



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: May 11, 2023

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: May 11, 2023

At its meeting on May 5, 2023, the TPB Steering Committee adopted one resolution approving amendments to the FY 2023-2026 Transportation Improvement Program (TIP) as requested by the Virginia Department of Transportation (VDOT), as described below:

- TPB SR26-2023 – requested by VDOT to add net total of \$91.3 million for nine transit projects and programs administered by Virginia Railway Express and three roadway projects for VDOT. The three roadway projects were included in the Air Quality Conformity Analysis of the 2022 Update of Visualize 2045 and the FY 2023-2026 TIP. The nine VRE transit projects and programs are exempt from the air quality conformity requirement.

The TPB Bylaws provide that the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases, it shall advise the TPB of its action.” The director’s 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:

- Adopted resolution SR26-2023 approving an amendment to the FY 2023-2026 TIP as requested by VDOT

TPB Steering Committee Attendance – May 5, 2023
(only voting members and alternates listed)

TPB Chair/MD rep.: Reuben Collins
TPB Vice Chair/DC Rep.: Heather Edelman (Alt.)
TPB 2nd Vice Chair/VA Rep.: James Walkinshaw
DDOT/Tech. Cmte. Chair: Mark Rawlings
MDOT: Kari Snyder
VDOT: Regina Moore
Amir Shapar

**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 23-17.3 WHICH ADDS AND
REPROGRAMS FUNDING FOR NINE VIRGINIA RAILWAY EXPRESS (VRE) TRANSIT
PROJECTS AND PROGRAMS AND THREE ROADWAY PROJECTS AS REQUESTED BY
THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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, VDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-17.3 which adds a net total of approximately \$91.3 million to the Northern Virginia portion of the TIP by adding a net total of approximately \$226.3 million for nine VRE transit projects or programs and by removing a net total of \$136 million from three roadway projects listed at the end of this resolution, and as described in the attached materials; and

WHEREAS, the attached materials include: Attachment A) Programming Overview reports showing how the projects and programs will appear in the TIP following approval, Attachment B) an Amendment Summary report showing the changes in total project cost or four-year program total, reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and Attachment C) a letter from VDOT dated April 26, 2023 and a letter from the Potomac & Rappahannock Transportation Commission (PRTC) on behalf of VRE dated April 21, 2023 requesting the amendments; and

WHEREAS, these projects and programs have been updated in the TPB's Project InfoTrak database under TIP Action 23-17.3, creating the 17th 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; and

WHEREAS, the Richmond Highway Corridor Improvements (T6443), the VA 7/VA 690 Interchange SMART18 (T6618) and University Blvd Extension (Edmonston to Sudley Manor) (T11635) projects are included in the air quality conformity analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP (CON IDs 653 and 631 respectively) and the nine VRE transit 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 the amendments 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 23-17.3 which adds a net total of \$91.3 million to the twelve projects and programs listed below, and as described in the attached materials.

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE
T11629	VRE Rolling Stock Acquisition – NVCC	*	\$135,950,660	\$135,950,660
T11631	VRE Rolling Stock Acquisition - Expansion Coaches	*	\$84,624,563	\$84,624,563
T4534	VRE Rolling Stock Acquisition - Debt Service	\$86,150,662	\$41,482,222	(\$44,668,440)
T4310	VRE Stations and Facilities	\$143,657,266	\$124,756,114	(\$18,901,152)
T4818	VRE Rolling Stock Modifications and Overhauls	\$23,462,168	\$22,846,523	(\$615,645)
T11632	VRE Backlick Road Station Improvements	*	\$8,454,206	\$8,454,206
T6368	VRE Woodbridge Station Improvements	\$4,061,618	\$2,923,123	(\$1,138,495)
T11630	VRE Franconia-Springfield Station Improvements	*	\$25,351,100	\$25,351,100
T11633	VRE Alexandria Station Improvements	*	\$37,288,433	\$37,288,433
	TOTAL:	\$257,331,714	\$483,676,944	\$226,345,230
T6443	Richmond Highway Corridor Improvements	\$414,924,744	\$258,948,692	(\$155,976,052)
T6618	VA Route 7/VA Route 690 Interchange	\$52,685,000	\$52,685,000	\$0
T11635	University Blvd Extension	*	\$20,949,735	\$20,949,735
	TOTAL:	\$467,609,744	\$332,583,427	(\$135,026,317)
	TIP ACTION 23-17.3 TOTAL:	\$724,941,458	\$816,260,371	\$91,318,913

* Indicates a new project or program record.

**Adopted by the TPB Steering Committee at its meeting on Friday, May 5, 2023.
Final approval following review by the full Board on Wednesday, May 17, 2023.**

TIP ID T6673
Project Name Alexandria 4th Track
Project Limits Control Point Rosslyn (CFP RO) near milepost 110.1 south of the George Washington Parkway to Control Point Alexandria (CFP AF) near milepost 104.3 south of Telegraph Road

Lead Agency VPRA - Virginia Passenger Rail Authority
County Arlington
Municipality City of Alexandria
Agency Project ID T23436
Project Type Transit - Metrorail/Heavy Rail
Total Cost \$210,451,772
Completion Date 2028

Description Construction of six (6) miles of fourth track from Control Point AF in Alexandria to the RO Interlocking near the south bank of the Potomac River in Arlington. This is part of the Northern Virginia Core Capacity Project (NVCC). Other NVCC Project components include the Long Bridge Project (T6727) with 4f mitigation The Long Bridge Pedestrian and Bicycle Bridge (T6807), and the acquisition of three (3) VRE trainsets - Rolling Stock Acquisition (T4534).

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	FRA EARMARK	-	\$4,182,570	\$6,254,022	-	-	-	\$10,436,592	\$10,436,592
PE	DC/STATE	\$966,093	\$2,601,450	-	-	-	-	\$2,601,450	\$3,567,543
	Total PE	\$966,093	\$6,784,020	\$6,254,022	-	-	-	\$13,038,042	\$14,004,135
ROW	DC/STATE	-	\$750,000	\$26,819,000	-	-	-	\$27,569,000	\$27,569,000
	Total ROW	-	\$750,000	\$26,819,000	-	-	-	\$27,569,000	\$27,569,000
CON	AMTRAK	-	-	-	-	-	\$10,000,000	-	\$10,000,000
CON	CMAQ	-	-	-	\$8,926,077	\$43,267,557	\$3,806,367	\$52,193,634	\$56,000,001
CON	FRA EARMARK	-	-	\$10,822,282	\$19,336,592	-	-	\$30,158,874	\$30,158,874
CON	DC/STATE	\$1,184,895	-	-	\$15,026,460	\$21,572	\$7,850,969	\$15,048,032	\$24,083,896
	Total CON	\$1,184,895	-	\$10,822,282	\$43,289,129	\$43,289,129	\$21,657,336	\$97,400,540	\$120,242,771
OTHER	FRA EARMARK	-	-	\$4,404,535	-	-	-	\$4,404,535	\$4,404,535
OTHER	DC/STATE	\$960,602	\$2,922,404	\$5,402,257	\$13,978,428	\$13,978,428	\$6,989,212	\$36,281,517	\$44,231,331
	Total Other	\$960,602	\$2,922,404	\$9,806,792	\$13,978,428	\$13,978,428	\$6,989,212	\$40,686,052	\$48,635,866
	Total Programmed	\$3,111,590	\$10,456,424	\$53,702,096	\$57,267,557	\$57,267,557	\$28,646,548	\$178,693,634	\$210,451,772



Version History

TIP Document	Adoption	MPO Approval	FHWA Approval	FTA Approval
23-00	2023-2026	06/15/2022	8/25/2022	8/25/2022
23-17.3	Amendment 2023-2026	05/17/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$185,000,000 to \$210,451,772

* ACCP is not part of the Total



TIP ID T6706
Project Name **Sub-Project of G1008** Franconia to Occoquan 3rd Track Project
Project Limits 1 mi. N. Franconia-Springfield VRE Station (CFP 98.8) to Approximately 400' N. of Furnace Rd, just N. of the Occoquan River (CFP (90.08))

Lead Agency	VPRA - Virginia Passenger Rail Authority	Project Type	Transit - Metrorail/Heavy Rail
County	Fairfax, Prince William	Total Cost	\$555,000,000
Municipality		Completion Date	2028
Agency Project ID	DRPT002		

Description Add approximately eight miles of a third main line track to an existing two-track portion of the RF&P rail corridor from one mile north of the Franconia-Springfield VRE station to approximately 400 feet north of Furnace Road, just north of the Occoquan River. Project includes a three-mile passenger rail bypass (flyover) at the northern end of the project limits

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/STATE	-	\$691,000	-	-	-	-	\$691,000	\$691,000
PE	STATE/LOCAL	\$80,923,000	-	-	-	-	-	-	\$80,923,000
	Total PE	\$80,923,000	\$691,000	-	-	-	-	\$691,000	\$81,614,000
OTHER	TBD	-	-	-	-	-	\$473,386,000	-	\$473,386,000
	Total Other	-	-	-	-	-	\$473,386,000	-	\$473,386,000
	Total Programmed	\$80,923,000	\$691,000	-	-	-	\$473,386,000	\$691,000	\$555,000,000



Version History

TIP Document	Adoption	MPO Approval	FHWA Approval	FTA Approval
23-00	2023-2026	06/15/2022	8/25/2022	8/25/2022
23-17.3	Amendment 2023-2026	05/17/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

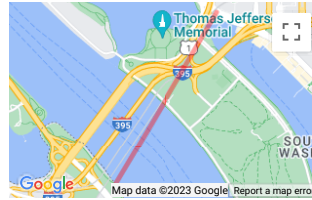
Funding Change(s):

Total project cost stays the same \$555,000,000



TIP ID	T6727	Lead Agency	VPRA - Virginia Passenger Rail Authority	Project Type	Transit - Metrorail/Heavy Rail
Project Name	Long Bridge VA - DC	County	Arlington	Total Cost	\$2,227,000,407
Project Limits	Control Point LE Interlocking in Washington D.C. to Control Point RO in Arlington, VA	Municipality	District of Columbia	Completion Date	2030
Description	Design and build of four railroad tracks, the Long Bridge Pedestrian and Bicycle Bridge (T6807), and related land and Potomac River crossings from Arlington, VA to Washington, DC. This is part of the Northern Virginia Core Capacity Project (NVCC). Other NVCC components include the Alexandria Fourth Track Project (T6673) and the acquisition of three VRE trainsets - Rolling Stock Acquisition (T4534).				

