	\$687,500	\$687,500
		<b>Total CON</b>	-	-	-	\$3,437,500	-	-	\$3,437,500	\$3,437,500
		<b>Total Programmed</b>	-	-	-	\$3,437,500	-	-	\$3,437,500	\$3,437,500

**Version History**

**Current Change Reason**

<b>TIP Document</b>	<b>MPO Approval</b>	<b>FHWA Approval</b>	<b>FTA Approval</b>
23-43.2 Amendment 2023-2026	07/17/2024	Pending	Pending

SCHEDULE / FUNDING / SCOPE - New project



**TIP ID** T13616  
**Project Name** Security Improvements for Transportation Facilities  
**Project Limits**

**Lead Agency** Montgomery County  
**County** Montgomery  
**Municipality**

**Project Type** Other  
**Total Cost** \$5,750,000  
**Completion Date** 2027

**Agency Project ID**

**Description** Funds will be used to purchase new and replacement security cameras and related security infrastructure for parking garages in Bethesda, Silver Spring and Wheaton to address ongoing crime and community concerns.

\*Various Locations

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
OTHER		Earmark - CPF	-	-	-	\$4,600,000	-	-	\$4,600,000	\$4,600,000
OTHER		LOCAL	-	-	-	\$1,150,000	-	-	\$1,150,000	\$1,150,000
		<i>Total Other</i>	-	-	-	\$5,750,000	-	-	\$5,750,000	\$5,750,000
		<i>Total Programmed</i>	-	-	-	\$5,750,000	-	-	\$5,750,000	\$5,750,000

**Version History**

**Current Change Reason**

<u>TIP Document</u>	<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
23-43.2 Amendment 2023-2026	07/17/2024	Pending	Pending

SCHEDULE / FUNDING / SCOPE - New Project



**TIP ID** T3072  
**Project Name** Ride On Bus Fleet  
**Project Limits** Countywide  
**Lead Agency** Montgomery County  
**County** Montgomery  
**Municipality**

**Project Type** Transit - Capital  
**Total Cost** \$92,779,700  
**Completion Date** 2028

**Agency Project ID** P500821

**Description** This project provides for the purchase of replacement buses and expansion buses in the Ride On fleet in accordance with the Division of Transit Services' bus replacement plan. This includes the purchase of 4 buses to expand service to Howard County. Project includes purchase new FLEX system buses for service expansion.

\*Not Location Specific

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
OTHER	Earmark - CPF		-	-	-	\$5,760,000	-	-	\$5,760,000	\$5,760,000
OTHER	LOCAL		-	\$14,809,200	\$20,642,900	\$18,506,700	\$18,318,000	-	\$72,276,800	\$72,276,800
OTHER	S. 5307		-	\$2,010,800	\$2,822,100	\$2,378,000	\$2,582,000	-	\$9,792,900	\$9,792,900
OTHER	S. 5309		-	-	\$3,350,000	-	-	-	\$3,350,000	\$3,350,000
OTHER	DC/ STATE		-	\$400,000	\$400,000	\$400,000	\$400,000	-	\$1,600,000	\$1,600,000
	<b>Total Other</b>		-	\$17,220,000	\$27,215,000	\$27,044,700	\$21,300,000	-	\$92,779,700	\$92,779,700
	<b>Total Programmed</b>		-	\$17,220,000	\$27,215,000	\$27,044,700	\$21,300,000	-	\$92,779,700	\$92,779,700

**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-20 Amendment 2023-2026	06/18/2023	N/A	N/A
23-43.2 Amendment 2023-2026	07/17/2024	Pending	Pending

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - New project

**Funding Change(s):**

Total project cost increased from \$85,579,700 to \$92,779,700





**TIP ID** T5806  
**Project Name** Bridge Replacement - Livingston Road  
**Project Limits** to Over Piscataway Creek

**Lead Agency** Prince Georges County  
**County** Prince Georges  
**Municipality**

**Project Type** Bridge - Replace + Add Capacity  
**Total Cost** \$14,414,942  
**Completion Date** 2030

**Agency Project ID**

**Description** This project will replace the existing Livingston Road Bridge over Piscataway Creek, reconstruct the approach roadways and install sidewalks, street lights, and landscaping. Funding for the bridge replacement is anticipated to be 80% Federal Aid for design and construction. Right of way, wetland, mitigation, and necessary roadway rehabilitation beyond the bridge and approach limits are anticipated to be County funded. the bridge is currently load restricted to 58,000 pounds and was originally constructed in 1932.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		HBRRP	\$567,790	-	\$4,164	\$680,000	\$680,000	-	\$1,364,164	\$1,931,954
PE		LOCAL	\$141,947	-	\$1,041	\$170,000	\$170,000	-	\$341,041	\$482,988
		<b>Total PE</b>	<b>\$709,737</b>	<b>-</b>	<b>\$5,205</b>	<b>\$850,000</b>	<b>\$850,000</b>	<b>-</b>	<b>\$1,705,205</b>	<b>\$2,414,942</b>
CON		HBRRP	-	-	-	-	-	\$9,600,000	-	\$9,600,000
CON		LOCAL	-	-	-	-	-	\$2,400,000	-	\$2,400,000
		<b>Total CON</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$12,000,000</b>	<b>-</b>	<b>\$12,000,000</b>
		<b>Total Programmed</b>	<b>\$709,737</b>	<b>-</b>	<b>\$5,205</b>	<b>\$850,000</b>	<b>\$850,000</b>	<b>\$12,000,000</b>	<b>\$1,705,205</b>	<b>\$14,414,942</b>



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-43.2 Amendment 2023-2026	07/17/2024	Pending	Pending

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Cost change(s), Schedule Change(s), Updated cost and schedule

**Funding Change(s):**

Total project cost increased from \$13,675,000 to \$14,414,942

**ATTACHMENT B - AMENDMENT SUMMARY REPORT  
FOR TIP ACTION 23-43.2: FORMAL AMENDMENT TO THE  
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM  
REQUESTED BY MONTGOMERY & PRINCE GEORGE'S COUNTIES**

LEAD AGENCY	TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
Montgomery County	T13616	Security Improvements for Transportation Facilities	\$0	\$5,750,000	\$5,750,000	0	New Project	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL ▶ Add funds in FFY 25 in OTHER for \$1,150,000 Earmark - CPF ▶ Add funds in FFY 25 in OTHER for \$4,600,000 <i>Total project cost \$5,750,000</i>
Montgomery County	T13615	Solar Installation at Transportation Facilities	\$0	\$3,437,500	\$3,437,500	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL ▶ Add funds in FFY 25 in CON for \$687,500 Earmark - CPF ▶ Add funds in FFY 25 in CON for \$2,750,000 <i>Total project cost \$3,437,500</i>
Montgomery County	T3072	Ride On Bus Fleet	\$85,579,700	\$92,779,700	\$7,200,000	8	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL + Increase funds in FFY 25 in OTHER from \$17,066,700 to \$18,506,700 Earmark - CPF ▶ Add funds in FFY 25 in OTHER for \$5,760,000 <i>Total project cost increased from \$85,579,700 to \$92,779,700</i>

**ATTACHMENT B - AMENDMENT SUMMARY REPORT  
FOR TIP ACTION 23-43.2: FORMAL AMENDMENT TO THE  
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM  
REQUESTED BY MONTGOMERY & PRINCE GEORGE'S COUNTIES**

LEAD AGENCY	TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
<b>MONTGOMERY COUNTY SUBTOTAL:</b>			<b>\$85,579,700</b>	<b>\$101,967,200</b>	<b>\$16,387,500</b>			
Prince Georges County	T5806	Bridge Replacement - Livingston Road	\$13,675,000	\$14,414,942	\$739,942	5	Cost change(s), Schedule Change(s), Updated cost and schedule	<p><b>PROJECT CHANGES (FROM PREVIOUS VERSION):</b></p> <p align="center"><b>LOCAL</b></p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 18 in PE for \$67,600</li> <li>▶ Delete funds in FFY 19 in PE for \$30,000</li> <li>+ Increase funds in FFY 20 in PE from \$60,000 to \$141,947</li> <li>- Decrease funds in FFY 20 in ROW from \$50,000 to \$0</li> <li>▶ Delete funds in FFY 21 in PE for \$30,000 ROW for \$10,000</li> <li>▶ Delete funds in FFY 22 in PE for \$30,000 CON for \$360,000</li> <li>▶ Delete funds in FFY 23 in PE for \$30,000 CON for \$560,000</li> <li>+ Increase funds in FFY 24 in PE from \$0 to \$1,041</li> <li>- Decrease funds in FFY 24 in CON from \$160,000 to \$0</li> <li>+ Increase funds in FFY 25 in PE from \$0 to \$170,000</li> <li>- Decrease funds in FFY 25 in CON from \$900,000 to \$0</li> <li>+ Increase funds in FFY 26 in PE from \$0 to \$170,000</li> <li>- Decrease funds in FFY 26 in CON from \$400,000 to \$0</li> <li>▶ Add funds in FFY 27 in CON for \$360,000</li> <li>▶ Add funds in FFY 28 in CON for \$1,080,000</li> <li>▶ Add funds in FFY 29 in CON for \$840,000</li> <li>▶ Add funds in FFY 30 in CON for \$120,000</li> </ul> <p align="center"><b>HBRRP</b></p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 18 in PE for \$270,400</li> <li>▶ Delete funds in FFY 19 in PE for \$120,000</li> <li>+ Increase funds in FFY 20 in PE from \$240,000 to \$567,790</li> <li>- Decrease funds in FFY 20 in ROW from \$200,000 to \$0</li> <li>▶ Delete funds in FFY 21 in PE for \$120,000 ROW for \$40,000</li> <li>- Decrease funds in FFY 22 in PE from \$120,000 to \$0</li> <li>- Decrease funds in FFY 22 in CON from \$1,440,000 to \$0</li> <li>▶ Delete funds in FFY 23 in PE for \$120,000 CON for \$2,240,000</li> <li>+ Increase funds in FFY 24 in PE from \$0 to \$4,164</li> <li>- Decrease funds in FFY 24 in CON from \$640,000 to \$0</li> <li>+ Increase funds in FFY 25 in PE from \$0 to \$680,000</li> <li>- Decrease funds in FFY 25 in CON from \$3,600,000 to \$0</li> <li>+ Increase funds in FFY 26 in PE from \$0 to \$680,000</li> <li>- Decrease funds in FFY 26 in CON from \$1,600,000 to \$0</li> <li>▶ Add funds in FFY 27 in CON for \$1,440,000</li> <li>▶ Add funds in FFY 28 in CON for \$4,320,000</li> <li>▶ Add funds in FFY 29 in CON for \$3,360,000</li> <li>▶ Add funds in FFY 30 in CON for \$480,000</li> </ul> <p align="right"><i>Total project cost increased from \$13,675,000 to \$14,414,942</i></p>



# PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Public Works and Transportation  
Office of the Director



Angela D. Alsobrooks  
County Executive

Michael D. Johnson, P.E.  
Director

June 14, 2024

The Honorable Cristina Henderson, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington DC 20002

RE: Livingston Rd., Bridge Replacement CIP project  
Bridge No. P-0487 Livingston Road over Piscataway Creek  
MDOT SHA Project Number: PG723ZM1  
F.A.P. Number (Design Phase): BR-5030(007)  
**TIP ID No. T5806 (TIP AMENDMENT SUBMISSION)**

Dear Chair Henderson:

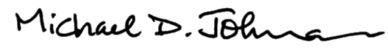
The Prince George's County Department of Public Works and Transportation (DPW&T) requests an amendment to the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026 Transportation Improvement Program (TIP), as identified in the attachment. This project is a capacity enhancement project and therefore, will require air quality conformity analysis. The purpose of this amendment is to update the project cost and schedule in the FY 2023-2026 TIP. This bridge replacement project is funded from the federal Highway Bridge Rehabilitation and Reconstruction Program (HBRRP) at an 80/20 federal/local split with the remaining funding to come from Prince George's County. This bridge was originally built in 1932 and then rehabilitated in 1989. The superstructure and substructure elements are in poor condition, making this project eligible for bridge replacement under this project.

An amount of \$1,705,204 will be programmed for the current TIP (FY 2023-2026). Prior programmed expenditures which are reflected in the TIP (FFY 2015 thru 2020) were \$709,737. An additional \$12,000,000 will be programmed for FY 2027 thru FFY 2030 bringing the total project cost to \$14,414,942.

Prince George's County requests that this amendment be approved by the TPB Steering Committee at its July 3, 2024 meeting and subsequently at the July Board meeting. Following approval of the TIP amendment, we will request that the Maryland Department of Transportation amend its Statewide Transportation Improvement Program (STIP) so that we may begin obligating federal aid funding. We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Victor Weissberg at (240) 508-9813 or [vweissberg@co.pg.md.us](mailto:vweissberg@co.pg.md.us) or Erv Beckert at (240) 508-9610 or [tbeckert@co.pg.md.us](mailto:tbeckert@co.pg.md.us).

