



MEMORANDUM

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

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
SUBJECT: Steering Committee Actions
FROM: Kanti Srikanth, TPB Staff Director
DATE: November 10, 2021

At its meeting November 5, the TPB Steering Committee reviewed and approved resolution TPB SR7-2022 to amend the FY 2021-2024 Transportation Improvement Program (TIP) to include TIP Action 21-35, which adds two new projects: the I-495 Express Lanes Northern Extension (NEXT) project with \$300 million in concession funds programmed for construction, and the I-495 NEXT – VDOT Oversight & Transportation Management Plan with \$54.2 million in state funding programmed. Funding for these projects was included in the financial analysis of Visualize 2045. The I-495 NEXT project was included in the Air Quality Conformity Analysis of Visualize 2045 and the FY 2021-2024 TIP, and the Oversight and Transportation Management Plan is exempt from the conformity requirement, as defined in the EPA’s Transportation Conformity Regulations.

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

- Approved resolution TPB SR7-2022 to amend the FY 2021-2024 TIP to include TIP Action 21-35, adding two new projects, as requested by VDOT.

TPB Steering Committee Attendance – November 5, 2021 (only voting members listed)

TPB Vice Chair/VA rep.:	Pamela Sebesky
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Norman Whitaker
WMATA:	Mark Phillips
Technical Committee Chair:	Jason Groth
Previous TPB Chair:	Kelly Russell
DC rep.:	Chris Laskowski

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

RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 21-35 WHICH ADDS TWO NEW PROJECTS ASSOCIATED WITH THE I-495 EXPRESS LANES NORTHERN EXTENSION (NEXT) PROJECT IN FAIRFAX COUNTY, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)

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

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

WHEREAS, on March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

WHEREAS, VDOT has requested an amendment to the FY 2021-2024 TIP to include TIP Action 21-35 which adds two new projects in Fairfax County: the **I-495 Express Lanes Northern Extension (TIP ID 11577)** project with \$300 million programmed in the TIP, and the **I-495 NEXT - VDOT Oversight & Transportation Management Plan (TIP ID 11576)** with \$52.4 million programmed, as described in the attached materials; and

WHEREAS, the attached materials include a letter from VDOT dated October 27, 2021 requesting the amendment; a TIP Project Overview report showing how the projects will appear in the TIP; an Amendment Summary report showing the project costs, reason(s) for the amendment, and a Change Summary detailing changes to every programmed amount by fund source, fiscal year, and project phase; and a Fund Detail report that presents the Change Summary in table format; and

WHEREAS, the updates to this project have been entered in the TPB's Project InfoTrak database application under TIP Action 21-35, creating the 35th version of the FY 2021-2024 TIP, which supersedes all previous versions of the TIP and can be viewed online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, full funding for these projects was included in the Visualize 2045 Financial Plan; and

WHEREAS, the I-495 NEXT project was included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP; and

WHEREAS, this resolution and amendment to the FY 2021-2024 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to include TIP Action 21-35 which adds two new projects in Fairfax County: the **I-495 Express Lanes Northern Extension (TIP ID 11577)** project with \$300 million programmed in the TIP and the **I-495 NEXT - VDOT Oversight & Transportation Management Plan (TIP ID 11576)** with \$52.4 million programmed, as described in the attached materials.

Approved by the TPB Steering Committee at its virtual meeting on November 5, 2021.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

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

October 27, 2021

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

RE: FY 2019-2024 Transportation Improvement Program Amendments for I-495 NEXT, Fairfax County, Virginia. TIP ID #s 11576 and 11577.

Dear Chairman Allen:

The Virginia Department of Transportation (VDOT) requests amendments to the FY 2021-2024 Transportation Improvement Program (TIP) to add funding I-495 NEXT. I-495 NEXT extends VDOT's I-495 Express: Lanes from their current northern terminus, near the Dulles Toll Road at Tysons, approximately 3 miles north to the American Legion Bridge. There will be two new dynamically tolled HOT/HOV3 express lanes in each direction. Completion is scheduled for 2025.