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	FRA	EARMARK	-	-	-	\$20,000,000	-	-	\$20,000,000	\$20,000,000
PE	LOCAL		-	-	\$7,398,508	-	-	-	\$7,398,508	\$7,398,508
PE	PTF		-	-	\$4,500,000	-	-	-	\$4,500,000	\$4,500,000
PE	DC/STATE		-	-	\$3,464,083	\$3,043,887	\$7,681,295	-	\$14,189,265	\$14,189,265
		Total PE	-	-	\$15,362,591	\$23,043,887	\$7,681,295	-	\$46,087,773	\$46,087,773
ROW	DC/STATE		-	\$500,000	\$17,374,830	-	-	-	\$17,874,830	\$17,874,830
		Total ROW	-	\$500,000	\$17,374,830	-	-	-	\$17,874,830	\$17,874,830
CON	TBD		-	-	-	-	-	\$374,939,666	-	\$374,939,666
CON	LOCAL		-	-	\$7,504,833	\$7,501,250	\$27,500,917	-	\$15,006,083	\$42,507,000
CON	PTF		-	-	\$53,100,000	\$49,000,000	\$44,700,000	-	\$102,100,000	\$146,800,000
CON	DC/STATE		-	-	\$126,865,000	\$193,458,528	\$375,718,639	-	\$320,323,528	\$696,042,167
		Total CON	-	-	\$187,469,833	\$249,959,778	\$822,859,222	\$437,429,611	\$1,260,288,833	\$1,260,288,833
PLANNING	LOCAL		\$7,500,000	\$5,105,088	-	-	-	-	\$5,105,088	\$12,605,088
PLANNING	PTF		-	\$7,300,000	-	-	-	-	\$7,300,000	\$7,300,000
PLANNING	DC/STATE		\$3,987,101	\$3,371,792	-	-	-	-	\$3,371,792	\$7,358,893
		Total PLANNING	\$11,487,101	\$15,776,880	-	-	-	-	\$15,776,880	\$27,263,981
OTHER	TBD		-	-	-	-	-	\$14,313,400	-	\$14,313,400
OTHER	LOCAL		-	-	-	-	-	\$54,505,667	-	\$54,505,667
OTHER	PTF		-	-	-	-	-	\$141,633,334	-	\$141,633,334
OTHER	DC/STATE		\$3,381,218	\$13,584,531	\$25,091,592	\$123,182,405	\$159,761,585	\$340,031,258	\$321,620,113	\$665,032,589
		Total Other	\$3,381,218	\$13,584,531	\$25,091,592	\$123,182,405	\$159,761,585	\$550,483,659	\$321,620,113	\$875,484,990
		Total Programmed	\$14,868,319	\$29,861,411	\$57,829,013	\$333,696,125	\$417,402,658	\$1,373,342,881	\$838,789,207	\$2,227,000,407



Version History

TIP Document	Adoption	MPO Approval	FHWA Approval	FTA Approval
23-00	2023-2026	06/15/2022	8/25/2022	8/25/2022
23-17.3	Amendment 2023-2026	05/17/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$220,000,000 to \$2,227,000,407

<i>TIP ID</i>	T11629	<i>Lead Agency</i>	VRE	<i>Project Type</i>	Transit - Capital
<i>Project Name</i>	VRE Rolling Stock Acquisition - NVCC	<i>County</i>		<i>Total Cost</i>	\$135,950,660
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	2030
		<i>Agency Project ID</i>			

Description Acquire rolling stock to support planned VRE service expansion consistent with the Transforming Rail in Virginia program, Phases 1 and 2. This is part of the Northern Virginia Core Capacity (NVCC) project and includes acquisition of three VRE trainsets, comprised of four locomotives, four cab cars, and 18 trailer coaches. Other NVCC components include the Long Bridge (TIP ID T6727), Alexandria Fourth Track (T6673), and the Long Bridge Pedestrian and Bicycle Bridge (T6807).

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	
CON	S. 5309-NS	-	-	-	\$108,760,528	-	-	\$108,760,528	\$108,760,528	*Not Location Specific
CON	DC/STATE	-	-	-	\$27,190,132	-	-	\$27,190,132	\$27,190,132	
	<i>Total CON</i>	-	-	-	\$135,950,660	-	-	\$135,950,660	\$135,950,660	
	<i>Total Programmed</i>	-	-	-	\$135,950,660	-	-	\$135,950,660	\$135,950,660	
		-	-	-	\$135,950,660	-	-	\$135,950,660	\$135,950,660	

Version History			Current Change Reason		
TIP Document			MPO Approval	FHWA Approval	FTA Approval
23-17.3	Amendment	2023-2026	05/17/2023	Pending	Pending
			SCHEDULE / FUNDING / SCOPE - New project		



TIP ID T11630
Project Name VRE Franconia-Springfield Station Improvements
Project Limits
Lead Agency VRE
County
Municipality
Agency Project ID

Project Type Transit - Passenger Facilities
Total Cost \$25,351,100
Completion Date 2026

Description Design and construct an extension to the existing VRE Franconia-Springfield Station west platform (adjacent to the WMATA Metrorail Station), an extension to the existing east platform, and a new pedestrian ramp and tunnel entrance at the east platform. The tunnel will maintain continuous, safe pedestrian access to the VRE Station when the Franconia to Occoquan Third Track (TIP ID 6706) is constructed by others, which will block existing access from the east to the VRE east platform. These improvements will enable the station to serve trains up to eight cars long and improve pedestrian flows to allow for improved operational efficiency.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NVTA	-	\$3,310,920	-	-	-	-	\$3,310,920	\$3,310,920
	<i>Total PE</i>	-	\$3,310,920	-	-	-	-	\$3,310,920	\$3,310,920
CON	LOCAL	-	-	\$1,976,176	-	-	-	\$1,976,176	\$1,976,176
CON	NVTA	-	\$9,689,080	-	-	-	-	\$9,689,080	\$9,689,080
CON	S. 5337-SGR	-	-	\$9,880,880	-	-	-	\$9,880,880	\$9,880,880
CON	DC/STATE	-	-	\$494,044	-	-	-	\$494,044	\$494,044
	<i>Total CON</i>	-	\$9,689,080	\$12,351,100	-	-	-	\$22,040,180	\$22,040,180
	<i>Total Programmed</i>	-	\$13,000,000	\$12,351,100	-	-	-	\$25,351,100	\$25,351,100



Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-17.3		2023-2026	05/17/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

TIP ID	T11631	Lead Agency	VRE	Project Type	Transit - Capital
Project Name	VRE Rolling Stock Acquisition - Expansion Coaches	County		Total Cost	\$84,624,563
Project Limits		Municipality		Completion Date	2026
		Agency Project ID			

Description Acquire additional passenger coaches to support planned VRE service increases enabled by the Transforming Rail in Virginia initiative. This project includes the procurement of 11 coaches for use in VRE Fredericksburg Line service and 10 coaches for use in VRE Manassas Line service.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	
CON	LOCAL	-	\$381,961	\$326,444	-	-	-	\$708,405	\$708,405	*Not Location Specific
CON	S. 5307	-	\$7,639,211	\$10,128,886	-	-	-	\$17,768,097	\$17,768,097	
CON	State (NM)	\$62,414,442	-	-	-	-	-	-	\$62,414,442	
CON	DC/STATE	-	\$1,527,842	\$2,205,777	-	-	-	\$3,733,619	\$3,733,619	
	<i>Total CON</i>	\$62,414,442	\$9,549,014	\$12,661,107	-	-	-	\$22,210,121	\$84,624,563	
	<i>Total Programmed</i>	\$62,414,442	\$9,549,014	\$12,661,107	-	-	-	\$22,210,121	\$84,624,563	

Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-17.3	Amendment	2023-2026	05/17/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

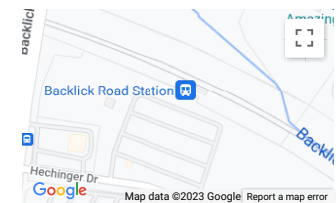


TIP ID T11632
Project Name VRE Backlick Road Station Improvements
Project Limits
Lead Agency VRE
County
Municipality
Agency Project ID

Project Type Transit - Passenger Facilities
Total Cost \$8,454,206
Completion Date 2027

Description Design station improvements to enable the VRE Backlick Road Station to extend the station platform and maintain a state of good repair. These improvements will enable the station to serve trains up to eight cars long and improve pedestrian flows when boarding and detraining to allow for improved operational efficiency.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	CMAQ	-	\$2,000,000	-	-	-	-	\$2,000,000	\$2,000,000
PE	DC/STATE	-	\$500,000	-	-	-	-	\$500,000	\$500,000
	Total PE	-	\$2,500,000	-	-	-	-	\$2,500,000	\$2,500,000
CON	TBD	-	-	-	-	\$5,954,206	-	\$5,954,206	\$5,954,206
	Total CON	-	-	-	-	\$5,954,206	-	\$5,954,206	\$5,954,206
	Total Programmed	-	\$2,500,000	-	-	\$5,954,206	-	\$8,454,206	\$8,454,206



Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-17.3		2023-2026	05/17/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