The Honorable Cristina Henderson, Chair  
June 14, 2024  
Page 2 of 2

Sincerely,



Michael D. Johnson, P.E.,  
Director, Prince George's County DPW&T

Attachment

cc: Kanti Srikanth, Director of Transportation, MWCOG  
Oluseyi Olugbenle, Deputy Director, DPW&T  
Victor Weissberg, Special Assistant to the Director, DPW&T  
Kate Mazzara, P.E., Associate Director, OEPM, DPW&T  
Erv T. Beckert, P.E., Chief, Highway and Bridge Design Division (HBDD), OEPM, DPW&T  
Nawaf E. Esayed, P.E., Bridge Program Manager, HBDD, OEPM, DPW&T  
Kari Snyder, Regional Planner, Office of Planning and Capital Programming, MDOT  
Lyn Erickson, Plan Development and Coordination Program Director, MWCOG



DEPARTMENT OF TRANSPORTATION

Marc Elrich  
*County Executive*

Christopher R. Conklin  
*Director*

June 28, 2024

The Honorable Cristina Henderson, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E. , Suite 300  
Washington, DC 20002

Dear Chair Henderson:

The Montgomery County Department of Transportation requests amendments to the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026 Transportation Improvement Program (TIP), as identified in the attachment. The three projects include two new projects: Security Improvements for Transportation Facilities (T13616) and Solar Installation at Transportation Facilities (T13615), and an amendment to an existing project, Ride On Bus Fleet (T3072). These projects are not capacity enhancement projects and, therefore, do not require air quality conformity analysis. The purpose of these projects is to add bus fleet reliability and continue efforts to convert to a clean bus fleet and transportation facilities and provide solar power to transportation facilities.

The Ride On Bus Fleet project is to purchase buses to permit Ride On Flash expansion into Howard County and funding is from a federal community funding earmark. Montgomery County is working with Howard County to establish the service. The result will be an extension of the Ride On Flash Service to connect Columbia to Silver Spring with high-quality frequent bus service.

The Security Improvements for Transportation Facilities Project will purchase new and replacement security cameras and related security infrastructure for parking garages in Bethesda, Silver Spring, and Wheaton to address ongoing crime and community concerns. This project is funded through a federal community funding earmark.

The Solar Installation at Transportation Facilities project will install solar equipment on the rooftops of three parking facilities owned and operated by Montgomery County Department of Transportation. The solar arrays will minimize or eliminate grid-provided power, ideally reaching net-zero power consumption to align with County climate and cost-containment efforts. The project supports efforts to achieve zero emissions goals.

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Office of the Director


101 Monroe Street, 10<sup>th</sup> Floor, Rockville, MD 20850 · 240-777-7170 · 240-777-7178 Fax  
[www.montgomerycountymd.gov/mcdot](http://www.montgomerycountymd.gov/mcdot)

 **MC311**  
ANSWERING TO YOU  
[montgomerycountymd.gov/311](http://montgomerycountymd.gov/311) 301-251-4850 TTY

Montgomery County requests that these amendments be approved by the TPB Steering Committee at its July 3, 2024 meeting. Following approval of the TIP amendments, we will request that the Maryland Department of Transportation amend its Statewide Transportation Improvement Program (STIP) so that we may begin to obligate the federal funding.

We appreciate your cooperation in this matter. If you have any comments or questions, please do not hesitate to contact Christopher Van Alstyne at [chris.vanalstyne@montgomerycountymd.gov](mailto:chris.vanalstyne@montgomerycountymd.gov) or Gary Erenrich at [gary.erenrich@montgomerycountymd.gov](mailto:gary.erenrich@montgomerycountymd.gov).

Sincerely,

  
Haley Peckett (Jun 27, 2024 13:48 EDT)

Haley Peckett  
Deputy Director of Transportation Policy

Enclosure

cc: Kanti Srikanth, Director of Transportation, WMCOG  
Kari Synder, Regional Planner, Maryland Department of Transportation  
Gary Erenrich, MCDOT  
Chris Van Alstyne, MCDOT

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-43.3 WHICH ADDS FUNDING FOR ARLINGTON COUNTY'S COMMUTER ASSISTANCE PROGRAM AND FOR TWO NEW TRANSIT PROJECTS, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF RAIL & PUBLIC TRANSPORTATION (VDRPT)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

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

**WHEREAS**, on June 15, 2022, the TPB adopted the FY 2023-2026 TIP; and

**WHEREAS**, VDRPT has requested amendments under TIP Action 23-43.3 which adds \$11.9 million in Regional Surface Transportation Program (RSTP), Congestion Mitigation and Air Quality program (CMAQ), and state funding to Arlington County's Commuter Assistance Program (T6627), \$1.25 million in Earmark Community Project Funding (CPF) and local funds for the new DASH On-Route Electric transit Bus Opportunity Charger project (T13619) and \$750,000 in Pilot Program for Transit-Oriented Development (§20005(b)) and local funding for the Duke Street Corridor Planning project (T13617), as described in the attached materials; and

**WHEREAS**, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the amended project and program records will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing total project costs, the reason for the amendment, and a Change Narrative, providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and
- ATTACHMENT C) Letter from VDRPT dated June 20, requesting the amendments, and

**WHEREAS**, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-43.3 creating the 43<sup>rd</sup> amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and



**WHEREAS**, these projects and programs are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

**WHEREAS**, this resolution and amendment to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-43.3 which adds \$11.9 million in RSTP, CMAQ, and state funding to Arlington County's Commuter Assistance Program (T6627), \$1.25 million in Earmark CPF and local funds for the new DASH On-Route Electric transit Bus Opportunity Charger project (T13619) and \$750,000 in §20005(b) and local funding for the Duke Street Corridor Planning project (T13617), as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Wednesday, July 3, 2024.  
Final approval following review by the full board on Wednesday, July 17, 2024.**



<b>TIP ID</b>	T13617	<b>Lead Agency</b>	VDRPT	<b>Project Type</b>	Study/Planning/Research
<b>Project Name</b>	Duke Street Corridor Planning	<b>County</b>		<b>Total Cost</b>	\$750,000
<b>Project Limits</b>		<b>Municipality</b>	City of Alexandria	<b>Completion Date</b>	

**Agency Project ID**

**Description** Project will develop a transit-oriented development (TOD) land use plan along the proposed Duke Street Bus Rapid Transit (BRT) Corridor. Planned BRT corridor will provide transit access along an approximate 3.7-mile stretch of Duke Street, connect two ends of the City from the planned West End (formerly Landmark Mall) mixed-use development to the King Street Metrorail Station and Alexandria Union Station, which will connect Duke Street to regional transit and commuter rail.

\*Not Location Specific

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PLANNING		LOCAL	-	-	-	\$100,000	\$100,000	-	\$200,000	\$200,000
PLANNING		S. 20005(B)	-	-	-	\$300,000	\$200,000	\$50,000	\$500,000	\$550,000
		<b>Total PLANNING</b>	-	-	-	\$400,000	\$300,000	\$50,000	\$700,000	\$750,000
		<b>Total Programmed</b>	-	-	-	\$400,000	\$300,000	\$50,000	\$700,000	\$750,000

**Version History**

<u>TIP Document</u>		<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
23-43.3	Amendment 2023-2026	07/17/2024	Pending	Pending

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - New Project



<b>TIP ID</b>	T13618	<b>Lead Agency</b>	VDRPT	<b>Project Type</b>	Other - Alt Fuel Infrastructure
<b>Project Name</b>	DASH On-Route Electric Transit Bus Opportunity Charger	<b>County</b>		<b>Total Cost</b>	\$1,250,000
<b>Project Limits</b>		<b>Municipality</b>	City of Alexandria	<b>Completion Date</b>	

**Agency Project ID**

**Description** This project will implement one on-route opportunity charger to support the charging of battery electric transit buses in the DASH fleet. This charger will support and enable DASH to continue the conversion of its fleet to 100% zero emissions by addressing range limitations. The opportunity charger will reduce the need for DASH battery electric buses to replenish their charge throughout the day. This will enable DASH to keep battery electric buses in service significantly longer.

\*Not Location Specific

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		Earmark - CPF	-	-	-	\$160,000	-	-	\$160,000	\$160,000
PE		LOCAL	-	-	-	\$40,000	-	-	\$40,000	\$40,000
		<b>Total PE</b>	-	-	-	\$200,000	-	-	\$200,000	\$200,000
CON		Earmark - CPF	-	-	-	\$440,000	\$400,000	-	\$840,000	\$840,000
CON		LOCAL	-	-	-	\$110,000	\$100,000	-	\$210,000	\$210,000
		<b>Total CON</b>	-	-	-	\$550,000	\$500,000	-	\$1,050,000	\$1,050,000
		<b>Total Programmed</b>	-	-	-	\$750,000	\$500,000	-	\$1,250,000	\$1,250,000

**Version History**

<u>TIP Document</u>	<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
23-43.3 Amendment 2023-2026	07/17/2024	Pending	Pending

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - New Project



National Capital Region  
**Transportation Planning Board**

ATTACHMENT A - AMENDMENT OVERVIEW REPORT  
 TIP ACTION 23-43.3: FORMAL AMENDMENT  
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM  
 REQUESTED BY VIRGINIA DEPARTMENT OF TRANSPORTATION

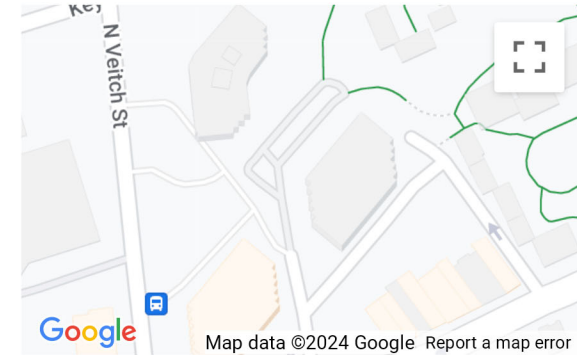
TIP ID T6627  
 Project Name COMMUTER ASSISTANCE PROGRAM  
 Project Limits

Lead Agency Virginia Department of Transportation  
 County Arlington  
 Municipality

Project Type Transportation Operations  
 Total Cost \$19,861,362  
 Completion Date

Description COMMUTER ASSISTANCE PROGRAM  
 Agency Project ID T21240

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
OTHER		CMAQ	\$5,684,834	\$339,200	\$4,268,895	\$3,719,856	\$14,012,785	\$14,012,785
OTHER		RSTP	-	\$363,200	\$891,612	\$620,893	\$1,875,705	\$1,875,705
OTHER		DC/STATE	\$1,421,958	\$175,600	\$1,290,127	\$1,085,187	\$3,972,872	\$3,972,872
		<i>Total Other</i>	\$7,106,792	\$878,000	\$6,450,634	\$5,425,936	\$19,861,362	\$19,861,362
		<i>Total Programmed</i>	\$7,106,792	\$878,000	\$6,450,634	\$5,425,936	\$19,861,362	\$19,861,362



Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-20	Amendment 2023-2026	06/18/2023	N/A	N/A
23-43.3	Amendment 2023-2026	07/17/2024	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$7,984,792 to \$19,861,362

ATTACHMENT B - AMENDMENT SUMMARY REPORT  
TIP ACTION 23-43.3: FORMAL AMENDMENT  
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM  
REQUESTED BY THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

LEAD AGENCY	TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
VDOT	T6627	COMMUTER ASSISTANCE PROGRAM	\$7,984,792	\$19,861,362	\$11,876,570	149	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p style="text-align: right;">DC/STATE</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 25 in OTHER for \$1,290,127</li> <li>▶ Add funds in FFY 26 in OTHER for \$1,085,187</li> </ul> <p style="text-align: right;">RSTP</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 25 in OTHER for \$891,612</li> <li>▶ Add funds in FFY 26 in OTHER for \$620,893</li> </ul> <p style="text-align: right;">CMAQ</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 25 in OTHER for \$4,268,895</li> <li>▶ Add funds in FFY 26 in OTHER for \$3,719,856</li> </ul> <p><i>Total project cost increased from \$7,984,792 to \$19,861,362</i></p>
VDRPT	T13618	DASH On-Route Electric Transit Bus Opportunity Charger	\$0	\$1,250,000	\$1,250,000		New Project	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p style="text-align: right;">LOCAL</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 25 in PE for \$40,000 CON for \$110,000</li> <li style="padding-left: 40px;">▶ Add funds in FFY 26 in CON for \$100,000</li> </ul> <p style="text-align: right;">Earmark - CPF</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 25 in PE for \$160,000 CON for \$440,000</li> <li style="padding-left: 40px;">▶ Add funds in FFY 26 in CON for \$400,000</li> </ul> <p><i>Total project cost \$1,250,000</i></p>
VDRPT	T13617	Duke Street Corridor Planning	\$0	\$750,000	\$750,000		New Project	<p>PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 25 in PLANNING for \$100,000</li> <li>▶ Add funds in FFY 26 in PLANNING for \$100,000</li> </ul> <p style="text-align: right;">S. 20005(B)</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 25 in PLANNING for \$300,000</li> <li>▶ Add funds in FFY 26 in PLANNING for \$200,000</li> <li>▶ Add funds in FFY 27 in PLANNING for \$50,000</li> </ul> <p><i>Total project cost \$750,000</i></p>
<b>TOTALS:</b>			<b>\$7,984,792</b>	<b>\$21,861,362</b>	<b>\$13,876,570</b>			<b>0</b>



# COMMONWEALTH of VIRGINIA

**Zach Trogdon**  
Acting Director

**DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION**  
600 EAST MAIN STREET, SUITE 2102  
RICHMOND, VA 23219-2416

(804) 786-4440  
FAX (804) 225-3752  
Virginia Relay Center  
(800) 828-1120 (TDD)

June 20, 2024

The Honorable Christina Henderson, Chair  
Chair, National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington, DC 20002-4202

Dear Chair Henderson:

The Virginia Department of Rail and Public Transportation (DRPT) requests an amendment to the FY 2023-2026 Transportation Improvement Program (TIP) to add 2 new projects and amend an existing project.