VDOT is adding approximately \$52.4 million to the TIP for project oversight and a construction phase traffic management plan. VDOT is adding an additional \$300 million to the TIP for the construction of the project. Total estimated construction cost is \$500 million. Additional funding will later be added to the TIP beyond FY 2024. The funding is being provided through a Public-Private-Partnership.

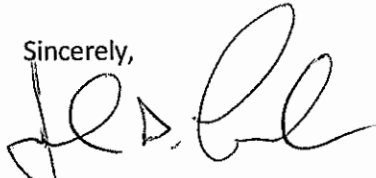
An Environmental Assessment has been completed. Additionally, VDOT and the Virginia Department of Rail and Public Transportation (DRPT) have completed the I-495 American Legion Bridge Transit and Transportation Demand Management (TDM) study. The project is included in Visualize 2045, the related Air Quality Conformity Analysis, and the Financial Plan. I-495 NEXT implements the Visualize 2045 regional initiative titled *Expand the Express Highway Network*. This project, coupled with Maryland's planned I-495/I-270 express lane system, would provide the infrastructure needed for a system by bi-state express commuter busses connecting activity centers in Virginia and Maryland. The project will increase travel choices, improve reliability, mitigate congestion and incentivize ride sharing and transit usage. Other project elements include interchange improvements and bicycle/pedestrian facilities.

VDOT requests approval of these amendments by the Transportation Planning Board's Steering Committee at its meeting on November 5, 2021. VDOT's representative will be available to answer any questions about the amendment.

Thank you for your consideration of this request.

The Honorable Charles Allen
October 27, 2021
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Sincerely,

A handwritten signature in black ink, appearing to read 'John Lynch, P.E.', written in a cursive style.

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

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



TIP ID 11576
Project Name: I-495 NEXT - VDOT OVERSIGHT & Transportation Management Plan *Project Limits*

<i>Lead Agency</i>	VDOT	<i>Project Type</i>	Transportation Operations
<i>County</i>	Fairfax	<i>Total Cost</i>	\$52,400,000
<i>Municipality</i>			
<i>Completion Date</i>			
<i>Agency Project ID</i>	116754		

Description FROM: S. of Old Dominion Drive TO: American Legion Bridge

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
CON	STATE	-	-	\$52,400,000	-	-	-	\$52,400,000
<i>Total CON</i>		-	-	\$52,400,000	-	-	-	\$52,400,000
<i>Total Programmed</i>		-	-	\$52,400,000	-	-	-	\$52,400,000

*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-35 Amendment 2021-2024	11/5/2021	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



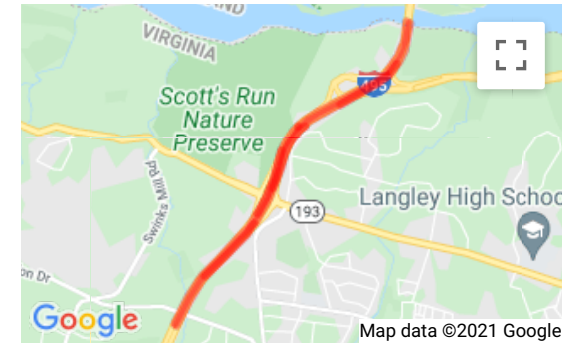
TIP ID 11577
Project Name: I-495 EXPRESS LANES NORTHERN EXTENSION *Project Limits*

Lead Agency VDOT
County Fairfax
Municipality
Completion Date
Agency Project ID 115401

Project Type Road - HOV/Managed Lanes
Total Cost \$500,000,000

Description The northern extension of VDOTs I-495 High Occupancy/Toll (HOT) lanes has been in the long range transportation plan since 2005, as part of the larger project that resulted in creation of HOT lanes from the Springfield Interchange to Old Dominion Drive near Tysons. The plan is being amended to better coordinate with the I-495 HOT lanes project in Maryland. VDOT will extend the I-495 HOT Lanes from Old Dominion Drive north to the American Legion Bridge. The project will include two HOT lanes in each direction. VDOT anticipates this will be funded primarily by toll revenues, possibly through a public private partnership