TIP ID: T11633
Project Name: VRE Alexandria Station Improvements
Project Limits: [Blank]
Lead Agency: VRE
County: [Blank]
Municipality: [Blank]
Agency Project ID: [Blank]

Project Type: Transit - Passenger Facilities
Total Cost: \$37,288,433
Completion Date: 2026

Description: Design and construct an ADA-compliant, grade-separated pedestrian tunnel and elevator access between the two platforms at Alexandria Union Station, used by VRE and Amtrak, modify and extend the east platform at the station to accommodate eight-car trains and enable the platform to service two trains simultaneously, and modify the west platform adjacent to the station building to raise its height relative to the top of rail.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	TBD	-	-	-	\$5,710,322	-	-	\$5,710,322	\$5,710,322
CON	LOCAL	-	\$16,000	-	-	-	-	\$16,000	\$16,000
CON	NHFP	-	\$8,618,727	-	-	-	-	\$8,618,727	\$8,618,727
CON	S. 5307	-	\$320,000	-	-	-	-	\$320,000	\$320,000
CON	State (NM)	-	\$21,852,452	-	-	-	-	\$21,852,452	\$21,852,452
CON	DC/STATE	-	\$770,932	-	-	-	-	\$770,932	\$770,932
	Total CON	-	\$31,578,111	-	\$5,710,322	-	-	\$37,288,433	\$37,288,433
	Total Programmed	-	\$31,578,111	-	\$5,710,322	-	-	\$37,288,433	\$37,288,433



Version History

TIP Document	Amendment	2023-2026	MPO Approval	FHWA Approval	FTA Approval
23-17.3			05/17/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



TIP ID	T4310	Lead Agency	VRE	Project Type	Transit - Maintenance
Project Name	VRE Stations and Facilities	County		Total Cost	\$124,756,114
Project Limits	Systemwide	Municipality	Suburban VA	Completion Date	2045
		Agency Project ID	VRE0011		

Description To maintain VRE stations and facilities in a state of good repair and accommodate ridership demand, VRE facilities must be maintained, upgraded and/or obtained. This work will be done at various stations and facilities throughout the VRE system. Includes station and facilities improvements identified through VRE's transit asset management process and upgrades and improvements at VRE stations and facilities including Washington Union Terminal, Crystal City Station.

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE	LOCAL	\$477,619	\$41,537	-	-	\$519,156	\$519,156
PE	NVTA	\$4,400,000	-	-	-	\$4,400,000	\$4,400,000
PE	DC/STATE	\$707,000	-	-	-	\$707,000	\$707,000
	Total PE	\$5,584,619	\$41,537	-	-	\$5,626,156	\$5,626,156
CON	LOCAL	\$17,758,199	\$400,000	\$400,000	-	\$18,558,199	\$18,558,199
CON	NVTA	-	\$7,900,000	\$7,900,000	-	\$15,800,000	\$15,800,000
CON	S. 5307	\$22,249,355	\$6,200,000	\$6,200,000	-	\$34,649,355	\$34,649,355
CON	S. 5337-SGR	\$26,157,594	-	-	-	\$26,157,594	\$26,157,594
CON	DC/STATE	\$17,164,810	\$3,400,000	\$3,400,000	-	\$23,964,810	\$23,964,810
	Total CON	\$83,329,958	\$17,900,000	\$17,900,000	-	\$119,129,958	\$119,129,958
	Total Programmed	\$88,914,577	\$17,941,537	\$17,900,000	-	\$124,756,114	\$124,756,114

*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
23-17.3	Amendment 2023-2026	05/17/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$143,657,266 to \$124,756,114

TIP ID: T4534
Project Name: VRE Rolling Stock Acquisition - Debt Service
Project Limits: Systemwide
Lead Agency: VRE
County:
Municipality:
Agency Project ID: 111654

Project Type: Transit - Capital
Total Cost: \$41,482,222
Completion Date: 2045

Description: Acquisition of VRE rolling stock to support fleet expansion and fleet replacement and debt service for prior rolling stock acquisitions.

Phase	ACI/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
OTHER	LOCAL	-	\$734,714	\$245,034	\$206,236	\$167,736	-	\$1,353,720	\$1,353,720
OTHER	S. 5307	-	\$11,830,468	\$1,398,167	\$1,396,744	\$1,397,801	-	\$16,023,180	\$16,023,180
OTHER	S. 5337-SGR	-	\$10,503,017	\$3,502,519	\$2,727,984	\$1,956,921	-	\$18,690,441	\$18,690,441
OTHER	DC/STATE	-	\$2,938,854	\$980,137	\$824,946	\$670,944	-	\$5,414,881	\$5,414,881
	<i>Total Other</i>	-	\$26,007,053	\$6,125,857	\$5,155,910	\$4,193,402	-	\$41,482,222	\$41,482,222
	<i>Total Programmed</i>	-	\$26,007,053	\$6,125,857	\$5,155,910	\$4,193,402	-	\$41,482,222	\$41,482,222

*Not Location Specific

Version History

TIP Document	Adoption	2023-2026	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption	2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.3	Amendment	2023-2026	09/21/2022	10/22/2022	10/22/2022
23-13.3	Amendment	2023-2026	03/15/2023	Pending	Pending
23-15.4	Amendment	2023-2026	Pending	Pending	N/A
23-17.3	Amendment	2023-2026	05/17/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update
Funding Change(s):
Total project cost decreased from \$86,150,662 to \$41,482,222



TIP ID	T4818	Lead Agency	VRE	Project Type	Transit - Maintenance
Project Name	VRE Rolling Stock Modifications and Overhauls	County		Total Cost	\$22,846,523
Project Limits	Systemwide	Municipality	Suburban VA	Completion Date	2045
		Agency Project ID	VRE0001		

Description Technological developments and safety mandates from the Federal Railroad Administration (FRA), may require ongoing improvements to the VRE fleet as well as other ongoing improvements consistent with VRE's rolling stock asset management program. Projects that bring VRE into compliance with future federal mandates will be given the highest funding priority. Implementing PTC as required by FRA.

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
CON	LOCAL	\$552,958	\$151,743	\$228,000	\$399,480	\$1,332,181	\$1,332,181
CON	S. 5307	\$8,290,025	-	-	-	\$8,290,025	\$8,290,025
CON	S. 5337-SGR	\$2,769,140	\$3,034,853	\$1,520,000	\$2,663,200	\$9,987,193	\$9,987,193
CON	DC/STATE	\$2,211,833	\$606,971	\$152,000	\$266,320	\$3,237,124	\$3,237,124
	Total CON	\$13,823,956	\$3,793,567	\$1,900,000	\$3,329,000	\$22,846,523	\$22,846,523
	Total Programmed	\$13,823,956	\$3,793,567	\$1,900,000	\$3,329,000	\$22,846,523	\$22,846,523

*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
23-17.3	Amendment 2023-2026	05/17/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$23,462,168 to \$22,846,523

TIP ID	T6368	Lead Agency	VRE	Project Type	Transit - Passenger Facilities
Project Name	VRE Woodbridge Station Improvements	County		Total Cost	\$2,923,123
Project Limits		Municipality	Region-wide	Completion Date	2030
		Agency Project ID	T18094		

Description Design station improvements to enable the VRE Woodbridge Station to serve trains up to eight cars long, maintain a state of good repair, enhance pedestrian access, and enable the planned addition of a third and fourth main track through the station as part of future phases (Phase 3 or beyond) of the Transforming Rail in Virginia program.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	CMAQ	-	\$1,615,586	-	\$722,912	-	-	\$2,338,498	\$2,338,498
PE	DC/STATE	-	\$403,897	-	\$180,728	-	-	\$584,625	\$584,625
	Total PE	-	\$2,019,483	-	\$903,640	-	-	\$2,923,123	\$2,923,123
	Total Programmed	-	\$2,019,483	-	\$903,640	-	-	\$2,923,123	\$2,923,123



Version History

TIP Document	Adoption	2023-2026	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption	2023-2026	06/15/2022	8/25/2022	8/25/2022
23-17.3	Amendment	2023-2026	05/17/2023	Pending	Pending

Current Change Reason
SCHEDULE / FUNDING / SCOPE - Programming Update

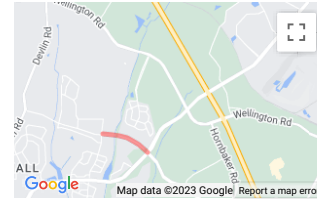
Funding Change(s):
Total project cost decreased from \$4,061,618 to \$2,923,123

TIP ID T11635
Project Name UNIVERSITY BLVD EXTENSION (EDMONSTON TO SUDLEY MANOR)
Project Limits EDMONSTON to SUDLEY MANOR
Lead Agency Virginia Department of Transportation
County
Municipality
Agency Project ID 113198

Project Type Road - New Construction
Total Cost \$20,949,735
Completion Date 2023

Description This project will construct the extension of University Boulevard from Sudley Manor Drive to Edmonston Drive as a 2-lane roadway. The project includes a 2-lane bridge, storm water management, pedestrian facilities, and a possible signal.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	LOCAL	-	\$2,103,350	-	-	-	-	\$2,103,350	\$2,103,350
PE	DC/STATE	-	\$2,103,350	-	-	-	-	\$2,103,350	\$2,103,350
	Total PE	-	\$4,206,700	-	-	-	-	\$4,206,700	\$4,206,700
ROW	LOCAL	-	\$321,750	-	-	-	-	\$321,750	\$321,750
ROW	DC/STATE	-	\$321,750	-	-	-	-	\$321,750	\$321,750
	Total ROW	-	\$643,500	-	-	-	-	\$643,500	\$643,500
CON	LOCAL	-	\$7,574,900	-	-	-	-	\$7,574,900	\$7,574,900
CON	DC/STATE	-	\$8,524,635	-	-	-	-	\$8,524,635	\$8,524,635
	Total CON	-	\$16,099,535	-	-	-	-	\$16,099,535	\$16,099,535
	Total Programmed	-	\$20,949,735	-	-	-	-	\$20,949,735	\$20,949,735