## Alexandria Transit Company (DASH) On-Route Electric Transit Bus Opportunity Charger

This project will implement one on-route opportunity charger to support the charging of battery electric transit buses in the DASH fleet. This charger will support and enable DASH to continue the conversion of its fleet to 100% zero emissions by addressing range limitations. The opportunity charger will reduce the need for DASH battery electric buses to have to return to replenish the charge throughout the day. This will enable DASH TO keep battery electric buses in-service significantly longer. This project has been allocated Local Transportation Priorities FY 2024 Community Project Funding/Congressionally Directed Spending Transit Infrastructure Grant award funds from the Federal Transit Administration. The new project will:

- Add \$160,000 (CPF) FFY 25 for PE Phase
- Add \$40,000 (Local Funds) FFY25 for PE Phase
- Add \$440,000 (CPF) FFY25 for CON Phase
- Add \$110,000 (Local Funds) FFY25 for CON Phase
- Add \$400,000 (CPF) FFY26 for CON Phase
- Add \$100,000 (Local Funds) FFY26 for CON Phase

## City of Alexandria -- Duke Street Corridor Planning

This project will develop a transit-oriented development land use plan along the proposed Duke Street Bus Rapid Transit corridor. The planned BRT corridor will provide transit access along an approximate 3.7- mile stretch of Duke Street, connect two ends of the City from the planned West



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End (formerly Landmark Mall) mixed-use development to the King Street Metrorail Station and Alexandria Union Station, which will connect Duke Street to regional transit and commuter rail. This project has been awarded a \$550,000 FTA Transit Oriented Development (TOD) Pilot Planning grant. The new project will:

- Add \$300,000 (TOD Pilot Planning) FFY 25 for Planning Phase
- Add \$100,000 (Local Funds) FFY25 for Planning Phase
- Add \$200,000 (TOD Pilot Planning) FFY26 for Planning Phase
- Add \$100,000 (Local Funds) FFY26 for Planning Phase
- Add \$50,000 (TOD Pilot Planning) FFY27 for CN Phase

## Arlington County – COMMUTER ASSISTANCE PROGRAM

This project continues support for Arlington County Commuter Services (ACCS) to reduce traffic congestion, decrease parking demand, promote maximum use of High Occupancy Vehicle (HOV) infrastructure, and improve air quality and mobility in and around Arlington. This amendment reflects changes in project funding. The amendment will:

- Add \$4,268,895 (CMAQ) FFY 25 for Other Phase
- Add \$891,612 (RSTP) FFY25 for Other Phase
- Add \$1,290,127 (State) FFY25 for Other Phase
- Add \$3,719,856 (CMAQ) FFY26 for Other Phase
- Add \$620,893 (RSTP) FFY26 for Other Phase
- Add \$1,085,187 (State) FFY26 for Other Phase

DRPT requests approval of this project to the TIP by the Transportation Planning Board's Steering Committee at its meeting on July 3, 2024. I will be present and available to answer any questions about this amendment request. Upon formal adoption from the Transportation Planning Board, the DRPT FY24-27 STIP will be updated to reflect the amended project. Thank you for your consideration of this matter.

Thank you for your assistance in facilitating this amendment action. Should you have any questions, please reach out to me at (703) 253-3334 or at [amy.garbarini@drpt.virginia.gov](mailto:amy.garbarini@drpt.virginia.gov).




# COMMONWEALTH of VIRGINIA

**Zach Trogdon**  
Acting Director

**DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION**  
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Sincerely,

DocuSigned by:  
  
D9F082F8A983456...

Amy Garbarini,  
Northern Virginia Transit Planning Manager

- CC: Regina Moore, VDOT  
Maria Sinner, VDOT  
Amir Shahpar, VDOT  
Philippe Simon, City of Alexandria  
Raymond Mui, City of Alexandria  
Edward Ryder, City of Alexandria  
Silas Sullivan, City of Alexandria  
Jordan Exantus, City of Alexandria  
Dan Malouff, Arlington County  
David Frye, Arlington County  
Gabriel Ortiz, DRPT  
Christophehr Arabia, DRPT





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** July 11, 2024

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The attached letters were sent/received since the last TPB meeting on June 20.

The letter dated June 16, 2024, from Virginia Senate Majority Leader Scott Surovell and Virginia State Delegate Paul Krizek, was not received until after the June 20 TPB meeting. That letter opposes the inclusion of the Southside Express Lanes project in Visualize 2050 until key issues are addressed by VDOT.

# SENATE OF VIRGINIA

**SCOTT A. SUROVELL**  
MAJORITY LEADER  
34th SENATORIAL DISTRICT  
PART OF FAIRFAX COUNTY  
POST OFFICE BOX 289  
MOUNT VERNON, VIRGINIA 22121



COMMITTEE ASSIGNMENTS:  
COURTS OF JUSTICE, CHAIR  
COMMERCE AND LABOR  
FINANCE AND APPROPRIATIONS  
REHABILITATION AND SOCIAL SERVICES  
RULES

June 16, 2024

***by email and direct mail***

Hon. Christina Henderson, TPB Chair  
National Capital Region Transportation Planning Board  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002-4239

**Re: 495 Southside Express Lanes Project**

Dear TPB Chair Henderson and Board Members:

We are writing to express our concerns with the Transportation Planning Board's upcoming vote to determine whether the Virginia Department of Transportation Southside Express Lanes project will be included in the region's transportation plan, Visualize 2050. We represent residents who live between Interstate 95 and the Potomac River and those immediately south of the Beltway. Senator Surovell is the Senate Majority Leader and also personally commutes on I-495 between the Woodrow Wilson Bridge and Braddock Rd. exits on a daily basis. Each of us have lived in our community for over 50 years.

We share the concerns of the Washington Metropolitan Area Transit Authority (WMATA), Maryland Officials, City of Alexandria elected officials, regional advocacy groups such as the Coalition for Smart Growth, and members of the public regarding the proposed use of the 6th lane on the Woodrow Wilson Bridge for vehicle traffic. While the Virginia Department of Transportation routinely advocates for vehicle capacity improvements, they are not elected officials who exercise political or policy judgments. **This lane must be reserved for rail or it will never be politically feasible to construct high-capacity transit south of Washington, D.C. between our community and National Harbor.**

Constructing this project would simply create a major new traffic bottleneck on the Maryland side. There are many potential ways to address congestion which do not include expanding private toll lanes, such as piloting express bus and HOV on shoulder lanes as well as providing increased incentives for commuters to use public transit and carpool. We also believe VDOT needs to reexamine how the impacts of climate change will affect this construction. Every aspect will be impacted by sea level rise and the increase in rainfall intensity that climate scientists expect to see over the coming century, and a failure to plan for these changes is shortsighted.

As we wrote in a [letter to VDOT dated October 1, 2023](#) which we have attached, we remain unconvinced that VDOT is adequately considering these issues. We asked VDOT to conduct a town hall meeting in our district last fall and the public feedback was almost uniformly negative. Until we see action taken to comprehensively include these variables in the study, we will remain opposed to any advancement of the project. This project is far from ready to be included in the region's transportation plan, Visualize 2050, and we request that our concerns be addressed in the VDOT study before the TPB votes to take this step.

Thank you for receiving these comments and taking our position and that of our constituents into consideration.

Sincerely,



Majority Leader Scott A. Surovell  
Virginia State Senate  
34th District



Delegate Paul E. Krizek  
Virginia House of Delegates  
16th District

CC: Fairfax County Board of Supervisors, State Delegates and Senators  
City of Alexandria Mayor and City Council, State Delegates and Senators  
Shep Miller, Virginia Secretary of Transportation  
Sandra Jackson, Federal Highway Administration, representative to the National Capital Region  
Transportation Planning Board  
Randy Clarke, General Manager & Chief Executive Officer, Metro  
WMATA Board of Directors  
Kanti Srikanth, MWCOG Deputy Executive Director for Metropolitan Planning  
Jennifer DeBruhl, Director, DRPT  
Todd Horsley, Virginia Department of Rail and Public Transit  
Bill Cuttler, Northern Virginia District Engineer, VDOT  
Stewart Schwartz, Executive Director, Coalition for Smarter Growth



COMMONWEALTH OF VIRGINIA  
GENERAL ASSEMBLY OF VIRGINIA  
RICHMOND

October 1, 2023

Mr. Nick Nies  
VDOT 495 Southside Express Lanes Study NEPA Project Manager  
9030 Stony Point Parkway, Suite 220  
Richmond, VA 23235

Re: Comments on Fall 2023 Study

Dear Mr. Nies:

We are writing to share our comments on the Southside Express Lanes Study. We represent constituents immediately south of the Beltway and expect that many of the commuters who travel on this section of 495 either live or work in the current 34<sup>th</sup> or past 36<sup>th</sup> Senate District and the new 16<sup>th</sup> House District. We urge you to hold an additional formal public hearing in the Mt. Vernon District. Sen. Surovell personally travels on 495 between the Telegraph Rd and Braddock Rd exits almost every weekday on the commute from Mt. Vernon to Fairfax City. Sen. Surovell started his professional career around the time that the Mixing Bowl and the Wilson Bridge improvements started in the 1990s. Before those projects, traffic backed up about a mile in each direction. Within 10 years of each project completion, the backups were about the same.

There are four primary points we urge you to consider as this project moves forward. To date, we are unconvinced that VDOT is adequately considering these issues and until we are convinced, we will remain unsupportive of the project.

First, no project planning should move forward until Maryland indicates that they are on board with the concept. As we have seen on northbound express lanes between Tysons Corner and the Potomac River, a plan that stops at the River will inevitably cause the same backups that drivers already suffer from Telegraph Rd to the River and along US-1 leading up to the entrance ramp. Maryland must be on board before this project moves forward. What is the risk we are taking on if Maryland never adopts these managed lanes?

Second, we cannot sacrifice the possibility of a future Metrorail river crossing. Our region is counting on Metrorail and has been ever since we finalized the agreement on the Wilson Bridge and the bridge was designed to handle the weight of Metrorail. WMATA is currently studying the option of a Blue Line loop across the bridge. No plan should move forward that jeopardizes this possibility.

Third, no plan should move forward that could result in a reduction of free travel lanes. When Sen. Surovell campaigned for the 36<sup>th</sup> Senate District in 2015, it included about 100,000 Prince William County residents who use I-95 on a regular basis. Their #1 complaint to was that Transurban and VDOT took away their free travel lanes and turned them into toll lanes. After years of advocacy, we were able to restore one free travel lane southbound from Occoquan to the

Prince William Parkway in 2019, but the northbound lanes are still heavily congested. We cannot risk a similar situation on 495. No reduction of free travel lanes should be considered.

Finally, we remain unconvinced that VDOT is adequately planning for climate change in this project. Everything from bridge fittings to increased stormwater runoff will be impacted by the rise in sea level and the increase in rainfall intensity that climate scientists expect to see over the coming century. The roadways we plan today must consider these impacts and we are unconvinced that such considerations are happening on this project.

Thank you for receiving these comments and for sharing information with our constituents throughout this process.

Sincerely,



Senator Scott A. Surovell  
36<sup>th</sup> District



Delegate Paul Krizek  
44<sup>th</sup> District

CC: Ms. Houda Ali



National Capital Region  
**Transportation Planning Board**

June 25, 2024

Veronica Vanterpool  
Acting Administrator  
Federal Transit Administration  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

Re: FY 2024 Pilot Program for Transit Oriented Development Planning Grant Application by Maryland Department of Transportation for the Purple Line Corridor

Dear Administrator Vanterpool:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application for the proposal entitled *Preparing for the Purple Line: An Anti-Displacement Plan*, submitted by the Maryland Department of Transportation, Maryland Transportation Administration (MDOT-MTA) and partners to the FY 2024 Pilot Program for Transit-Oriented Development Planning (TOD Pilot Program)

The Purple Line light rail project will connect communities across Montgomery and Prince George's Counties in Maryland, providing a vital circumferential rapid transit connection when it opens in 2028. The TOD Planning Pilot grant would fund the Purple Line Corridor Anti-Displacement Plan: a community-engaged planning effort to address displacement risk through a multi-sector partnership convened through the Purple Line Corridor Coalition. The grant will fund the development of a corridor-wide, comprehensive, multi-pronged anti-displacement plan responsive to and informed by community need. Anti-displacement actions and strategies will be detailed across three major focus areas: affordable housing preservation, culture, and green space and parks. These actions and strategies will be supported by an analysis of anti-displacement policies and a plan for local implementation. The plan will also include development of an anti-displacement metrics dashboard that will assess performance related to grant goals both before and after the Purple Line opens.

The work proposed for this grant directly responds to the regional transportation goals adopted by the TPB and identified in the Washington region's long-range transportation plan, *Visualize 2045*; improved access to transit is one of the seven Aspirational Initiatives of the plan. In July 2021 the TPB adopted a resolution that identified equity as a fundamental value and integral part of all of the board's work activities; this grant would directly support such regional activities.

As such the TPB appreciates your favorable consideration of the Maryland Department of Transportation's application. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include this project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Christina'.

Christina Henderson  
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Paul Wiedefeld, Secretary, MDOT  
Ms. Holly Arnold, Administrator, MDOT MTA

**ITEM 7 – Action  
July 17, 2024**

**Car Free Day Proclamation**

**Action:** Approve the Car Free Day 2024 Proclamation

**Background:** In an effort to create awareness and encourage residents to go car free by using public transportation, bicycling or walking, or go car lite and carpool, Regional Car Free Day events are being organized in the region for September 23. These events will encourage the community and regional decision-makers to support car free policies and initiatives.



# 2024 Regional Proclamation

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB) is the Metropolitan Planning Organization for the Washington, DC region; and

**WHEREAS**, the TPB through its Commuter Connections program organizes and promotes the annual Car Free Day event along with its jurisdictional network members throughout the region; and

**WHEREAS**, Car Free Day invites those who live and work in the region to telework and try alternative forms of transportation such as transit, bicycling, scootering, walking, and “car-lite” methods such as carpools and vanpools; and

**WHEREAS**, Car Free Day benefits the National Capital Region through improved air quality, mobility, energy conservation, and reduced parking demands; and

**WHEREAS**, Car Free Day corresponds with the culmination of European Mobility Week’s celebration of sustainable mobility.