Phase Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
CON CONCESSION	-	-	\$100,000,000	\$100,000,000	\$100,000,000	-	\$300,000,000
CON P3	-	-	-	-	-	\$200,000,000	\$200,000,000
<i>Total CON</i>	-	-	\$100,000,000	\$100,000,000	\$100,000,000	\$200,000,000	\$500,000,000
<i>Total Programmed</i>	-	-	\$100,000,000	\$100,000,000	\$100,000,000	\$200,000,000	\$500,000,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-35 Amendment 2021-2024	11/5/2021	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

FY 2021-2024 Transportation Improvement Program
TIP Action: 21-35 Formal Amendment Summary Report
 Requested by the Virginia Department of Transportation
 Approved by the TPB Steering Committee November 5, 2021

TIP ID	LEAD AGENCY	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
11577	VDOT	I-495 EXPRESS LANES NORTHERN EXTENSION	\$0	\$500,000,000	\$500,000,000	--	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): Concession Funds ▶ Add funds in FFY 22 in CON for \$100,000,000 ▶ Add funds in FFY 24 in CON for \$100,000,000 ▶ Add funds in FFY 23 in CON for \$100,000,000 Public-Private Partnership ▶ Add funds in FFY 25 in CON for \$200,000,000 <i>Total project cost \$500,000,000</i>
11576	VDOT	I-495 NEXT - VDOT OVERSIGHT & Transportation Management Plan	\$0	\$52,400,000	\$52,400,000	--	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): State Funding ▶ Add funds in FFY 22 in CON for \$52,400,000 <i>Total project cost \$52,400,000</i>

FY 2021-2024 Transportation Improvement Program
 TIP Action 21-35: Formal Amendment - Fund Detail Report
 Virginia Department of Transportation
 Approved by the TPB Steering Committee November 5, 2021

SOURCE	TIP ACTION	PRIOR FUNDS	2021				2022				2023				2024				FUTURE FUNDS	TOTAL YEAR
			PE	ROW	CON	TOTAL	PE	ROW	CON	TOTAL	PE	ROW	CON	TTOAL	PE	ROW	CON	TOTAL		
TIP ID 11576: I-495 NEXT PH 1- VDOT OVERSIGHT & TMP (New Project)																				
State Funding	21-35	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,400,000	\$52,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,400,000
<i>Total</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,400,000	\$52,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,400,000
TIP ID 11577: I-495 EXPRESS LANES NORTHERN EXTENSION - PHASE 1 (New Project)																				
Concession Funds	21-35	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000,000	\$100,000,000	\$0	\$0	\$100,000,000	\$100,000,000	\$0	\$0	\$100,000,000	\$100,000,000	\$0	\$300,000,000
<i>Total</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000,000	\$100,000,000	\$0	\$0	\$100,000,000	\$100,000,000	\$0	\$0	\$100,000,000	\$100,000,000	\$0	\$300,000,000



MEMORANDUM

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

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



National Capital Region
Transportation Planning Board

October 21, 2021

Nuria Fernandez
Administrator
Federal Transit Administration
1200 New Jersey Ave, SE
Washington, D.C. 20590

Re: FY 2021 Bus Grant Application by Montgomery County, Maryland

Dear Ms. Fernandez:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Montgomery County, Maryland for a Federal Transit Administration FY 2021 Bus and Bus Facilities Grant Program grant to rehabilitate and upgrade their Brookville Transit Operations and Maintenance Facility.

The TPB requests your favorable consideration of this request by Montgomery County, as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the environment and the region's bus system. Continued investment in keeping transit assets in a state of good repair is a critical need across our region. Renovating and upgrading Montgomery County's Brookville facility will allow for improved transit service, improve safety in both operations and maintenance activities, and meet future growth needs for operating and maintaining articulated buses and electric buses.

I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

Charles Allen
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Chris Conklin, Director, Montgomery County Department of Transportation
Mr. Gary Erenrich, Special Assistant to the Director, Montgomery County Department of Transportation



National Capital Region
Transportation Planning Board

November 2, 2021

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

Re: Support for Restructuring of Bus Service for Equity and Accessibility in the Region

Dear Mr. Wiedefeld:

On behalf of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, I am writing to express our support for a redoubled effort by the Washington Metropolitan Area Transit Authority (WMATA) in restructuring Metrobus service in the region to improve equity and mobility for our region's residents.