Version History

TIP Document	Amendment	2023-2026	MPO Approval	FHWA Approval	FTA Approval
23-17.3			05/17/2023	Pending	Pending

Current Change Reason

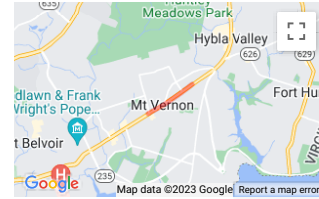
SCHEDULE / FUNDING / SCOPE - New project

TIP ID: T6443
Project Name: RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS
Project Limits: Jeff Todd Way to N. of Frye Road
Lead Agency: Virginia Department of Transportation
County: Fairfax
Municipality:
Agency Project ID: 107187

Project Type: Road - Add Capacity/Widening
Total Cost: \$258,948,692
Completion Date: 2028

Description: Project will reconstruct and widen Richmond Highway (US Route 1) from four to six lanes and add bicycle and pedestrian facilities between the Mount Vernon Memorial Highway and Napper Road.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	RSTP	\$7,246,262	\$8,852,709	-	-	-	-	\$8,852,709	\$16,098,971
PE	AC RSTP	\$1,621,029	-	-	-	-	-	-	\$1,621,029
PE	ACCP RSTP	-	\$1,621,029	-	-	-	-	*	*
PE	DC/STATE	\$1,811,674	\$2,213,177	-	-	-	-	\$2,213,177	\$4,024,851
PE	AC DC/STATE	\$405,257	-	-	-	-	-	-	\$405,257
PE	ACCP DC/STATE	-	\$405,257	-	-	-	-	*	*
PE	STBG	\$431	-	-	-	-	-	-	\$431
	Total PE	\$11,084,653	\$11,065,886	-	-	-	-	\$11,065,886	\$22,150,539
ROW	DEMO	-	\$2,241,406	-	-	-	-	\$2,241,406	\$2,241,406
ROW	LOCAL	-	\$1,948,000	-	-	-	-	\$1,948,000	\$1,948,000
ROW	NVTA	\$42,688,123	\$60,710,264	-	-	-	-	\$60,710,264	\$103,398,387
ROW	RSTP	\$6,475,026	\$991,837	-	-	-	-	\$991,837	\$7,466,863
ROW	AC RSTP	\$10,333,378	-	-	-	-	-	-	\$10,333,378
ROW	ACCP RSTP	-	-	\$10,333,378	-	-	-	*	*
ROW	DC/STATE	\$1,618,757	\$2,756,311	-	-	-	-	\$2,756,311	\$4,375,068
ROW	AC DC/STATE	\$2,583,345	-	-	-	-	-	-	\$2,583,345
ROW	ACCP DC/STATE	-	-	\$2,583,345	-	-	-	*	*
	Total ROW	\$63,698,629	\$68,647,818	-	-	-	-	\$68,647,818	\$132,346,447
CON	TBD	-	-	-	-	-	\$104,451,706	-	\$104,451,706
	Total CON	-	-	-	-	-	\$104,451,706	-	\$104,451,706
	Total Programmed	\$74,783,282	\$79,713,704	-	-	-	\$104,451,706	\$79,713,704	\$258,948,692



Version History

TIP Document	Adoption	MPO Approval	FHWA Approval	FTA Approval
23-00	2023-2026	06/15/2022	8/25/2022	8/25/2022
23-17.3	Amendment 2023-2026	05/17/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Location/limits change(s), Programming Update

Funding Change(s):

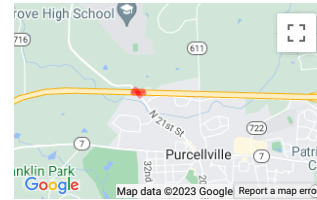
Total project cost decreased from \$414,924,744 to \$258,948,692
* ACCP is not part of the Total

TIP ID: T6618
Project Name: ROUTE 7/ROUTE 690 INTERCHANGE SMART18
Project Limits: VA 690 Hillsboro Road
Lead Agency: Virginia Department of Transportation
County: Loudoun
Municipality:
Agency Project ID: 111666

Project Type: Road - Interchange improvement
Total Cost: \$52,685,000
Completion Date: 2025

Description: This new Interchange at RT 7 and RT 690 will include a shared use path and four ramps.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	EB/MG	\$20,711	-	-	-	-	-	-	\$20,711
PE	NHPP	\$4,626,122	-	-	-	-	-	-	\$4,626,122
PE	STBG	\$653,697	-	-	-	-	-	-	\$653,697
	Total PE	\$5,300,530	-	-	-	-	-	-	\$5,300,530
ROW	NHPP	\$3,774,290	-	-	-	-	-	-	\$3,774,290
	Total ROW	\$3,774,290	-	-	-	-	-	-	\$3,774,290
CON	LOCAL	-	-	\$245,000	-	-	-	\$245,000	\$245,000
CON	NHPP	-	-	\$392,288	-	-	-	\$392,288	\$392,288
CON	DC/STATE	-	-	\$42,940,000	-	-	-	\$42,940,000	\$42,940,000
CON	STBG	-	-	\$32,892	-	-	-	\$32,892	\$32,892
	Total CON	-	-	\$43,610,180	-	-	-	\$43,610,180	\$43,610,180
	Total Programmed	\$9,074,820	-	\$43,610,180	-	-	-	\$43,610,180	\$52,685,000



Version History

TIP Document	Adoption	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.3	Amendment 2023-2026	09/21/2022	10/22/2022	10/22/2022
23-17.3	Amendment 2023-2026	05/17/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost stays the same \$52,685,000

ATTACHMENT B: AMENDMENT SUMMARY REPORT
TIP Action 23-17.3: Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by Virginia Department of Transportation
Approved by TPB Steering Committee on May 5, 2023

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
LEAD AGENCY: VIRGINIA RAILWAY EXPRESS							
T11629	VRE Rolling Stock Acquisition - NVCC	\$0	\$135,950,660	\$135,950,660	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): S. 5309-NS ▶ Add funds in FFY 25 in CON for \$108,760,528 DC/STATE ▶ Add funds in FFY 25 in CON for \$27,190,132 <i>Total project cost \$135,950,660</i>
T11631	VRE Rolling Stock Acquisition - Expansion Coaches	\$0	\$84,624,563	\$84,624,563	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL ▶ Add funds in FFY 23 in CON for \$381,961 ▶ Add funds in FFY 24 in CON for \$326,444 State (NM) ▶ Add funds in FFY 22 in CON for \$62,414,442 DC/STATE ▶ Add funds in FFY 23 in CON for \$1,527,842 ▶ Add funds in FFY 24 in CON for \$2,205,777 S. 5307 ▶ Add funds in FFY 23 in CON for \$7,639,211 ▶ Add funds in FFY 24 in CON for \$10,128,886 <i>Total project cost \$84,624,563</i>
T4534	VRE Rolling Stock Acquisition - Debt Service	\$86,150,662	\$41,482,222	(\$44,668,440)	-52	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL - Decrease funds in FFY 23 in CON from \$1,424,980 to \$0 DC/STATE - Decrease funds in FFY 23 in CON from \$4,569,445 to \$0 STBG ▶ Delete funds in FFY 23 in CON for \$6,209,600 S. 5337-SGR ▶ Delete funds in FFY 22 in CON for \$10,504,210 S. 5307 ▶ Delete funds in FFY 22 in CON for \$4,192,108 - Decrease funds in FFY 23 in CON from \$17,768,097 to \$0 <i>Total project cost decreased from \$86,150,662 to \$41,482,222</i> Title changed from "Rolling Stock Acquisition" to "VRE Rolling Stock Acquisition - Debt Service"
T4310	VRE Stations and Facilities	\$143,657,266	\$124,756,114	(\$18,901,152)	-13	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL - Decrease funds in FFY 24 in CON from \$594,195 to \$400,000 - Decrease funds in FFY 25 in CON from \$441,851 to \$400,000 DC/STATE - Decrease funds in FFY 24 in CON from \$4,176,779 to \$3,400,000 - Decrease funds in FFY 25 in CON from \$3,567,405 to \$3,400,000 S. 5337-SGR ▶ Delete funds in FFY 24 in CON for \$3,883,897 NVTA - Decrease funds in FFY 23 in PE from \$6,400,000 to \$4,400,000 - Decrease funds in FFY 23 in CON from \$11,000,000 to \$0 S. 5307 - Decrease funds in FFY 25 in CON from \$7,037,025 to \$6,200,000 <i>Total project cost decreased from \$143,657,266 to \$124,756,114</i>

ATTACHMENT B: AMENDMENT SUMMARY REPORT
TIP Action 23-17.3: Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by Virginia Department of Transportation
Approved by TPB Steering Committee on May 5, 2023