**NOW THEREFORE**, be it resolved that the National Capital Region Transportation Planning Board:

1. Proclaims Car Free Day throughout the Washington Metropolitan region to be observed on Monday, September 23, 2024; and
2. Encourages those who live and work in the region to take the pledge to be Car Free or car-lite at [www.CarFreeMetroDC.org](http://www.CarFreeMetroDC.org); and
3. Acknowledges TPB member jurisdictions who have adopted similar proclamations in support of Car Free Day 2024.



**ITEM 8 – Action  
July 17, 2024**

**FY 2025 Maryland Transportation Alternatives Set Aside Program  
Project Approvals**

**Action:** Adopt Resolution R1-2024 to approve projects for funding under the Federal Transportation Alternatives Set Aside Program for Suburban Maryland for FY 2025.

**Background:** A portion of the federal Transportation Alternatives Set-Aside Program (TAP) is sub-allocated to the TPB for project selection in suburban Maryland. The board will be briefed on recommended projects and asked to approve them for funding.

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

**RESOLUTION TO APPROVE PROJECTS IN MARYLAND FOR TRANSPORTATION  
ALTERNATIVES SET-ASIDE PROGRAM FUNDING UNDER THE SURFACE  
TRANSPORTATION BLOCK GRANT PROGRAM FOR FY 2025**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process for the metropolitan area; and

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

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

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

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

**WHEREAS**, a solicitation for TA Set-Aside applications for FY 2025 was conducted by the Maryland Department of Transportation between April 1 and May 15, 2024; and

**WHEREAS**, the TPB's TA Set-Aside Selection Panel for Maryland met on June 25 and June 27, 2024 and recommended funding for six applications based on project readiness for construction and the projects' ability to meet regional selection criteria; and

**WHEREAS**, on July 3, 2024, the TPB Technical Committee was briefed on the recommended projects.

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board approves the projects for federal funding under the Transportation Alternatives Set-Aside Program for FY 2025 in Maryland, as listed below:

- \$1,764,000 Campus Bikeways Project: Alumni Drive Corridor, University of Maryland
- \$900,000 Magruder Branch Trail Extension & Rehabilitation, MNCPPC - Montgomery County
- \$451,808 Olde Towne Shared Use Path, City of Gaithersburg
- \$330,718 Safe Routes to School Sidewalk Improvements, City of Brunswick
- \$200,000 Scott-Viers Drive Shared Use Path, City of Rockville
- \$200,000 Monocacy Village Trail Completion, City of Frederick



## MEMORANDUM

**TO:** TPB Technical Committee  
**FROM:** John Swanson, TPB Transportation Planner  
**SUBJECT:** Projects recommended for funding in FY 2025 in Maryland under the Transportation Alternatives Set-Aside Program  
**DATE:** July 11, 2024

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## SUMMARY

Under the federal Transportation Alternatives Set-Aside (TA Set-Aside) Program, the TPB is responsible for selecting projects using sub-allocated funding for Suburban Maryland, Northern Virginia, and the District of Columbia. The TA Set-Aside, which is part of the Surface Transportation Block Grant Program, was originally established as the Transportation Alternatives Program (TAP) and is still often referred to by the name, TAP.

For FY 2025 in Maryland, a total of \$3,764,590 in federal TAP funding was made available for TPB decision-making. The TPB's selection panel has recommended funding for six projects, totaling \$3,846,526.

The projects are listed below and described later in this memorandum. The TPB will be asked to approve the recommendation at its meeting on July 17, 2024.

Project Title	Sponsor	Recommended TAP Funding
Campus Bikeways Project: Alumni Drive Corridor (construction)	University of Maryland	\$1,764,000
Magruder Branch Trail Extension & Rehabilitation (design)	Montgomery County MNCPPC	\$900,000
Olde Towne Shared Use Path (design)	City of Gaithersburg	\$451,808
SRTS Brunswick (design)	City of Brunswick	\$330,718
Scott-Viers Drive Shared Use Path (design)	City of Rockville	\$200,000
Monocacy Village Trail Completion (design)	City of Frederick	\$200,000

## BACKGROUND

The Transportation Alternatives Set-Aside (TA Set-Aside) Program was established by federal law to fund a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS), community improvements, historic preservation, and environmental mitigation. MAP-21, the surface transportation legislation enacted in 2012, established the program as the Transportation Alternatives Program (TAP). The FAST Act of 2015 renamed the program the Transportation Alternatives Set-Aside (TA Set-Aside) Program. The Infrastructure Investment and Jobs

Act (IIJA)/Bipartisan Infrastructure Law (BIL), enacted in 2021, reaffirmed the federal commitment to the program and increased funding for it. Information on the TA Set-Aside is available from FHWA at: [https://www.fhwa.dot.gov/environment/transportation\\_alternatives/](https://www.fhwa.dot.gov/environment/transportation_alternatives/).

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

For the National Capital Region, the program offers an opportunity to support and enhance regional planning activities. At the direction of the TPB, our region’s TA Set-Aside is framed as a complementary component of the TPB’s local technical assistance programs, including the Transportation Land Use Connections (TLC) Program, the Regional Roadway Safety Program, and the Transit Within Reach Program.

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

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

## **FY 2025 SOLICITATION FOR MARYLAND**

Maryland conducts its solicitation on an annual basis. This year’s solicitation period opened on April 1 and closed on May 15, 2024. For jurisdictions in the National Capital Region, the MDOT application included a supplementary form requesting information about how proposed projects responded to the TPB’s regional priorities related to roadway safety, Activity Centers, Equity Emphasis Areas, transit station access, the National Capital Trail Network, and multimodal transportation options.

For the portion of Maryland in the TPB’s planning area, MDOT received 11 applications representing a total of \$11,236,335 in requested funding. The two applications from Riverdale Park were later withdrawn from consideration. The town itself determined that their application for a “47th to Taylor Linear Park Feasibility Study” was not ready for consideration. MDOT/SHA determined that the application for the “Riverdale Elementary Pedestrian Safety and Connectivity Project” was not eligible as submitted. MDOT will be working with Riverdale Park to determine how the safety concerns in that community might be addressed.

## **PROJECT SELECTION PROCESS**

Consistent with past practice, TPB staff convened a selection panel to determine funding recommendations for Maryland’s TA Set-Aside funds. TPB staff invited representatives from state DOTs in our region, along with representatives from COG/TPB staff, to participate on this panel.

This year's selection panel participants included:

- Michael Farrell, COG/TPB Staff
- Dan Hardy, retired planner/engineer (formerly with Montgomery County among other positions)
- Yvonne Jones, District Department of Transportation
- Janie Nham, COG/TPB Staff
- Brittany Voll, Virginia Department of Transportation

John Swanson of TPB staff facilitated the panel meetings. MDOT staff member Cheryl Ladota participated in the panel meetings and served as a technical resource for the discussion.

Prior to the panel meetings, individual panelists reviewed and scored applications for a maximum of 160 points. The total score for each project combined each reviewer's professional assessment (80 points) and regional selection criteria (80 points). The professional assessment is based on each panel member's transportation planning expertise, knowledge of transportation planning in the region, evaluation of the project budget, and project management experience. The regional criteria are rooted in TPB policies and programs, with the understanding that some projects would not meet all criteria.

The regional selection criteria are listed below:

- *Improve roadway safety (Max 10 points):* Does the application make a compelling case that the project will reduce fatal and serious crashes on the region's roadways? Does the project have a focus on reducing pedestrian fatalities?
- *Expand transportation options (Max 10 points):* Will the project significantly increase transportation options for pedestrians, bicyclists and other non-drivers? Will the transportation benefits of the project be more than just recreational?
- *Support for Regional Activity Centers (Max 10 points):* Does the project enhance walkability and accessibility within or between the region's 141 Activity Centers? Regional Activity Centers are places where jobs and housing are concentrated and it should be easy to walk, bike, or take transit.
- *Access to high-capacity transit and, in particular, in Transit Access Focus Areas (TAFAs) (Max 10 points):* Does the project improve pedestrian and bicycle access in high-capacity transit station areas, and in particular, in Transit Access Focus Areas? Nearly 300 high-capacity transit stations are anticipated in the region by 2045. The TAFAs are a subset of that list. The TAFAs comprise 49 high-capacity station areas that the TPB has prioritized as opportune locations for improving pedestrian/bike access.
- *Access for low-income communities and people of color (Max 10 points):* Does the project promote accessibility for low-income communities and communities of color? In particular, is the project located in Equity Emphasis Areas (EEAs)? EEAs are locations that the TPB has identified as having high concentrations of low-income and/or minority populations.

- *Support the National Capital Trail Network (Max 10 pts):* The project supports connections to and completion of the National Capital Trail Network, which is a regional trail network that the TPB approved in 2020.
- *Safe access to schools (10 points):* Does the project enhance safe pedestrian/bike access to schools? (If you believe the project improves access to schools, you may still allocate points under this criterion, even if it is not specifically submitted as an SRTS project.)
- *Increased access for people with disabilities (10 points):* Does the project promote accessibility for people with disabilities?

The selection panel met on June 25 and June 27. To provide a basis for discussion, each panel member provided their scores in advance of the meeting. Staff developed average scores for each project and ranked them by their average scores. It should be emphasized, however, that the final recommendations listed below are the result of discussion and consensus and are not simply based on a sum of the panelists' individual scores.

## FUNDING RECOMMENDATIONS

The selection panel is recommending six projects for funding, totaling \$3,846,526. The total recommended funding exceeds the TPB's suballocation by \$81,936. MDOT has indicated that this overage will be funded from the statewide TAP allocation or otherwise funded through the state.

The federally required local match of at least 20% will be provided by the applicants in addition to the federal dollar amounts recommended.

### Consistency with Regional Priorities

The six recommended projects described below will serve many of the TPB's key regional policies. Four of the projects are in Activity Centers and four are in Equity Emphasis Areas. Three of the projects are in proximity to high-capacity transit stations and one of these (University of Maryland) is a Transit Access Focus Area (TAFA). Four projects support the National Capital Trail Network (NCTN).

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

Finally, several of the projects are related to previous work funded by the TPB. The Frederick and Gaithersburg projects build upon planning studies that were previously funded by the TPB's Transportation Land Use (TLC) program and the Transit Within Reach program. The Rockville project was previously funded through the TPB's TAP suballocation.

### Maryland Project Descriptions

- **Campus Bikeways Project: Implementation for Alumni Drive Corridor**  
*University of Maryland, College Park, \$1,764,000 (construction)*

This project will convert a half-mile roadway, which intersects the Purple Line, into a multimodal transportation corridor between the northwest and southwest points of the University of Maryland campus. The new bikeway will connect not just to the Purple Line station, but to an adjacent Purple Line bike-pedestrian path which will open this fall. When the Purple Line is operational in 2027, these connected facilities will offer additional utility to a broader set of commuters who will take transit to/from campus and arrive or depart on the bike and pedestrian paths to reach other on-campus or near-campus destinations.

- **Magruder Branch Trail Extension & Rehabilitation Design**

*Maryland National Capital Park and Planning Commission–Montgomery County, \$900,000 (design)*

Connecting to Damascus Town Center, this project will complete 100% design for a one-mile extension of the Magruder Branch Trail. The new trail will run north from the northern terminus of the trail at Valley Park Drive to the Damascus Town Center. The project will also provide designs for the rehabilitation of the boardwalk on the existing trail.

- **Olde Towne Shared Use Path**

*City of Gaithersburg, \$451,808 (design)*

Building on work previously funded through two TPB programs (Transportation Land-Use Connections and Transit Within Reach programs), this project will complete 100% designs for a shared-use path connecting the Gaithersburg’s amenity-filled downtown area—including a MARC station—to the Town of Washington Grove’s MARC station. In Washington Grove, it would link to another path (currently in design by Montgomery County) connecting to the Shady Grove Metro Station.

- **SRTS Brunswick School Pedestrian Corridors Sidewalk Safety Full Design and Engineering**

*City of Brunswick, \$330,718 (design)*

Recent surveys have revealed significant and alarming numbers of near-misses between cars and pedestrians on streets in Brunswick with no sidewalks. Facing a rapidly increasing population, the city’s recent comprehensive plan called for filling sidewalk gaps as an immediate need and safety concern, particularly in school areas. This project will complete 100% design for sidewalks on H Street, the highest-ranked priority corridor.

- **Scott-Viers Drive Shared Use Path Design**

*City of Rockville, \$200,000 (design)*

This project will complete 100% design plans for a shared-use path along the south side of Scott Drive between Wootton Parkway and Overlea Drive, and along the north side between Overlea Drive and Glenn Mill Road. The project is based on the alignment identified in a TAP-funded feasibility study, selected by the TPB. That study found unsafe conditions for walking and biking along this corridor, with 14 crashes occurring between 2015 and 2023.

- **Monocacy Village Trail Completion**

*City of Frederick, \$200,000 (design)*

As part of a suite of projects to improve safety and connectivity for walking and biking on the eastern side of Frederick, this project will complete engineering and 100% design for a shared-use path connection from the Fredericktowne Village/Monocacy Village trail stubs to Frederick’s trail network downtown.



## NEXT STEPS

The TPB will be asked to approve the selection panel's recommendation at the board meeting on July 17, 2024.

Following the board's action, TPB staff will forward information regarding the approved project to MDOT for actions at the state level. Unfunded projects in our region will be eligible for funding using the statewide TA Set-Aside funds. In August, MDOT will conduct a process to select projects using the statewide TA funds.