As the region's largest transit operator, improvements to WMATA's Metrobus are critical in meeting the needs of our residents for bus transit service, providing mobility for them to access jobs, food, and medical services, as well as quality of life amenities. WMATA's leadership of the Bus Transformation Project, completed in 2019, demonstrated the potential of a restructured bus service and specifically called for action with Recommendation C: *Collectively restructure the region's bus network to create the most efficient and customer-focused bus service.*

Since 2019, equity issues have moved to the forefront of transportation, intensified by the coronavirus pandemic and other social events. During the height of the pandemic, bus service proved critical in providing mobility for essential workers and traditionally disadvantaged groups. Events in 2020 also highlighted past inequities in transportation and mobility decisions. On July 22, 2020, the TPB passed Resolution R1-2021 to establish equity as a fundamental value and integral part of all TPB's work activities. More recently, on October 20, 2021, the TPB passed Resolution R4-2022 endorsing the Metropolitan Washington Council of Governments' commitment to prioritize high-capacity transit station areas and equity emphasis areas in planning decisions. Accordingly, we see improved transit service, particularly bus service, as absolutely critical in meeting our region's needs for safe, affordable, and efficient bus service with a particular focus on the needs of traditionally disadvantaged groups and with the benefit of growing our region in a sustainable way.

We commend the recent changes in fare policy as of September 2021 to provide for free rail-bus transfers and a reduced price 7-day regional bus pass as a significant step towards equity, as well as the implementation of a 12-minute network and other restructuring of downtown bus routes to provide more frequent and reliable bus service. While these actions will help, we believe that only a comprehensive restructuring of the Metrobus service network and operational parameters can provide the full spectrum of beneficial outcomes articulated by the Bus Transformation Project particularly for the needs of traditionally disadvantaged and underserved populations.

We encourage WMATA to move expeditiously to advance a restructuring of the Metrobus network, an activity already approved by your Board of Directors in Resolution 2020-01 (January 16, 2020) and for which we understand there is funding in your current fiscal year budget. In alignment with the TPB

Mr. Wiedefeld
November 2, 2021

and COG's focus on equity, equity principles as adopted by your Board and being applied throughout your organization should lead the planning process. Close coordination with and involvement of the other transit bus providers in the region, local jurisdictions, and other transportation planning organizations will be critical to success in the process, as will sustained public involvement. We recognize this will be a time and resource intensive task that places a heavy burden on your organization even as we all seek to recover from the coronavirus pandemic. Yet I believe that the mission and authority of WMATA, as the major provider of public transportation in the region, makes your leadership and commitment fundamental to this necessary undertaking.

The TPB stands ready to support your activities in our mandated role in advancing a continuing, cooperative, and comprehensive metropolitan transportation planning process. Please feel free to contact any member of our board or staff for assistance in advancing this critical goal for the region's transit system.

Sincerely,



Charles Allen
Chair, National Capital Region Transportation Planning Board

Cc: Members of the Transportation Planning Board



National Capital Region
Transportation Planning Board

November 5, 2021

Nuria Fernandez
Administrator
Federal Transit Administration
1200 New Jersey Ave, SE
Washington, D.C. 20590

Re: FY 2021 Bus Grant Application by Prince George's County, Maryland

Dear Ms. Fernandez:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Prince George's County, Maryland for a Federal Transit Administration FY 2021 Bus and Bus Facilities Grant Program grant to invest in the county's TheBus public transit system. The grant will provide much needed funding to enable the purchase of battery electric buses and related charging infrastructure which will support local and regional equity and climate initiatives.

The TPB requests your favorable consideration of this request by Prince George's County, as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the environment and the region's bus system. Investment in the county's bus system will allow for improved transit service in underserved parts of the county and expand access for residents to jobs, healthcare and other vital services while improving air quality and promoting environmental justice. The grant funds will advance the upgrade of electrical charging infrastructure at the existing D'Arcy Road transit campus to support the safe and reliable transition from diesel to zero emission vehicles.

I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

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

Charles Allen
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Terry Bellamy, Director, Prince George's County Dept of Public Works & Transportation