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T4818	VRE Rolling Stock Modifications and Overhauls	\$23,462,168	\$22,846,523	(\$615,645)	-3	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL - Decrease funds in FFY 23 in CON from \$577,584 to \$552,958 DC/STATE - Decrease funds in FFY 23 in CON from \$2,310,336 to \$2,211,833 S. 5337-SGR - Decrease funds in FFY 23 in CON from \$3,261,656 to \$2,769,140 <i>Total project cost decreased from \$23,462,168 to \$22,846,523</i> Title changed from "Rolling Stock Modifications and Overhauls" to "VRE Rolling Stock Modifications and Overhauls"
T11632	VRE Backlick Road Station Improvements	\$0	\$8,454,206	\$8,454,206	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): TBD ▶ Add funds in FFY 26 in CON for \$5,954,206 DC/STATE ▶ Add funds in FFY 23 in PE for \$500,000 CMAQ ▶ Add funds in FFY 23 in PE for \$2,000,000 <i>Total project cost \$8,454,206</i>
T11630	VRE Franconia-Springfield Station Improvements	\$0	\$25,351,100	\$25,351,100	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL ▶ Add funds in FFY 24 in CON for \$1,976,176 DC/STATE ▶ Add funds in FFY 24 in CON for \$494,044 S. 5337-SGR ▶ Add funds in FFY 24 in CON for \$9,880,880 NVTA ▶ Add funds in FFY 23 in PE for \$3,310,920 CON for \$9,689,080 <i>Total project cost \$25,351,100</i>
T11633	VRE Alexandria Station Improvements	\$0	\$37,288,433	\$37,288,433	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL ▶ Add funds in FFY 23 in CON for \$16,000 TBD ▶ Add funds in FFY 25 in CON for \$5,710,322 State (NM) ▶ Add funds in FFY 23 in CON for \$21,852,452 DC/STATE ▶ Add funds in FFY 23 in CON for \$770,932 NHFP ▶ Add funds in FFY 23 in CON for \$8,618,727 S. 5307 ▶ Add funds in FFY 23 in CON for \$320,000
T6368	VRE Woodbridge Station Improvements	\$4,061,618	\$2,923,123	(\$1,138,495)	-28	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ▶ Delete funds in FFY 15 in CON for \$164,200 ▶ Delete funds in FFY 22 in PE for \$367,396 CON for \$100,000 ▶ Add funds in FFY 23 in PE for \$403,897 CMAQ ▶ Delete funds in FFY 15 in CON for \$656,800 ▶ Delete funds in FFY 22 in PE for \$1,469,582 CON for \$400,000 ▶ Add funds in FFY 23 in PE for \$1,615,586 <i>Total project cost decreased from \$4,061,618 to \$2,923,123</i>
SUBTOTAL:		\$257,331,714	\$483,676,944	\$226,345,230			

ATTACHMENT B: AMENDMENT SUMMARY REPORT
TIP Action 23-17.3: Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by Virginia Department of Transportation
Approved by TPB Steering Committee on May 5, 2023

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
LEAD AGENCY: VIRGINIA DEPARTMENT OF TRANSPORTATION							
T6443	RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS	\$414,924,744	\$258,948,692	(\$155,976,052)	-38	Location/limits change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>LOCAL</p> <p>▶ Add funds in FFY 23 in ROW for \$1,948,000</p> <p>TBD</p> <p>+ Increase funds in FFY 27 in CON from \$0 to \$104,451,706</p> <p>- Decrease funds in FFY 27 in OTHER from \$225,227,800 to \$0</p> <p>DC/STATE</p> <p>▶ Add funds in FFY 21 in PE for \$2,216,931 ROW for \$4,202,102</p> <p>▶ Add funds in FFY 23 in PE for \$2,213,177 ROW for \$2,756,311</p> <p>▶ Add funds in FFY 23 in PE for \$405,257</p> <p>▶ Add funds in FFY 24 in ROW for \$2,583,345</p> <p>STBG</p> <p>▶ Add funds in FFY 21 in PE for \$431</p> <p>RSTP</p> <p>- Decrease funds in FFY 21 in PE from \$10,177,896 to \$8,867,291</p> <p>- Decrease funds in FFY 21 in ROW from \$48,218,094 to \$16,808,404</p> <p>▶ Add funds in FFY 23 in PE for \$8,852,709 ROW for \$991,837</p> <p>NVTA</p> <p>- Decrease funds in FFY 21 in ROW from \$131,300,954 to \$42,688,123</p> <p>▶ Add funds in FFY 23 in ROW for \$60,710,264</p> <p>▶ Delete funds in FFY 22 in PE for \$2,026,286 ROW for \$48,218,094</p> <p>▶ Add funds in FFY 23 in PE for \$1,621,029</p> <p>▶ Add funds in FFY 24 in ROW for \$10,333,378</p> <p>DEMO</p> <p>▶ Add funds in FFY 23 in ROW for \$2,241,406</p>
T6618	ROUTE 7/ROUTE 690 INTERCHANGE SMART18	\$52,685,000	\$52,685,000	\$0	0	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>LOCAL</p> <p>▶ Add funds in FFY 24 in CON for \$245,000</p> <p>TBD</p> <p>▶ Delete funds in FFY 30 in</p> <p>DC/STATE</p> <p>▶ Add funds in FFY 24 in CON for \$42,940,000</p> <p>NHPP</p> <p>- Decrease funds in FFY 22 in PE from \$4,759,808 to \$4,626,122</p> <p>+ Increase funds in FFY 22 in ROW from \$3,664,359 to \$3,774,290</p> <p>▶ Add funds in FFY 24 in CON for \$392,288</p> <p>STBG</p> <p>- Decrease funds in FFY 22 in PE from \$686,589 to \$653,697</p> <p>▶ Add funds in FFY 24 in CON for \$32,892</p>
T11635	UNIVERSITY BLVD EXTENSION (EDMONSTON TO SUDLEY MANOR)	\$0	\$20,949,735	\$20,949,735	0	New project	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>LOCAL</p> <p>▶ Add funds in FFY 23 in PE for \$2,103,350 ROW for \$321,750 CON for \$7,574,900</p> <p>DC/STATE</p> <p>▶ Add funds in FFY 23 in PE for \$2,103,350 ROW for \$321,750 CON for \$8,524,635</p> <p align="right"><i>Total project cost \$20,949,735</i></p>
SUBTOTAL:		\$467,609,744	\$332,583,427	(\$135,026,317)			
TOTALS:		\$724,941,458	\$816,260,371	\$91,318,913			



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

April 26, 2023

The Honorable Reuben Collins
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 2023-2026 Transportation Improvement Program (TIP) Amendment:
Richmond Highway Corridor Improvements (TIP ID T6443 / UPC# 107187)
Route 7/Route 690 Interchange Project (TIP ID T6618 / UPC# 111666)
University Blvd Extension Project (TIP ID T11635 / UPC# 113198) – New Project

Dear Chair Collins:

The Virginia Department of Transportation (VDOT) requests the following two amendments and one new project be added to the FY 2023-2026 Transportation Improvement Program (TIP).

Project Requests for TIP Amendments

Richmond Highway Corridor Improvements (TIP ID T6443 / UPC# 107187)

This project will reconstruct and widen Richmond Highway (US Route 1) from four to six lanes and add bicycle and pedestrian facilities between the Mount Vernon Memorial Highway and Napper Road. It will enhance traffic safety and congestion and is included in the air quality conformity analysis. The proposed amendment will:

- Add \$4,040,431 (RSTP) FFY23 for PE Phase
- Add \$1,948,000 (REVSH) FFY23 for RW Phase
- Add \$991,837 (RSTP) FFY23 for RW Phase
- Add \$60,710,264 (Other funds: NVTA) FFY for RW Phase
- Add \$2,241,406 (DEMO) FFY23 for RW Phase
- Add \$1,868,818 (ACC-RSTP) FFY24 for RW Phase

Route 7/Route 690 Interchange Project (TIP ID T6618 / UPC# 111666)

This new Interchange at Route 7 and Route 690 will include a shared use path and four ramps. It will enhance traffic safety and congestion and is included in the air quality conformity analysis. The proposed amendment will:

- Add \$109,931 (NHPP) FFY23 for RW Phase
- Add \$32,892 (STP/STBG) FFY24 for CN Phase
- Add \$392,288 (NHPP) FFY24 for CN Phase

VirginiaDOT.org
WE KEEP VIRGINIA MOVING

The Honorable Reuben Collins
April 26, 2023
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- Add \$43,120,100 (Other Funds & Local) FFY24 for CN Phase
- Add \$65,900 (Other Funds: State) FFY24 for CN Phase

New TIP Project

University Blvd Extension Project (TIP ID T11635 / UPC# 113198)

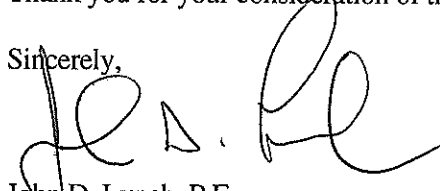
This new project will construct the extension of University Boulevard from Sudley Manor Drive to Edmonston Drive as a 2-lane roadway and includes a 2-lane bridge, storm water management, pedestrian facilities, and a possible signal. It is regionally significant therefore is added in the conformity analysis. The proposed amendment will:

- Add \$2,103,350 (REVSH) FFY23 for PE Phase
- Add \$321,750 (REVSH) FFY23 for RW Phase
- Add \$7,574,900 (REVSH) FFY23 for CN Phase
- Add \$949,735 (Other Funds: Local Funds) FFY23 for CN Phase

VDOT requests approval of the two existing projects and one added new project to the TIP by the Transportation Planning Board's Steering Committee at its meeting on May 5, 2023. VDOT's representative will be available to answer any questions about this amendment request.

Thank you for your consideration of this matter.

Sincerely,



John D. Lynch, P.E.
Northern Virginia District Engineer

Cc: Ms. Maria Sinner, P.E., VDOT-NoVA
Mr. Amir Shahpar, P.E., VDOT-NoVA



April 21, 2023

Ms. Maria Sinner
Assistant District Administrator
Planning and Investment Management
Virginia Department of Transportation
4975 Alliance Drive, Suite 4E-342
Fairfax, VA 22030

Dear Ms. Sinner:

The Potomac & Rappahannock Transportation Commission (PRTC) and the Virginia Railway Express (VRE) requests project amendments to the National Capital Region Transportation Planning Board (TPB) FY2023-2026 Transportation Improvement Program (TIP)/Visualize 2045 Long Range Transportation Plan (LRTP) to reflect project funding and status updates. All VRE project amendments have been submitted in Project InfoTrak.