Once all selections are finalized, MDOT staff will work with applicants to administer funding.

For more information regarding the TPB's role in these processes, please contact John Swanson ([jswanson@mwkog.org](mailto:jswanson@mwkog.org); 202-962-3295).

**ITEM 9 – Action  
July 17, 2024**

**Carbon Reduction Program:  
Department of Transportation Briefings**

**Background:** The board will be briefed on collaboration with the state DOTs on project identification and selection for formula funding from the Carbon Reduction Program, which was established by the Bipartisan Infrastructure Law and provides funds for projects designed to reduce carbon dioxide emissions from on-road transportation.

**Item 9A Carbon Reduction Program: Maryland Department of Transportation**

**Action:** Adopt Resolution R2-2024 to approve projects being added to the FY 2023-2026 Transportation Improvement Program for CRP funding.

**Background:** The board will receive a briefing from MDOT staff on their project identification and selection process for Carbon Reduction Program (CRP) funding. TPB staff will present the recommended projects and the resolution for TPB approval.

**ATTACHMENTS**

- Item 9 – TPB Carbon Reduction Program Overview Presentation
- Item 9A – MDOT Carbon Reduction Program Presentation and Carbon Reduction Program Maryland Approval Package

TPB R2-2025  
July 17, 2024

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

**RESOLUTION TO APPROVE PROJECTS IN MARYLAND FOR FUNDING UNDER THE  
FEDERAL HIGHWAY ADMINISTRATION'S CARBON REDUCTION PROGRAM (CRP) AND  
TO AMEND THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
TO INCLUDE TIP ACTION 23-43.2 ADDING THESE PROJECTS, AS REQUESTED BY  
THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process for the metropolitan area; and

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

**WHEREAS**, on June 15, 2022, the TPB adopted the FY 2023-2026 TIP; and

**WHEREAS**, the IIJA, also known as the Bipartisan Infrastructure Law, established the Carbon Reduction Program that provides a total of \$6.4 billion in formula funding nationally for FY 2022 through FY 2026. for "projects designed to reduce transportation emissions, defined as carbon dioxide emissions from on-road transportation sources"; and

**WHEREAS**, 65% percent of each state's apportionment is to be obligated to areas based on the proportion of the state's population residing in that area and 35% of the apportionment can be spent anywhere in the state; and

**WHEREAS**, the Carbon Reduction Program provides funding for transportation programs and projects defined as eligible per the Carbon Reduction Program Implementation Guidance from the Federal Highway Administration (FHWA) dated April 21, 2022; and

**WHEREAS**, the Carbon Reduction Program provides an opportunity to fund projects and programs in the region to reduce carbon emissions and support the greenhouse gas reduction goals for the region's on-road transportation sector adopted by the TPB in June 2022: 50% below 2005 levels by 2030 and 80% below 2005 levels by 2050; and

**WHEREAS**, a solicitation for project applications for Carbon Reduction Program funding was conducted by the Maryland Department of Transportation between March 11 and April 30, 2024; and

**WHEREAS**, after reviewing each projects' ability to meet selection criteria and project readiness for obligation, TPB and MDOT staff met on June 14, 2024, and recommended awarding \$6.14 million in federal Carbon Reduction Program (CRP) funding for six projects as described in the attached materials and listed at the end of this resolution; and

**WHEREAS**, FHWA guidance states that projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan (23 U.S.C. 134 and 23 U.S.C. 135); and

**WHEREAS**, MDOT has proposed an amendment to the FY 2023-2026 TIP under TIP Action 23-43.2 to add \$24.35 million in CRP and state matching funds to fiscal years 2024–2026 for a new project grouping record, the **Areawide Carbon Reduction Program (T13620)**, which includes the \$6.14 million CRP and \$1.5 million in matching funds for the six recommended projects, as described in the attached materials and listed at the end of this resolution; and

**WHEREAS**, the attached materials include:

- ATTACHMENT A) Table of Projects Recommended for Funding in Maryland under the Carbon Reduction Program,
- ATTACHMENT B) Program Overview Report showing how the amended project grouping record will appear in the TIP following approval, and
- ATTACHMENT C) Letter from MDOT dated June 21, 2024, requesting the TIP amendment; and

**WHEREAS**, this project grouping and the six recommended projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

**WHEREAS**, funding for this program was included in the financial analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP; and

**WHEREAS**, FHWA's program guidance defines coordination as "the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate (23 CFR 450.104)" and MDOT and TPB have satisfied this coordination expectation.

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board approves these six projects for funding under the Carbon Reduction Program in Maryland and approves an amendment to the FY 2023-2026 TIP under TIP Action 23-43.2 to add \$24.35 million in CRP and state matching funds to fiscal years 2024–2026 for a new project grouping record, the **Areawide Carbon Reduction Program (T13620)**, which includes

the \$6.14 million CRP and \$1.5 million in matching funds for the six selected projects, as described in the three attachments and listed below:

- Anacostia Riverwalk Trail Lincoln Connector Segment
- MD 210 Pedestrian and Bicycle Connectivity
- MD 190 from Brookside Drive to Little Falls Parkway
- City of Rockville Transportation GHG Reduction Projects (EV Station Design)
- City of Rockville Transportation GHG Reduction Projects (Bikeshare Stations)
- Montgomery County Community EV Charging Network

TPB R2-2025 Attachment A: Table of Projects Recommended for Funding in Maryland Under the Carbon Reduction Program

Project Title	Project Description	Project Sponsor	County	Federal CRP Funds	Matching Funds	Project Total
Anacostia Riverwalk Trail Lincoln Connector Segment	The State Highway Administration will complete the planning and preliminary engineering for the Lincoln Connector Trail, an important segment between the Anacostia Riverwalk Trail and the US 50 bridge over the Anacostia River and part of a partnership with the DC Department of Transportation.	SHA/DDOT	Prince George's	\$ 300,000	\$ 75,000	\$ 375,000
MD 210 Pedestrian and Bicycle Connectivity	The State Highway Administration will complete the final design to create a north-south bicycle and pedestrian connection along MD 210 in Prince George's County from the Henson Creek Trail to the Woodrow Wilson Bridge Trail, the National Harbor commercial area, the Oxon Cove Park, and other nearby destinations.	SHA	Prince George's	\$ 1,280,000	\$ 320,000	\$ 1,600,000
MD 190 from Brookside Drive to Little Falls Parkway	The State Highway Administration will perform preliminary engineering and design for a series of bicycle and pedestrian improvements along MD190 in Montgomery County to enhance user comfort and safety, and to establish a safe and efficient multi-modal transportation system.	SHA	Montgomery	\$ 1,200,000	\$ 300,000	\$ 1,500,000

<p><b>City of Rockville Transportation GHG Reduction Projects (EV Design)</b></p>	<p>The City of Rockville will complete the design and installation of up to four electric vehicle charging stations at publicly owned facilities or right-of way to help expand equitable access to charging infrastructure across the City.</p>	<p>City of Rockville</p>	<p>Montgomery</p>	<p>\$ 324,051</p>	<p>\$ 81,013</p>	<p>\$ 405,064</p>
<p><b>Montgomery County Community EV Charging Network</b></p>	<p>Montgomery County will purchase and install up to 17 electric vehicle charging stations at publicly owned properties as part of a County-wide strategy to accelerate electric vehicle adoption among the public and the County fleet.</p>	<p>Montgomery County</p>	<p>Montgomery</p>	<p>\$ 2,668,233</p>	<p>\$ 667,058</p>	<p>\$ 3,335,291</p>
<p><b>City of Rockville Transportation GHG Reduction Projects (Bikeshare)</b></p>	<p>The City of Rockville will install up to four new bikeshare stations to expand bikeshare and promote micromobility options close to the Twinbrook Metro station and nearby communities.</p>	<p>City of Rockville</p>	<p>Montgomery</p>	<p>\$ 371,200</p>	<p>\$ 92,800</p>	<p>\$ 464,000</p>
<p><b>Grand Totals:</b></p>			<p>\$ 6,143,484</p>	<p>\$ 1,535,871</p>	<p>\$ 7,679,355</p>	



National Capital Region  
**Transportation Planning Board**

ATTACHMENT B - PROGRAM OVERVIEW REPORT  
 TIP ACTION 23-43.2: FORMAL AMENDMENT TO THE  
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM  
 REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION

<b>TIP ID</b>	T13620	<b>Lead Agency</b>	Maryland Department of Transportation - State Highway Administration	<b>Project Type</b>	Other
<b>Project Name</b>	Areawide Carbon Reduction Program	<b>County</b>	Charles, Frederick, Montgomery, Prince Georges	<b>Total Cost</b>	\$24,350,000
<b>Project Limits</b>		<b>Municipality</b>		<b>Completion Date</b>	
		<b>Agency Project ID</b>			

**Description** Program to provide improvements that reduce transportation carbon dioxide emissions, including traffic management, public transportation, pedestrian facilities, alternative fuels, and port electrification.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	CRP	-	-	\$600,000	\$3,600,000	\$5,200,000	-	-	\$9,400,000	\$9,400,000
PE	DC/ STATE	-	-	\$400,000	\$900,000	\$1,300,000	-	-	\$2,600,000	\$2,600,000
	<b>Total PE</b>	-	-	\$1,000,000	\$4,500,000	\$6,500,000	-	-	\$12,000,000	\$12,000,000
ROW	CRP	-	-	-	\$320,000	\$320,000	-	-	\$640,000	\$640,000
ROW	DC/ STATE	-	-	-	\$80,000	\$80,000	-	-	\$160,000	\$160,000
	<b>Total ROW</b>	-	-	-	\$400,000	\$400,000	-	-	\$800,000	\$800,000
CON	CRP	-	-	-	\$3,600,000	\$4,800,000	-	-	\$8,400,000	\$8,400,000
CON	DC/ STATE	-	-	-	\$900,000	\$1,200,000	-	-	\$2,100,000	\$2,100,000
	<b>Total CON</b>	-	-	-	\$4,500,000	\$6,000,000	-	-	\$10,500,000	\$10,500,000
PLANNING	CRP	-	-	\$280,000	\$280,000	\$280,000	-	-	\$840,000	\$840,000
PLANNING	DC/ STATE	-	-	\$70,000	\$70,000	\$70,000	-	-	\$210,000	\$210,000
	<b>Total PLANNING</b>	-	-	\$350,000	\$350,000	\$350,000	-	-	\$1,050,000	\$1,050,000
	<b>Total Programmed</b>	-	-	\$1,350,000	\$9,750,000	\$13,250,000	-	-	\$24,350,000	\$24,350,000

\*Not Location Specific

TIP Document	Version History			Current Change Reason
	MPO Approval	FHWA Approval	FTA Approval	
23-43.2 Amendment 2023-2026	07/17/2024	Pending	Pending	SCHEDULE / FUNDING / SCOPE - New project





Wes Moore  
Governor  
Aruna Miller  
Lieutenant Governor  
Paul J. Wiedefeld  
Secretary

June 21, 2024

The Honorable Christina Henderson  
Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NE, Suite 300  
Washington DC 20002

Dear Chair Henderson:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board’s (TPB) Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP) for one new project in the FY 2023-2026 TPB TIP on behalf of the Maryland State Highway Administration (SHA) as described below and in the attached memo.

This action reflects SHA’s updated programmed expenditures and project schedules from FY 2023 to FY 2026 for the Carbon Reduction Program federal formula funding. This amendment will fund projects that support the reduction of transportation emissions, including, but not limited to the deployment of electric vehicles and charging infrastructure, design of bicycle and pedestrian infrastructure, projects that promote mode shift, and projects to replace street lighting and traffic control devices with energy-efficient alternatives. Eligible projects were identified and reviewed, in coordination with TPB, and selected projects were recommended for funding. This project does not affect the Air Quality Conformity Determination for the 2022 Update to Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
13620	Areawide Carbon Reduction Program	\$24,350	Adds new project and Carbon Reduction funds.

MDOT requests that this amendment be approved at the upcoming July 17, 2024, TPB meeting.

The Honorable Christina Henderson  
Page Two

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact me at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.maryland.gov. I will be happy to assist you.

Sincerely,

A handwritten signature in black ink that reads "Kari M. Snyder". The signature is written in a cursive style with a large initial "K".


Kari Snyder  
Regional Planner  
Office of Planning and Capital Programming (OPCP)

Attachment

cc: Mr. Dan Janousek, Regional Planner, OPCP, MDOT

**MEMORANDUM**

**TO:** OFFICE OF PLANNING AND CAPITAL PROGRAMMING (OPCP)  
 DEPUTY DIRECTOR MICHELLE MARTIN  
 MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)  
**ATTN:** OPCP REGIONAL PLANNER DAN JANOUSEK  
 OPCP REGIONAL PLANNER KARI SNYDER  
**FROM:** REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)  
 CHIEF TARA PENDERS  
**SUBJECT:** REQUEST TO AMEND THE NATIONAL CAPITAL REGION  
 TRANSPORTATION PLANNING BOARD (TPB) FY 2023-2026  
 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
**DATE:** JUNE 18, 2024  
**RESPONSE**  
**REQUESTED BY:** N/A

 6/18/2024

**PURPOSE OF MEMORANDUM**

To request the MDOT Office of Planning and Capital Programming approve and forward to TPB for its approval the following TIP amendments.

**SUMMARY**

The MDOT State Highway Administration (SHA) hereby requests amendment of the FY 2023-2026 TPB TIP to reflect the following action.

TIP	PROJECT	PHASE	NEW FUNDING
T13620	Areawide Carbon Reduction Program	PP	\$1,050,000
		PE	\$12,000,000
		RW	\$800,000
		CO	\$10,500,000

**ANALYSIS**

*Areawide Carbon Reduction Program (TPB 13620)* – This requested amendment reflects the addition of a new project to the FY 2023-2026 TPB TIP and adds \$24,350,000 in federal Carbon Reduction Program (CRP) funds and State funds to the FY 2023-2026 TPB TIP for planning, preliminary engineering, right-of-way, and construction for TPB 13620. This amendment ensures the FY 2023-2026 TPB TIP reflects SHA programmed project expenditures and project schedules in FY 2023-2026.

The attached Statewide TIP (STIP) reports document MDOT’s requested amendment with respect to funding for the above projects. These requested actions will not impact scheduling or funding availability for other projects in the current STIP, which remains fiscally constrained. The amended funding does not

Ms. Michelle Martin  
Page Two

affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2024-2029 Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

Please amend the FY 2023-2026 TPB TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. David Rodgers, SHA Office of Planning and Preliminary Engineering (OPPE) Regional and Intermodal Planning Division (RIPD) Regional Planner, at 410-545-5670 or via email at [drodgers1@mdot.maryland.gov](mailto:drodgers1@mdot.maryland.gov).

#### **ATTACHMENTS**

- FY 2023-2026 TPB TIP project 13620 report
- FY 2022-2025 Maryland STIP project TPB 13620 report

cc: Mr. Darren Bean, Assistant Regional Planner, RIPD, SHA  
Mr. Nate Evans, Assistant Chief, RIPD, SHA  
Ms. Cheryl Ladota, Assistant Chief, RIPD, SHA  
Mr. David Rodgers, Regional Planner, RIPD, SHA  
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, SHA  
Mr. David Schlie, Regional Planner, RIPD, SHA



National Capital Region Transportation Planning Board  
 FY 2023-2026 Transportation Improvement Program  
 Maryland Department of Transportation - State Highway Administration  
**ALL 23TIP TIP ACTIONS**

<b>TIP ID</b>	T13620	<b>Lead Agency</b>	Maryland Department of Transportation - State Highway Administration	<b>Project Type</b>	Other
<b>Project Name</b>	Arcawide Carbon Reduction Program	<b>County</b>	Charles, Frederick, Montgomery, Prince Georges	<b>Total Cost</b>	\$24,350,000
<b>Project Limits</b>		<b>Municipality</b>		<b>Completion Date</b>	
		<b>Agency Project ID</b>			

**Description** Program to provide improvements that reduce transportation carbon dioxide emissions, including traffic management, public transportation, pedestrian facilities, alternative fuels, and port electrification.

\*Not Location Specific

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	CRP	-	-	\$600,000	\$3,600,000	\$5,200,000	-	\$9,400,000	\$9,400,000
PE	DC/STATE	-	-	\$400,000	\$900,000	\$1,300,000	-	\$2,600,000	\$2,600,000
	<b>Total PE</b>	-	-	\$1,000,000	\$4,500,000	\$6,500,000	-	\$12,000,000	\$12,000,000
ROW	CRP	-	-	-	\$320,000	\$320,000	-	\$640,000	\$640,000
ROW	DC/STATE	-	-	-	\$80,000	\$80,000	-	\$160,000	\$160,000
	<b>Total ROW</b>	-	-	-	\$400,000	\$400,000	-	\$800,000	\$800,000
CON	CRP	-	-	-	\$3,600,000	\$4,800,000	-	\$8,400,000	\$8,400,000
CON	DC/STATE	-	-	-	\$900,000	\$1,200,000	-	\$2,100,000	\$2,100,000
	<b>Total CON</b>	-	-	-	\$4,500,000	\$6,000,000	-	\$10,500,000	\$10,500,000
PLANNING	CRP	-	-	\$280,000	\$280,000	\$280,000	-	\$840,000	\$840,000
PLANNING	DC/STATE	-	-	\$70,000	\$70,000	\$70,000	-	\$210,000	\$210,000
	<b>Total PLANNING</b>	-	-	\$350,000	\$350,000	\$350,000	-	\$1,050,000	\$1,050,000
	<b>Total Programmed</b>	-	-	\$1,350,000	\$9,750,000	\$12,250,000	-	\$24,350,000	\$24,350,000

**Version History**

**Current Change Reason**  
 SCHEDULE / FUNDING / SCOPE - New project

MPO Approval FHWA Approval FTA Approval

Pending Pending Pending N/A

TIP Document

23-43.2

Amendment 2023-2026



Proposed Phase	FY 2022			FY 2023			FY 2024			FY 2025			TOTAL		
	Federal	State/Local		Federal	State/Local		Federal	State/Local		Federal	State/Local		Federal	State/Local	Total
PP	\$ -	\$ -	-	\$ -	\$ -	-	\$ 280	\$ -	-	\$ 280	\$ -	-	\$ 560	\$ -	\$ 560
State	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ 70	-	\$ -	\$ 70	-	\$ -	\$ 140	\$ 140
PE	\$ -	\$ -	-	\$ -	\$ -	-	\$ 600	\$ -	-	\$ 3,600	\$ -	-	\$ 4,200	\$ -	\$ 4,200
State	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ 400	-	\$ -	\$ 400	-	\$ -	\$ 1,300	\$ 1,300
RW	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ -	-	\$ 320	\$ -	-	\$ 320	\$ -	\$ 320
State	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ 80	-	\$ -	\$ 80	\$ 80
CO	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ -	-	\$ 3,600	\$ -	-	\$ 3,600	\$ -	\$ 3,600
State	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ 900	-	\$ -	\$ 900	\$ 900
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ 880</b>	<b>\$ 470</b>	<b>-</b>	<b>\$ 7,800</b>	<b>\$ 1,950</b>	<b>-</b>	<b>\$ 8,680</b>	<b>\$ 2,420</b>	<b>\$ 11,100</b>
<b>Change</b>															
Phase	FY 2022			FY 2023			FY 2024			FY 2025			TOTAL		
Funding	Federal	State/Local		Federal	State/Local		Federal	State/Local		Federal	State/Local		Federal	State/Local	Total
PP	\$ -	\$ -	-	\$ -	\$ -	-	\$ 280	\$ -	-	\$ 280	\$ -	-	\$ 560	\$ -	\$ 560
State	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ 70	-	\$ -	\$ 70	-	\$ -	\$ 140	\$ 140
PE	\$ -	\$ -	-	\$ -	\$ -	-	\$ 600	\$ -	-	\$ 3,600	\$ -	-	\$ 4,200	\$ -	\$ 4,200
State	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ 400	-	\$ -	\$ 400	-	\$ -	\$ 1,300	\$ 1,300
RW	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ -	-	\$ 320	\$ -	-	\$ 320	\$ -	\$ 320
State	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ 80	-	\$ -	\$ 80	\$ 80
CO	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ -	-	\$ 3,600	\$ -	-	\$ 3,600	\$ -	\$ 3,600
State	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ -	-	\$ -	\$ 900	-	\$ -	\$ 900	\$ 900
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ 880</b>	<b>\$ 470</b>	<b>-</b>	<b>\$ 7,800</b>	<b>\$ 1,950</b>	<b>-</b>	<b>\$ 8,680</b>	<b>\$ 2,420</b>	<b>\$ 11,100</b>
<b>TOTAL PROJECT COST</b>															
Prior Cost (≤ FY 2021)															
Federal	STIP Cost (FY 2022-2025)			Balance to Complete (≥ FY 2026)			Total Project Cost								
State/Local	\$ -	\$ -	-	\$ 8,680	Federal	\$ -	\$ 10,600	Federal	\$ -	\$ 19,280	State/Local	\$ -	\$ 5,070	State/Local	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ 11,100</b>	<b>Total</b>	<b>\$ 13,250</b>	<b>Total</b>	<b>\$ 24,350</b>	<b>Total</b>	<b>\$ 24,350</b>	<b>Total</b>	<b>\$ 24,350</b>	<b>Total</b>	<b>\$ 24,350</b>	<b>Total</b>



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Erin Morrow, TPB Transportation Engineer  
**SUBJECT:** Projects Recommended for Funding in Maryland Under the Carbon Reduction Program  
**DATE:** July 11, 2024

**SUMMARY**

The Bipartisan Infrastructure Law established the [Carbon Reduction Program](#) (CRP), which provides formula funding to states to invest in “projects designed to reduce transportation emissions, defined as carbon dioxide emissions from on-road transportation sources.” Sixty-five percent of each state’s apportionment is to be obligated to areas based on the proportion of the state’s population residing in that area. States are required to coordinate with applicable MPOs when selecting projects for funding and the projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan. The CRP provides a new source of funding, and TPB staff are working with state DOT staff to develop processes for coordination between the state DOTs and the TPB on project selection.

The first round of projects recommended for CRP funding in the TPB Planning Area in Maryland are ready for consideration by the TPB. Three years of funding (FY 2022 – FY 2024) are available for the Maryland portion of the Washington, D.C. urban area for a total of \$11,102,223. The MDOT/TPB selection panel has recommended funding for six projects, totaling \$6,143,484. The projects are listed below and described later in this memorandum. At the TPB meeting on July 17, 2024, the board will be asked to adopt Resolution R2-2025 to approve the recommendations below.

Project Title	Sponsor	County	Recommended CRP Funding
Anacostia Riverwalk Trail Lincoln Connector Segment	SHA/DDOT	Prince George’s	\$300,000
MD 210 Pedestrian and Bicycle Connectivity	SHA	Prince George’s	\$1,280,000
MD 190 from Brookside Drive to Little Falls Parkway	SHA	Montgomery	\$1,200,000
City of Rockville Transportation GHG Reduction Projects (EV Station Design)	City of Rockville	Montgomery	\$324,051
City of Rockville Transportation GHG Reduction Projects (Bikeshare Stations)	City of Rockville	Montgomery	\$371,200
Montgomery County Community EV Charging Network	Montgomery County	Montgomery	\$2,668,233
<b>Total:</b>			<b>\$6,143,484</b>



## BACKGROUND

The Carbon Reduction Program (CRP) was established by the Bipartisan Infrastructure Law. The CRP provides a total of \$6.4 billion in new formula funding nationally for FY 2022 through FY 2026. The CRP has two components – it requires states to develop a Carbon Reduction Strategy and provides funds to states for projects designed to reduce carbon dioxide emissions from on-road transportation. Both program components require states to work with applicable Metropolitan Planning Organizations (MPOs).

States were required to develop a Carbon Reduction Strategy (CRS) by November 15, 2023, and the CRS must be updated at least once every four years. States were required to consult with any MPO within the state. The state DOTs presented to the TPB in October 2023. The state Carbon Reduction Strategies can be found on the FHWA [website](#).

A certain amount of each state's CRP funding is set aside for projects in large metropolitan areas and states are to coordinate with MPOs in programming these funds. FHWA's [program guidance](#) defines coordination as "the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate (23 CFR 450.104)." According to FHWA guidance, projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan (23 U.S.C. 134 and 23 U.S.C. 135).

CRP funds are available for obligation for a period of three years after the last day of the fiscal year for which the funds are authorized. Maryland's CRP funding allocations in the TPB Planning Area for FY 2022 – FY 2024 are:

	<b>FY 2022</b> (Lapses Sept 2025)	<b>FY 2023</b> (Lapses Sept 2026)	<b>FY 2024</b> (Lapses Sept 2027)
<i>Washington, DC area</i>	\$3,571,327	\$3,642,754	\$3,888,142
<i>Frederick</i>	\$289,061	\$294,842	\$350,337
<i>Waldorf</i>	\$224,425	\$228,914	\$235,471
<b>Total:</b>	<b>\$4,084,813</b>	<b>\$4,166,510</b>	<b>\$4,473,950</b>

CRP funds can be used for a wide variety of projects that reduce carbon emissions from on-road transportation. A sample of the types of projects is listed below and more details can be found in the [program guidance](#):

- Traffic management
- Truck stop electrification

- Certain public transportation projects (including BRT and Bus priority treatments)
- Transportation alternatives projects
- Advanced transportation and congestion management technologies
- Intelligent Transportation Systems
- Development of a Carbon Reduction Strategy
- Travel Demand Management
- Efforts to reduce the impacts of freight movement
- Deployment of alternative fuel vehicles
- Diesel engine retrofits
- Traffic flow improvements that do not involve construction of new capacity; and
- Projects that reduce transportation emissions at port facilities

## **FY 2024 SOLICITATION FOR MARYLAND**

The CRP is a new funding source, and each state is working to establish a project identification and selection process that may be refined in future years. For this year, Maryland conducted a project solicitation for projects eligible for CRP funding through a newly-developed [Climate Focused Funding Portal](#). The application was open to MPOs, local governments, MDOT Modal Administrations, and partners. The solicitation period opened on March 11 and closed on April 30, 2024.

For the Maryland portion of the Washington, D.C. urban area, MDOT received eight applications, all of which were deemed to be eligible for CRP funding. The list of applications is included as Attachment A.

MDOT did not receive any applications for the Waldorf or Frederick areas for their portions of the funding. MDOT staff will work to find eligible projects in those areas that are ready for obligation and coordinate with the TPB once those projects have been identified.

## **PROJECT SELECTION PROCESS**

To meet the MPO coordination requirement for project selection, MDOT and TPB staff met on June 14 to discuss the applications and come to a consensus on projects to recommend for funding.

Participants in the project selection meeting included:

- Shawn Kiernan, MDOT
- Nick Kurtz, MDOT
- Deron Lovaas, MDOT
- Cheryl Ladota, MDOT
- Drew Morrison, MDOT
- Lyn Erickson, COG/TPB Staff
- Erin Morrow, COG/TPB Staff

Prior to the project selection meetings, attendees reviewed the applications. The selection criteria consider both MDOT priorities and TPB policies and programs.