Once the amendments are adopted by the TPB, PRTC and VRE requests the Virginia Department of Rail and Public Transportation (DRPT) State Transportation Improvement Program (STIP) be amended/updated to reflect the changes as project funds must be included in an approved TIP and STIP before PRTC can complete its application to the Federal Transit Administration (FTA) for use of VRE federal grant funds and before the Virginia Department of Public Transportation can complete project development for FTA Capital Investment Grant (CIG) program, including VRE rolling stock.

Amendments are being requested for the following VRE Projects:

- **VRE Rolling Stock Modifications and Overhauls, TIP ID T4818**
- **VRE Rolling Stock Acquisition - Expansion coaches, TIP ID T11631 (New Project)**
- **VRE Rolling Stock Acquisition – Debt Service, TIP ID T4534**
- **VRE Rolling Stock Acquisition - NVCC, TIP ID T11629 (New Project)**
- **VRE Woodbridge Station Improvements, TIP ID T6368**
- **VRE Franconia-Springfield Station Improvements, TIP ID T11630 (New Project)**
- **VRE Stations and Facilities, TIP ID T4310**
- **VRE Backlick Road Station Improvements, TIP ID T11632 (New Project)**
- **VRE Alexandria Station Improvements, TIP ID T11633 (New Project)**

The changes to be made to the FY2023-2026 TIP are as outlined below:

Letter to Ms. Maria Sinner

April 21, 2023

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VRE Rolling Stock Modifications and Overhauls, TIP ID T4818

This amendment revises the budget for the VRE Rolling Stock Modifications and Overhauls from \$23,462,168 to \$22,846,523. This project is being amended to reflect revised programming information for federal funds. A breakdown of proposed funding by year and by source is depicted in the table below:

FFY	FUND TYPE	PE	ROW	CON	UT	OTHER	TOTAL
2023	Federal - 5307			8,290,025			8,290,025
2023	State – 5307 Match			1,658,005			1,658,005
2023	Local – 5307 Match			414,501			414,501
2023	Federal - 5337			2,769,140			2,769,140
2023	State – 5337 Match			553,828			553,828
2023	Local – 5337 Match			138,457			138,457
2024	Federal - 5337			3,034,853			3,034,853
2024	State – 5337 Match			606,971			606,971
2024	Local – 5337 Match			151,743			151,743
2025	Federal - 5337			1,520,000			1,520,000
2025	State – 5337 Match			152,000			152,000
2025	Local – 5337 Match			228,000			228,000
2026	Federal - 5337			2,663,200			2,663,200
2026	State – 5337 Match			266,320			266,320
2026	Local – 5337 Match			399,480			399,480
				22,846,523			22,846,523

VRE Rolling Stock Acquisition - Expansion coaches, TIP ID T11631 (New Project)

The acquisition of 21 passenger coaches is currently included in TIP ID T4534, VRE Rolling Stock Acquisition. That project also includes debt service funding for prior rolling stock acquisitions. VRE desires to amend the TIP to break out the project to acquire 21 expansion coaches from the T4534 program group as a discrete project and to revise the programming information to reflect current funding and project cost. The description for this new project is:

Acquire additional passenger coaches to support planned VRE service increases enabled by the Transforming Rail in Virginia initiative. This project includes the procurement of 11 coaches for use in VRE Fredericksburg Line service and 10 coaches for use in VRE Manassas Line service.

A breakdown of proposed funding by year and by source is depicted in the table below:

FFY	FUND TYPE	PE	ROW	CON	UT	OTHER	TOTAL
2022	State – SMARTSCALE			28,120,000			28,120,000
2022	State – I-66 OTB			34,294,442			34,294,442
2023	Federal - 5307			7,639,211			7,639,211
2023	State – 5307 Match			1,527,842			1,527,842

Letter to Ms. Maria Sinner

April 21, 2023

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2023	Local – 5307 Match			381,961			381,961
2024	Federal - 5307			10,128,886			10,128,886
2024	State – 5307 Match			2,205,777			2,205,777
2024	Local – 5307 Match			326,444			326,444
				84,624,563			84,624,563

TIP ID 4534, VRE Rolling Stock Acquisition – Debt Service, will also be amended to break out the funding for the VRE Rolling Stock Expansion Coaches now indicated in TIP ID T11631.

VRE Rolling Stock Acquisition – Debt Service, TIP ID T4534

This amendment revises the budget for the VRE Rolling Stock Acquisition – Debt Service from \$86,150,662 to \$41,482,222. This project is being amended to reflect the revised project budget after breaking out funding for VRE expansion coaches in the new TIP project T11631, VRE Rolling Stock Acquisition – Expansion Coaches. The project description has been revised as follows:

Acquisition of VRE rolling stock to support fleet expansion and fleet replacement and debt service for prior rolling stock acquisitions.

A breakdown of proposed funding by year and by source is depicted in the table below:

FFY	FUND TYPE	PE	ROW	CON	UT	OTHER	TOTAL
2023	Federal - 5307					4,191,257	4,191,257
2023	Federal - 5307					7,639,211	7,639,211
2023	Federal - 5337					10,503,017	10,503,017
2023	State – 5307 Match					838,251	838,251
2023	State – 5337 Match					2,100,603	2,100,603
2023	Local – 5337 Match					525,151	525,151
2023	Local – 5307 Match					209,563	209,563
2024	Federal - 5307					1,398,167	1,398,167
2024	State – 5307 Match					279,633	279,633
2024	Local – 5307 Match					69,908	69,908
2024	Federal - 5337					3,502,519	3,502,519
2024	State – 5337 Match					700,504	700,504
2024	Local – 5337 Match					175,126	175,126
2025	Federal - 5307					1,396,744	1,396,744
2025	State – 5307 Match					279,349	279,349
2025	Local – 5307 Match					69,837	69,837
2025	Federal - 5337					2,727,984	2,727,984
2025	State – 5337 Match					545,597	545,597
2025	Local – 5337 Match					136,399	136,399
2026	Federal - 5307					1,397,801	1,397,801
2026	State – 5307 Match					279,560	279,560

Letter to Ms. Maria Sinner

April 21, 2023

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2026	Local – 5307 Match					69,890	69,890
2026	Federal - 5337					1,956,921	1,956,921
2026	State – 5337 Match					391,384	391,384
2026	Local – 5337 Match					97,846	97,846
						41,482,222	41,482,222

VRE Rolling Stock Acquisition - NVCC, TIP ID T11629 (New Project)

VRE requires additional rolling stock to operate the expanded VRE service enabled by the Transforming Rail in Virginia program, Phases 1 and 2. This amendment adds a project to the TIP for the acquisition of rolling stock including spares required to operate an additional three VRE trainsets in revenue service.

The description for this new project is:

Acquire rolling stock to support planned VRE service expansion consistent with the Transforming Rail in Virginia program, Phases 1 and 2. This is part of the Northern Virginia Core Capacity (NVCC) project and includes acquisition of three VRE trainsets, comprised of four locomotives, four cab cars, and 18 trailer coaches. Other NVCC components include the Long Bridge (TIP ID T6727), Alexandria Fourth Track (T6673), and the Long Bridge Pedestrian and Bicycle Bridge (T6807).

A breakdown of proposed funding by year and by source is depicted in the table below:

FFY	FUND TYPE	PE	ROW	CON	UT	OTHER	TOTAL
2025	Federal – Section 5309 Capital Investment Grant			108,760,528			108,760,528
2025	State – Section 5309 Capital Investment Grant Match			27,190,132			27,190,132
				135,950,660			135,950,660

VRE Woodbridge Station Improvements, TIP ID T6368

This amendment revises the budget for the VRE Woodbridge Station Improvements from \$4,061,618 to \$2,923,123, consistent with the currently allocated Congestion Mitigation and Air Quality (CMAQ) funding for the project. The project description has been revised as follows:

Design station improvements to enable the VRE Woodbridge Station to serve trains up to eight cars long, maintain a state of good repair, enhance pedestrian access, and enable the planned addition of a third and fourth main track through the station as part of future phases (Phase 3 or beyond) of the Transforming Rail in Virginia program.

A breakdown of proposed funding by year and by source is depicted in the table below:

FFY	FUND TYPE	PE	ROW	CON	UT	OTHER	TOTAL
2023	Federal - CMAQ	1,615,586					1,615,586

Letter to Ms. Maria Sinner

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2023	State – CMAQ Match	403,897					403,897
2025	Federal - CMAQ	722,912					722,912
2025	State – CMAQ Match	180,728					180,728
		2,923,123					2,923,123

VRE Franconia-Springfield Station Improvements, TIP ID T11630 (New Project)

The VRE Franconia Springfield Station Improvements project is currently included in TIP ID T4310, VRE Stations and Facilities, as part of an ongoing program of station and facilities improvements. VRE desires to amend the TIP to break this project out from the T4310 program group as a discrete project. Additionally, the project budget has increased from \$18,901,152 to \$25,351,100. The description for this new project is:

Design and construct an extension to the existing VRE Franconia-Springfield Station west platform (adjacent to the WMATA Metrorail Station), an extension to the existing east platform, and a new pedestrian ramp and tunnel entrance at the east platform. The tunnel will maintain continuous, safe pedestrian access to the VRE Station when the Franconia to Occoquan Third Track (TIP ID 6706) is constructed by others, which will block existing at-grade access from the east to the VRE east platform. These capacity expansions will enable the station to serve trains up to eight cars long and improve pedestrian flows to allow for improved operational efficiency.

A breakdown of proposed funding by year and by source is depicted in the table below.