The regional selection criteria are listed below:

- *Timeline for Obligation:* When will the projects be ready to obligate? The FY 2022 and FY 2023 funds will lapse in September 2025 and 2026, respectively, if not obligated.
- *Greenhouse Gas Reduction Potential:* Will this project help reduce greenhouse gas emissions?
- *Environmental Justice:* Is the project located in a TPB Equity Emphasis Area (EEA) or Justice 40 community?
- *Priority Project:* Does the project align with regional and state priorities?

## FUNDING RECOMMENDATIONS

The selection panel is recommending six projects, from five applications, for funding, totaling \$6,143,484. The federally required local of match of at least 20% is the responsibility of the applicants. All of the recommended projects are expected to be ready for obligation before the FY 2023 funds lapse.

### Consistency with Regional Priorities

In June 2022, the TPB adopted voluntary greenhouse gas reduction goals and strategies for the region's on-road transportation sector. The TPB adopted goals to reduce greenhouse gas emissions by 50% below 2005 levels by 2030 and 80% below 2005 levels by 2050. These goals are commensurate with the economy-wide regional goals adopted by the COG Board. The TPB adopted seven priority strategies to reduce greenhouse gas emissions from the on-road transportation sector. The CRP funding provides a unique opportunity to invest in projects that support the TPB's priority strategies. All the recommended projects fall within the TPB's priority strategies. The seven priority strategies are listed below along with the recommended projects that support those strategies.

- **Improve walk/bike access to all TPB identified high-capacity transit stations**
  - City of Rockville Transportation GHG Reduction Projects (Bikeshare Stations)
- **Increase walk/bike modes of travel - complete the TPB's National Capital Trail Network by 2030**
  - Anacostia Riverwalk Trail Lincoln Connector Segment
  - MD 210 Pedestrian and Bicycle Connectivity
  - MD 190 from Brookside Drive to Little Falls Parkway
- **Convert private and public sector light, medium and heavy-duty vehicles, and public transit buses to clean fuels, by 2030**
- **Deploy a region-wide robust electric vehicle charging network (or refueling stations for alternate fuels).**
  - City of Rockville Transportation GHG Reduction Projects (EV Station Design)
  - Montgomery County Community EV Charging Network
- **Add additional housing units near TPB-identified high-capacity transit stations and in COG's Regional Activity Centers**

- Reduce travel times on all public transportation bus services.
- Implement transportation system management & operations (TSMO) improvement measures at all eligible locations by 2030
  - MD 190 from Brookside Drive to Little Falls Parkway

## Project Descriptions

### **Anacostia Riverwalk Trail Lincoln Connector Segment - \$300,000**

The State Highway Administration will complete the planning and preliminary engineering for the Lincoln Connector Trail, an important segment between the Anacostia Riverwalk Trail and the US 50 bridge over the Anacostia River and part of a partnership with the District Department of Transportation (DDOT). (Note: On June 26, US DOT announced that the DDOT was awarded a \$25 million [RAISE grant](#) for the construction of an approximate 1.8-mile multi-modal shared use path connecting the Fort Lincoln neighborhood to the Anacostia Riverwalk Trail via a new pedestrian bridge and the rehabilitation of the New York Ave NE bridge.)

### **MD 210 Pedestrian and Bicycle Connectivity - \$1,280,000**

The State Highway Administration will complete the final design to create a north-south bicycle and pedestrian connection along MD 210 in Prince George's County from the Henson Creek Trail to the Woodrow Wilson Bridge Trail, the National Harbor commercial area, the Oxon Cove Park, and other nearby destinations.

### **MD 190 from Brookside Drive to Little Falls Parkway - \$1,200,000**

The State Highway Administration will perform preliminary engineering and design for a series of bicycle and pedestrian improvements along MD190 in Montgomery County to enhance user comfort and safety, and to establish a safe and efficient multi-modal transportation system.

### **Montgomery County Community EV Charging Network - \$2,668,233**

Montgomery County will purchase and install up to 17 electric vehicle charging stations at publicly owned properties as part of a county-wide strategy to accelerate electric vehicle adoption among the public and the county fleet.

### **City of Rockville Transportation GHG Reduction Projects (EV Design) - \$324,051**

The City of Rockville will complete the design and installation of up to four electric vehicle charging stations at publicly owned facilities or right-of way to help expand equitable access to charging infrastructure across the City.

### **City of Rockville Transportation GHG Reduction Projects (Bikeshare) - \$371,200**

The City of Rockville will install up to four new bikeshare stations to expand bikeshare and promote micromobility options close to the Twinbrook Metro station and nearby communities.

## NEXT STEPS

The TPB will be asked to approve the panel's recommendation at the board meeting on July 17, 2024.

Following the board's action, TPB staff will forward information regarding the approved project to MDOT for actions at the state level.

Once all selections are finalized, MDOT staff will work with applicants to administer funding.

For more information regarding the TPB's role in these processes, please contact Erin Morrow ([emorrow@mwkog.org](mailto:emorrow@mwkog.org) or 202-962-3793).

**Attachment A: FY 2024 Maryland CRP Requests**

<b>Project Title</b>	<b>Sponsor</b>	<b>County</b>
Anacostia Riverwalk Trail Lincoln Connector Segment	SHA/DDOT	Prince George's
MD 210 Pedestrian and Bicycle Connectivity	SHA	Prince George's
MD 190 from Brookside Drive to Little Falls Parkway	SHA	Montgomery
I-495 from American Legion Bridge to Woodrow Wilson Bridge LED Lighting Feasibility Study	SHA	Montgomery/Prince George's
City of Rockville Transportation GHG Reduction Projects	City of Rockville	Montgomery
Montgomery County Community EV Charging Network	Montgomery County	Montgomery
Clean Cars in Mount Rainier	City of Mount Rainier	Prince George's
Tactical Bus Lanes and Queue Jumps	WMATA/SHA	Montgomery and Prince George's

**ITEM 10 – Information**  
**July 17, 2024**

Carbon Reduction Program: District Department of Transportation

**Background:** The board will receive a briefing from DDOT staff on their project identification and selection process for Carbon Reduction Program funding.

# DISTRICT DEPARTMENT OF TRANSPORTATION

## *Carbon Reduction Program Project Selection Process and MPO Coordination*

*TPB Meeting Item 10*

*July 17, 2024*

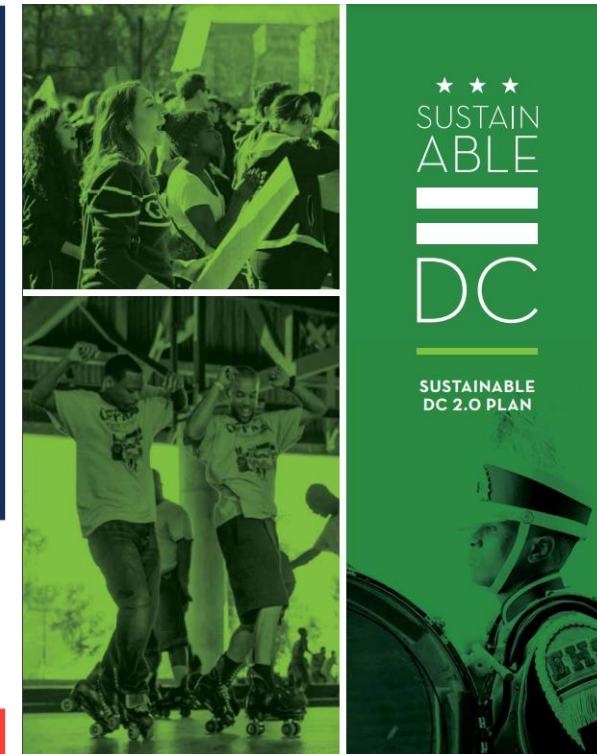
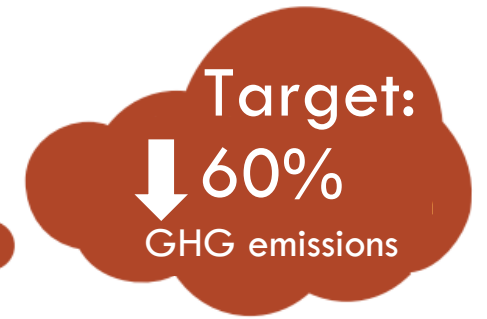


# Agenda

- Program Goals
- Eligible Project Types
- Program Apportionments
- DDOT's Carbon Reduction Priorities
- CRP Project Selection and Coordination Process

# Program Goals

- Help DDOT reach emissions targets
- Create a pipeline of projects
- Develop project selection framework for FY23-26 suballocations



# Eligible Project Types

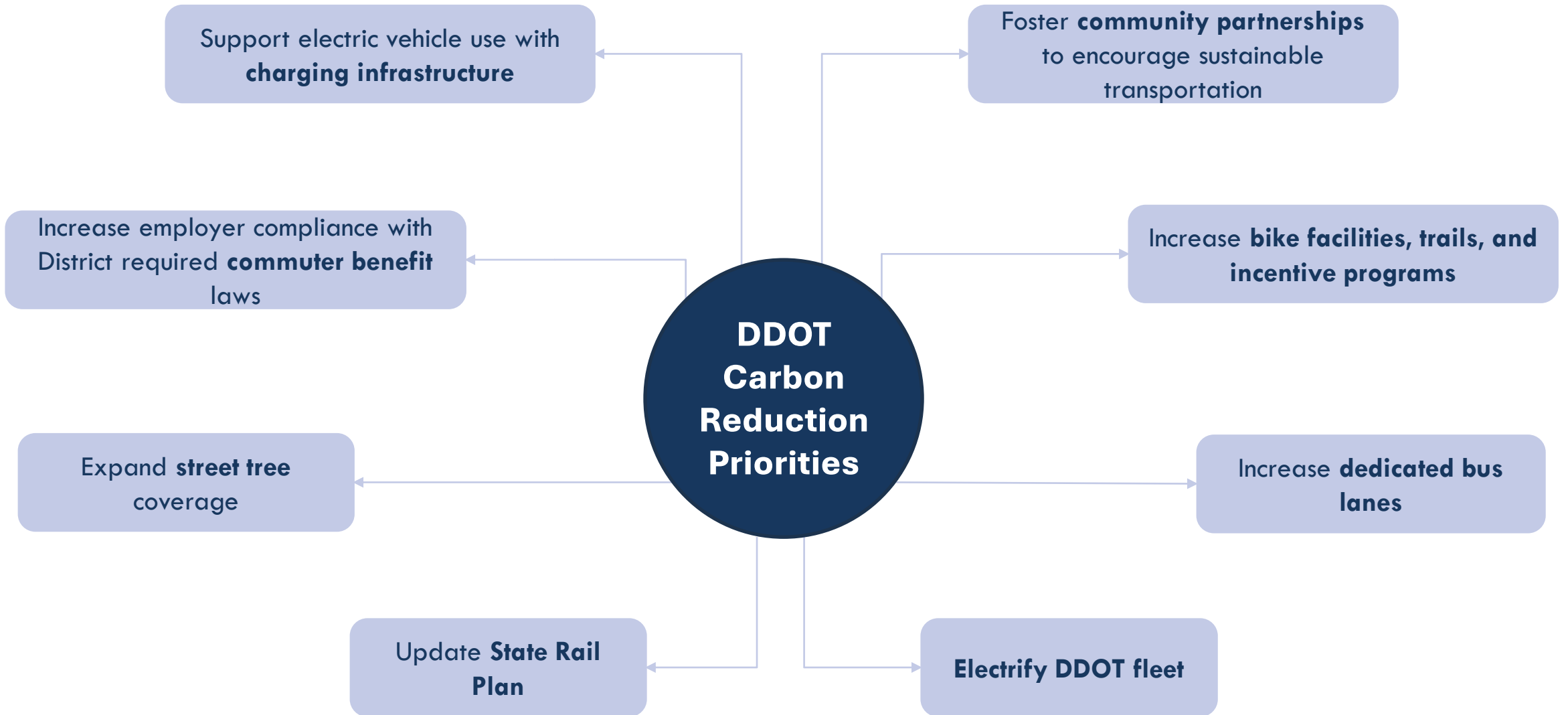
- Transportation alternative project
- Advanced transportation and congestion mitigation
- Public transportation project
- ITS and vehicle to infrastructure technology
- Street lighting and traffic control device upgrades
- Transportation Demand Management
- Reduce impacts of freight
- Alternative fuel vehicles support
- Diesel engine retrofit
- Reduce port emissions
- Other projects that can demonstrate emissions reduction
- Development of Carbon Reduction Strategy

Source: [FHWA Carbon Reduction Program Fact Sheet](#)