FFY	FUND TYPE	PE	ROW	CON	UT	OTHER	TOTAL
2023	Local NVTA	3,310,920		9,689,080			13,000,000
2023	Federal - 5337			3,883,897			3,883,897
2023	State – 5337 Match			776,779			776,779
2023	Local – 5337 Match			194,195			194,195
2024	Federal - 5337			5,996,983			5,996,983
2024	State – 5337 Match			1,199,397			1,199,397
2024	Local – 5337 Match			299,849			299,849
		3,310,920		22,040,180			25,351,100

TIP ID 4310, VRE Stations and Facilities, has also been revised to break out the funding for the VRE Franconia-Springfield Station Improvements now indicated in TIP ID T11630.

Letter to Ms. Maria Sinner

April 21, 2023

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VRE Stations and Facilities, TIP ID T4310

This amendment revises the budget for the VRE Stations and Facilities from \$ 143,657,266 to \$124,756,113. This project is being amended to reflect the revised project budget after breaking out funding for VRE Franconia-Springfield Station Improvements in the new TIP project T11630. The project description has been revised as follows:

To maintain VRE stations and facilities in a state of good repair and accommodate ridership demand, VRE facilities must be maintained, upgraded and/or obtained. This work will be done at various stations and facilities throughout the VRE system. Includes station and facilities improvements identified through VRE's transit asset management process and upgrades and improvements at VRE stations and facilities including Washington Union Terminal, Crystal City Station.

A breakdown of proposed funding by year and by source is depicted in the table below:

FFY	FUND TYPE	PE	ROW	CON	UT	OTHER	TOTAL
2023	Sect. 5307			22,249,355			22,249,355
2023	State or District Funding			11,958,291			11,958,291
2023	Local			1,425,319			1,425,319
2024	Sect. 5307			6,200,000			6,200,000
2024	State or District Funding			3,400,000			3,400,000
2024	Local			400,000			400,000
2025	Sect. 5307			6,200,000			6,200,000
2025	State or District Funding			3,400,000			3,400,000
2025	Local			400,000			400,000
2023	Sect. 5337			26,157,594			26,157,594
2023	State or District Funding			5,206,519			5,206,519
2023	Local			1,332,880			1,332,880
2023	Local			15,000,000			15,000,000
2023	Local - NVTA	4,400,000					4,400,000
2024	Local - NVTA			7,900,000			7,900,000
2025	Local - NVTA			7,900,000			7,900,000
2023	State or District Funding	707,000					707,000
2023	Local - VRE	477,619					477,619
2024	Local - VRE	41,537					41,537
		5,626,156		119,129,957			124,756,113

Letter to Ms. Maria Sinner

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VRE Backlick Road Station Improvements, TIP ID T11632 (New Project)

The VRE Backlick Road Station Improvements project has been allocated Congestion Mitigation and Air Quality (CMAQ) funding to extend the existing station platform to serve trains up to eight cars long and maintain the station in a state-of-good-repair. The proposed amendment will add the project to the TIP. The description for this new project is:

Design and construct an extension to the existing VRE Backlick Road Station platform to enable the station to serve trains up to eight cars long. The existing platform can only accommodate five train cars for boarding and detraining, requiring passengers to move through multiple cars to exit longer trains. The platform extension will enhance station pedestrian flows to allow for improved operational efficiency.

A breakdown of proposed funding by year and by source is depicted in the table below:

FFY	FUND TYPE	PE	ROW	CON	UT	OTHER	TOTAL
2023	Federal - CMAQ	2,000,000					2,000,000
2023	State – CMAQ Match	500,000					500,000
2026	Future – TBD			5,954,206			5,954,206
		2,500,000		5,954,206			8,454,206

VRE Alexandria Station Improvements, TIP ID T11633 (New Project)

The VRE Alexandria Station Improvements project is a major VRE project utilizing Federal and Virginia funding to improve pedestrian access and circulation, including ADA access, and modify the station platforms to serve VRE trains from three platform edges in the future three track railroad configuration proposed in the Transforming Rail in Virginia program. The proposed amendment will add the project to the TIP. The description for this new project is:

Design and construct an ADA-compliant, grade-separated pedestrian tunnel and elevator access between the two platforms at Alexandria Union Station, used by VRE and Amtrak, modify and extend the east platform at the station to accommodate eight-car trains and enable the platform to service two trains simultaneously, and modify the west platform adjacent to the station building to raise its height relative to the top of rail.

A breakdown of proposed funding by year and by source is depicted in the table below:

FFY	FUND TYPE	PE	ROW	CON	UT	OTHER	TOTAL
2023	Federal - Section 5307			320,000			320,000
2023	State – Section 5307 Match			64,000			64,000
2023	Local – Section 5307 Match			16,000			16,000
2023	Federal Funds - VDOT			2,256,346			2,256,346
2023	Federal Funds - Other			6,362,381			6,362,381

Letter to Ms. Maria Sinner

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2023	Local match - Federal Other			706,932			706,932
2023	SMARTSCALE			21,852,452			21,852,452
2025	TBD			5,710,322			5,710,322
				37,288,433			37,288,433

PRTC request that the Transportation Planning Board’s (TPB) 2023-2026 TIP and DRPT’s FY 2023-2026 STIP be amended to reflect the change as project funds must be included in an approved TIP and STIP before PRTC can access these funds through the Federal Transit Administration grant application process.

Should you have any questions, please feel free to contact Cynthia Porter-Johnson at (703) 580-6147 or at cporter-johnson@omniride.com. We greatly appreciate your assistance in facilitating this action.

Sincerely,

DocuSigned by:

 20DECEEABBBE439...

Philip Parella, Jr.,
 Chief Financial Officer

- cc: Regina Moore, VDOT
 Amir Shahpar, VDOT
 Todd Horsley, DRPT
 Amy Gabarini, DRPT
 Mike Mucha, DRPT
 Kanti Srikanth, MWCOG-TPB
 Andrew Austin, MWCOG-TPB
 Mark Schnauffer, VPRA
 Naomi Klein, VPRA
 Shannon Perry, VPRA
 Bhupendra Kantha, PRTC
 Cynthia Porter-Johnson, PRTC
 Mark Schofield, VRE
 Christine Hoeffner, VRE



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: May 11, 2023

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



April 18, 2023

The Honorable Reuben B. Collins II
 Chair, National Capital Region
 Transportation Planning Board
 Metropolitan Washington Council of Governments
 777 North Capitol Street NE, Suite 300
 Washington, DC 20002-4201

Dear Mr. Collins:

The Commonwealth Transportation Board (CTB) will conduct a public meeting to give community members the opportunity to provide comments on projects and programs to be included in the Fiscal Year 2024-2029 Six-Year Improvement Program (FY2024-2029 SYIP). This CTB meeting, as required by §33.2-214.3 code of Virginia, will serve as the joint public meeting for the following agencies: the Commonwealth of Virginia, the Virginia Department of Rail and Public Transportation (VDRPT), the Virginia Passenger Rail Authority (VPRRA), the Northern Virginia Transportation Authority (NVTA), the Northern Virginia Transportation Commission (NVTC), and the Virginia Railway Express (VRE). The Virginia General Assembly has recently amended the joint meeting legislation to also invite a Virginia representative of the National Capital Region Transportation Planning Board (TPB) Steering Committee to participate in the meeting (legislation language below).

The Northern Virginia District will host an open house starting at 4:00 p.m., which will be followed by the Spring SYIP meeting at 5:00 p.m. on Monday, May 1, 2023 at 4975 Alliance Drive, Fairfax, Virginia.

Coordination is underway for TPB staff to participate as part of the open house. This is to invite a Virginia representative of the TPB Steering Committee to participate as part of the listening panel. It is our understanding that Fairfax County Board Supervisor James Walkinshaw, TPB's Second Vice Chair and a member of the TPB's Steering Committee will already be in attendance representing VRE and he has agreed to represent TPB at this meeting as well.

33.2-214.3. Transparency in project selection in Planning District 8.

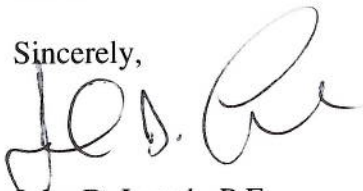
At least annually, the Northern Virginia Transportation Authority, the Northern Virginia Transportation Commission, the Virginia Railway Express, and the Commonwealth Transportation Board shall conduct a joint public meeting for the purposes of presenting to the public, and receiving public comments on, the transportation projects proposed and conducted by each entity in Planning District 8. Such presentation shall include documentation regarding how the combined project selection, timing, and revenue sources employed by the entities represents the most efficient use of revenue sources. Such presentation shall include any

The Honorable Reuben B. Collins, II
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Page Two

evaluations or analyses conducted by such entities pursuant to § [33.2-214.1](#) or subdivision 2 of § [33.2-2500](#) that relate to Planning District 8. Each entity shall have at least one designee physically assembled at such joint public meeting. Nothing herein shall require a quorum of each such entity to participate in such joint public meeting. The Board shall also invite a Virginia representative of the National Capital Region Transportation Planning Board Steering Committee to participate in and present information during the joint meeting. Nothing herein shall require such representative to participate or be physically present in such joint public meeting. The joint public meeting shall be made available online in a manner that allows the public to contemporaneously view and hear the meeting. However, in the event that online transmission of the meeting to the public fails, nothing herein shall require the meeting to recess until public access is restored online.

I truly appreciate TPB's participation in this public meeting. If you have any questions prior to the meeting, please contact Maria Sinner directly at 571-238-2519 or maria.sinner@vdot.virginia.gov.

Sincerely,



John D. Lynch, P.E.
District Engineer
Northern Virginia District
Virginia Department of Transportation

CC: James Walkinshaw
Kanti Srikanth



National Capital Region
Transportation Planning Board

May 4, 2023

Shailen Bhatt
Administrator
Federal Highway Administration
1200 New Jersey Ave, SE
Washington, D.C. 20590

Re: FY 2022/2023 Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) application by the City of Alexandria, Virginia for the implementation of its Electric Vehicle Charging Infrastructure Readiness Strategy (EVRS)

Dear Administrator Bhatt:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the City of Alexandria, Virginia for a FY 2022/2023 CFI Program grant to fund the implementation of the City's Electric Vehicle Charging Infrastructure Readiness Strategy (EVRS).