# Program Apportionments

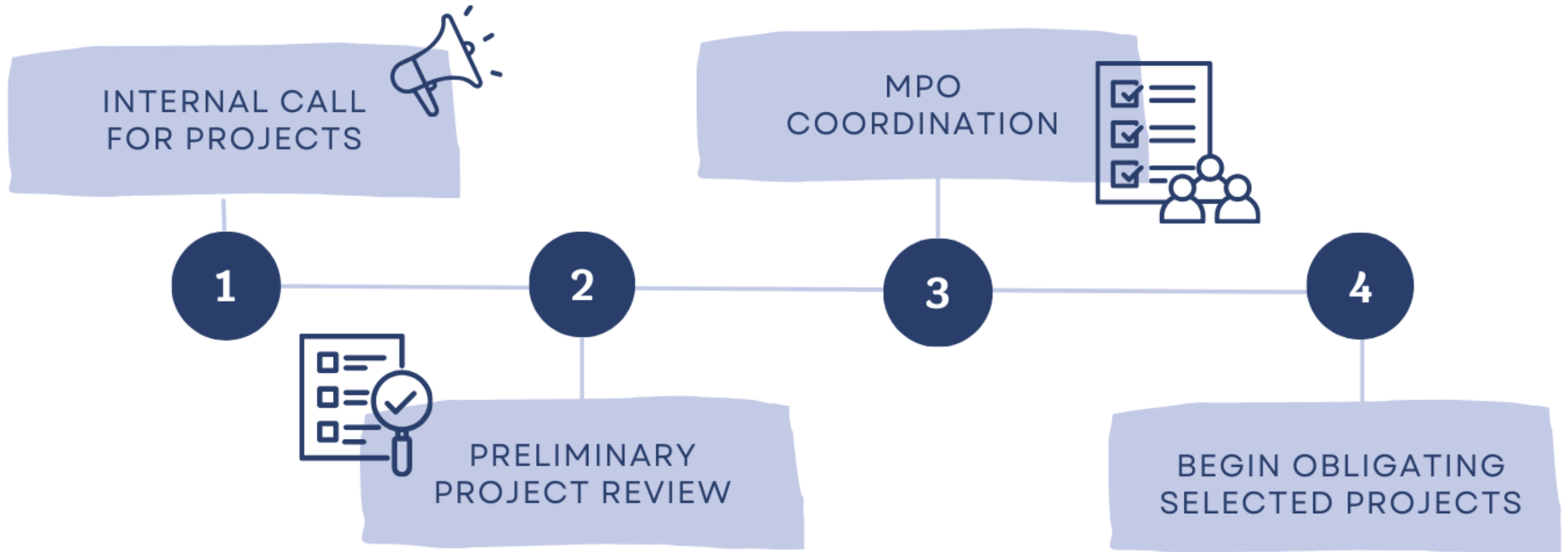
<b>Fiscal Year</b>	<b>Apportionment</b>
FY22	\$3,206,817
FY23	\$3,270,954
FY24	\$3,336,373
<i>FY25 (est)</i>	<i>\$3,403,100</i>
<i>FY26 (est)</i>	<i>\$3,471,163</i>
<b>FY22-FY26</b>	<b>\$16,688,407</b>

Source: [Bipartisan Infrastructure Law Funding](#)



Source: *District Department of Transportation (DDOT) Carbon Reduction Strategy (November 2023)*

# DDOT Carbon Reduction Project Selection Process\*



\*Note: This is proposed for FY23 funds and beyond.

# Internal Call for Projects



- Advertise CRP as a new funding opportunity
- Encourage projects with quantifiable emissions reductions
- Pre-application coordination
- Detailed applications submitted to DDOT

# Preliminary Project Review



- Eligible project types
- Consistency with District goals and plans, including moveDC
- Emissions reduction potential
- Equity analysis
- Readiness
- FHWA coordination
- Compile prioritized list of projects



# MPO Coordination



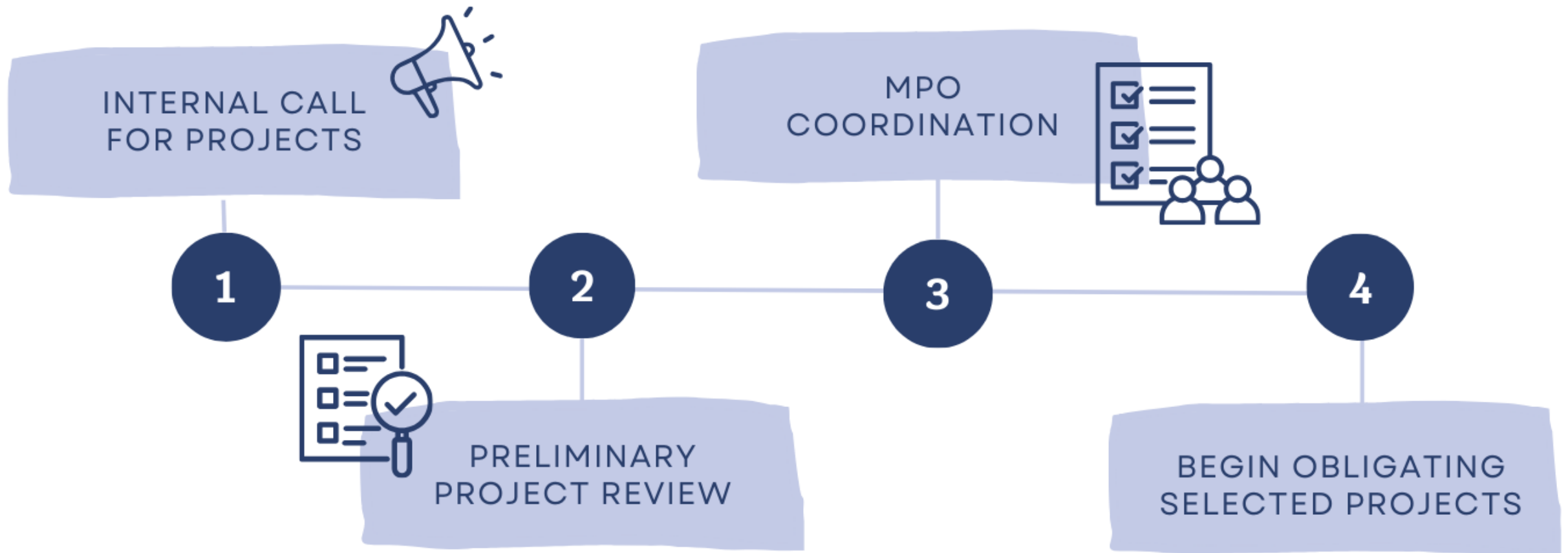
- DDOT will present:
  - Prioritized list of projects to MPO
  - Relation to the DDOT Carbon Reduction Strategy and the TPB aspirational climate goals
  - Project overviews and expected project outcomes
- DDOT will request approval of project selection(s)

# Begin Obligating Selected Projects



- TIP Amendments or Modifications
- Environmental review and clearance (NEPA)
- Request project-specific fund obligation

# DDOT Carbon Reduction Project Selection Process\*



\*Note: This is proposed for FY23 funds and beyond.



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# District Department of Transportation

**Meredith Soniat**

*Environmental Program Manager*

[meredith.soniat@dc.gov](mailto:meredith.soniat@dc.gov)

**ITEM 11 – Information**  
**July 17, 2024**

Carbon Reduction Program: Virginia Department of Transportation

**Background:** The board will receive a briefing from VDOT staff on their project identification and selection process for Carbon Reduction Program funding.



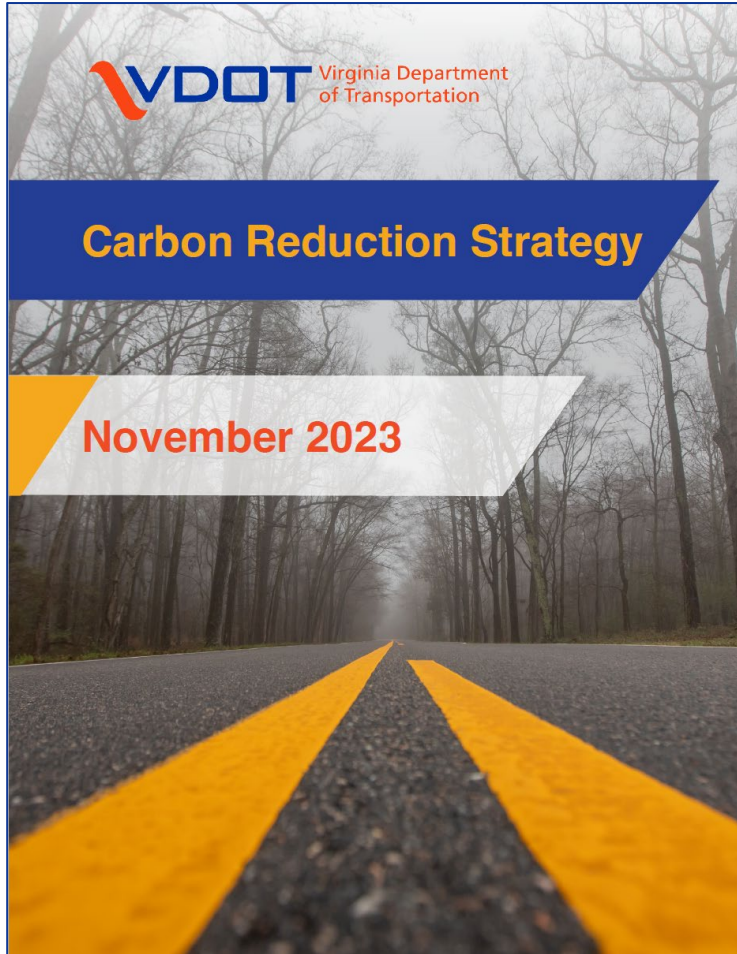
# VDOT Carbon Reduction Program (CRP)

Chris Berg, Director of Sustainability

7/17/2024

TPB Meeting  
Agenda Item 11

# VDOT Carbon Reduction Strategy



 **Transportation Choice**

- **Public transportation**
- **Bike lanes**
- **Sidewalks and crosswalks**
- **Commuter programs and infrastructure**
- **On-road and off-road trails**

 **Efficiency & Alternative Fuels**

- **Alternative fueling/charging infrastructure**
- **Truck stop electrification**
- **Diesel engine retrofits**
- **Efficient street lighting and traffic control devices**

 **Congestion Management**

- **Congestion management technologies**
- **Intelligent transportation systems**
- **Traffic flow improvements**
- **Congestion pricing**

 **Low Emissions Construction Practices**

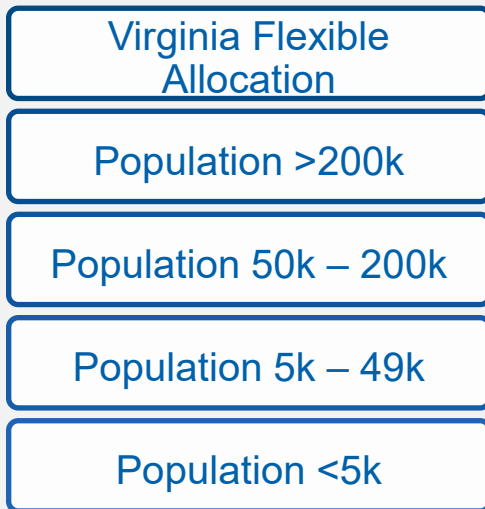
- **Zero-emission construction equipment and vehicles**
- **Sustainable pavements and construction materials**



# VDOT CRP Funding Allocation

- 65% of annual apportionment must be obligated in proportion to relative shares of state population
- Remaining 35% can be obligated in any area determined by state DOT

## VDOT CRP Funding



### Transportation Management Area Allocations



# VDOT CRP Funding Allocation

- The Commonwealth has allocated non-TMA CRP funding in a manner similar to how CTB-controlled CMAQ funding is allocated
  - Administration priorities
  - Eligible projects selected through the CTB's existing funding programs
- Consultation and coordination requirements are met through existing processes related to individual funding programs, the Six-Year Improvement Program update process, Fall Meetings, and Spring Meetings
- TMA CRP funding allocation approach coordinated with regional partners
  - VDOT met with NVTA, TPB, and DRPT to discuss Northern Virginia allocation

# VDOT CRP Allocations in the FY2025-2030 SYIP

CRP Strategy	Allocations*	Project Count
TMA allocations	\$34.5M	5
Commuter programs & infrastructure	\$27.9M	13
Bicycle and pedestrian infrastructure	\$23.8M	29
Public transportation infrastructure	\$16.8M	8
Congestion management	\$16.3M	16
Multiple strategies/multimodal	\$12.3M	5
Diesel engine retrofits	\$2.6M	2
On-road and off-road trails	\$2.1M	5
<b>Total</b>	<b>\$136.4M</b>	<b>78</b>

\*Includes previous year allocations for FY2022-2024

# Northern Virginia TMA CRP Funding

Program Summary	Allocations
NOVA TMA CRP Funds Projected FY2022 – FY2030	\$57.8M
Existing Projects	(\$36.8M)
New Projects	(\$12.9M)
Remaining Unprogrammed (out-years)	\$8.1M

# Northern Virginia TMA CRP Allocations

Existing Projects Receiving CRP Funds	Allocations
Richmond HWY Bus Rapid Transit (BRT)	\$18.1M
Commuter Operations & TDM (fully funds FY22-FY30)	\$18.2M
Clear Air Partners (fully funds FY22-FY30)	\$0.5M
<b>Total</b>	<b>\$36.8M</b>

Example Projects Receiving NVTA Redistributed Funds	
Intelligent Transportation Systems (ITS) Integration - Phase IV	City Of Alexandria Transportation Master Plan
WMATA Replacement Buses FY24 - FY26	Commuter Services Program FY25-FY27 - DRPT
Bus Replacement (Omniride Express And Commuter Buses)	Commuter Services Program - Arlington FY28 - FY30 - DRPT
Commuter Services Program FY25 - FY27 (Arlington)	High Priority Sidewalk And Pedestrian Improvements (HPSPI)
Duke Street BRT Transitway Operations	#Smart20 - Richmond Highway- Bus Rapid Transit

# Northern Virginia TMA CRP Allocations

New Projects Regional Multi-Modal Mobility Program (RM3P)	Allocations
Commuter Parking Information System (CPIS): Operations Services	\$4.5M
CPIS: Oversight Services	\$0.7M
Multi-Modal Dynamic Incentivization (DI): Operations Services for Carbon Reduction	\$3M
DI: Oversight Services	\$0.5M
Commuter Operations & TDM	\$4.1M
<b>Total</b>	<b>\$12.9M</b>