In May 2021 the City finalized the EVRS, which acts as a roadmap for meeting the electric vehicle charging infrastructure and technical needs of City residents, workforce members, and visitors. The CFI Program grant will implement the EVRS by funding critical charging infrastructure that is needed to support the growing adoption of electric vehicles through the installation of publicly accessible Level 2 and Direct Current Fast Chargers at multiple sites across the City, such as public parks, libraries, and on-street locations. The chargers will be in areas that will benefit disadvantaged communities and serve areas with a high concentration of multi-unit dwellings and limited off-street parking. The City of Alexandria residents are adopting electric vehicles at a rate faster than the national average, and this project will help meet the needs of the community.

The project 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. The TPB has long supported increased investment of transportation dollars to support improvements in the environment. Cleaner vehicles using zero emissions systems will provide benefits to the region's citizens and visitors through cleaner transportation. The support and promotion of electric vehicles is a key strategy of our adopted Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by the City of Alexandria. 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,

Reuben Collins
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Tarrence Moorer, Interim Transportation & Environmental Services Director, City of Alexandria



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: May 11, 2023

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Erin Morrow, TPB Transportation Engineer
SUBJECT: Draft Joint Comment Letters for Proposed EPA Motor Vehicle Emissions Standards
DATE: May 11, 2023

EPA recently published two Notices of Proposed Rulemaking (NPRM) in the Federal Register that would establish more stringent greenhouse gas emissions standards for motor vehicles. The first NPRM would establish “Phase 3” greenhouse gas emissions standards for heavy-duty vehicles, and the second would establish multi-pollutant emissions standards for model years 2027 and later light-duty and medium-duty vehicles. EPA’s estimates indicate that these proposed standards would provide necessary support to help our region move towards attaining its greenhouse gas reduction goals and comply with National Ambient Air Quality Standards for ozone and particulate matter (PM_{2.5}).

The public comment period for both NPRMs is currently open. The TPB signed joint comment letters with the Metropolitan Washington Air Quality Committee (MWAQC) and COG’s Climate, Energy, and Environment Subcommittee (CEEPC) in support of similar proposed rulemaking in the past, most recently in 2021.¹ TPB staff coordinated with COG staff to develop the attached draft comment letters in support of the NPRMs. MWAQC and CEEPC will consider both letters at their respective meetings on May 24. TPB staff recommend that the TPB’s Steering Committee consider both letters at its June 2 meeting.²

GREENHOUSE GAS EMISSIONS STANDARDS FOR HEAVY-DUTY VEHICLES - PHASE 3

EPA is proposing to establish Phase 3 greenhouse gas emissions standards for heavy-duty vehicles for model years 2028 through 2032, and to revise certain greenhouse standards for model year 2027 that were established by the Phase 2 standards. The [NPRM was published in the Federal Register](#) on April 27 and EPA has provided a [fact sheet](#) with an overview of the proposed rule. Public comments are due by June 16.

The proposed Phase 3 standards are estimated by EPA to reduce downstream greenhouse gas emissions by 18% cumulatively between 2027 and 2055 as compared to the reference case (Table V-5 of the Federal Register notice) Additionally, EPA estimates that the Phase 3 standards will reduce NO_x and PM_{2.5} emissions by 28% and 39% in 2055, respectively, as described on page 25935 of the Federal Register notice.

¹ Robert Day, Deni Taveras, and Charles Allen to Michael S. Regan, “Support for the Proposed Rule to Revise Existing National Greenhouse Gas Emissions Standards for Passenger Cars and Light Trucks through Model Year 2026; Docket ID No. EPA-HQ-OAR-2021-0208,” Letter, September 22, 2021.

² The comment deadline for the Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles-Phase 3 occurs prior to the TPB meeting in June.

MULTI-POLLUTANT EMISSIONS STANDARDS FOR MODEL YEARS 2027 AND LATER LIGHT-DUTY AND MEDIUM-DUTY VEHICLES

EPA is proposing to establish “Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles,” which would phase in over model years 2027 through 2032. The [NPRM was published in the Federal Register](#) on May 5 and EPA has provided a [fact sheet](#) with an overview of the proposed rule. Comments are due by July 5.

According to the EPA’s fact sheet, by model year 2032, the proposed greenhouse gas emissions standard would result in emissions rates that are 56 percent below the model year 2026 standard for light-duty vehicles and 44 percent below for medium-duty vehicles. EPA estimates that the proposed standards will reduce carbon dioxide emissions by 47% in 2055 compared to the reference case (Table 2 of the Federal Register Notice). Additionally, EPA estimates that strengthening these standards will reduce NO_x and PM_{2.5} emissions by 41% and 35% in 2055, respectively, as shown in Table 4 of the Federal Register notice.



May 5, 2023

Administrator Michael S. Regan
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, D.C. 20460

Re: Support for the Proposed Rule for “Phase 3” Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles; Docket ID No. EPA-HQ-OAR-2022-0985

Dear Administrator Regan:

On behalf of the Metropolitan Washington Air Quality Committee (MWAQC), the Metropolitan Washington Council of Governments’ (COG) Climate, Energy and Environment Policy Committee (CEEP), and the National Capital Region Transportation Planning Board (TPB), we are writing to express our support for the proposed rule for “Phase 3” greenhouse gas emissions standards for heavy-duty vehicles that would build upon the “Phase 2” standards and phase in over model years 2027 through 2032.

MWAQC is the air quality planning committee for the National Capital Region, certified by the governors of Maryland and Virginia and the mayor of the District of Columbia, to develop plans to attain federal standards for air quality and improve air quality. The TPB is the federally designated metropolitan planning organization (MPO) for the National Capital Region, jointly established by the governors of Maryland and Virginia and the mayor of the District of Columbia. As an MPO, the TPB is mandated to conform with and integrate regional air quality plans in its transportation plans. COG is the association of local governments in metropolitan Washington and supports MWAQC and the TPB. CEEP serves as the principal policy adviser on climate change to the COG Board of Directors and is tasked with the development of a regional climate change strategy to meet the region’s goals for reducing greenhouse gas emissions.

The EPA’s current proposal to establish Phase 3 greenhouse gas emissions standards for heavy-duty vehicles would provide the critical leadership needed for our region to work towards meeting adopted environmental goals and standards. We agree that this comprehensive federal program would achieve significant greenhouse gas emissions reductions and would result in substantial public health and welfare benefits. As noted in the *Metropolitan Washington 2030 Climate and Energy Action Plan*, underserved communities have been disproportionately affected by ambient air pollution and climate-change-related health impacts. Therefore, more stringent greenhouse gas emissions standards and subsequent emissions reductions have the potential to help the most vulnerable populations.

Poor air quality affects the residents living and working in metropolitan Washington. The region is currently designated as being in nonattainment of federal National Ambient Air Quality Standards (NAAQS) for ozone. Nitrogen Oxides (NOx) are a precursor pollutant of ground-level ozone. In addition, NOx is a precursor to secondary particulate matter, such as particulate matter 2.5 micrometers in diameter and smaller (PM2.5). Exposure to PM2.5, along with ground-level ozone, is associated with premature death, increased hospitalizations, and emergency room visits due to exacerbation of chronic heart and lung diseases and other serious health impacts. Some

Administrator Michael S. Regan
May 5, 2023

communities in metropolitan Washington face higher rates of illnesses such as asthma than the national average, and these illnesses are aggravated by these pollutants. As such, reductions in NOx emissions will provide health benefits from both reduced ozone and PM2.5 pollution.

While significant progress has been made in metropolitan Washington to reduce NOx emissions, addressing sources of NOx, including those from on-road vehicles, is critical to continuing to deliver cleaner air for the residents of the region. Over the last five ozone seasons, the region recorded an annual average of eight unhealthy air days, which are in part caused by emissions transported into the region, making this not only a regional issue but a national one. EPA estimates that the Phase 3 standards will reduce NOx and PM2.5 emissions by 28% and 39% in 2055, respectively, as described on page 25935 of the Federal Register notice.

Strengthening the greenhouse gas emissions standards will also provide considerable support for metropolitan Washington and communities across the United States to meet their greenhouse gas emissions reduction goals. Unfortunately, our region is already experiencing the impacts of climate change. Observations in metropolitan Washington show that temperatures and the water surface level in the Potomac River are rising and will likely continue to rise. Extreme weather events and increases in the number of days with extreme heat or extreme cold will increase risks to health, energy usage patterns, plant and animal habitats, and infrastructure. These changes in our weather patterns are also affecting stormwater, drinking water, and wastewater. Broad-based climate change mitigation and adaptation strategies, such as national rules, are necessary to reduce the impacts of climate change and fight the adverse effects of climate change on our region and planet.

The National Capital Region has goals to reduce greenhouse gas emissions 50% by 2030 and 80% by 2050, compared to 2005 levels. In 2022, the TPB adopted the same goals, but specifically for on-road transportation. As such, MWAQC, CEEPC, and the TPB believe that the newly proposed Phase 3 greenhouse gas emissions standards for heavy-duty vehicles, which are estimated by EPA to reduce downstream greenhouse gas emissions by 18% cumulatively between 2027 and 2055 as compared to the reference case (Table V-5 of the Federal Register Notice), are necessary for the region to achieve its greenhouse gas reduction goals.

The National Capital Region has implemented emissions reduction measures across all sectors, including on-road transportation, which contributes approximately 31% and 39% of the region's greenhouse gas and NOx emissions, respectively. The region relies heavily on federal control programs for a significant amount of additional greenhouse gas and NOx emissions reductions since these programs provide benefits across the economy. The federal government's leadership in delivering effective regulatory limits on greenhouse gas emissions from motor vehicles could also help reduce ozone and fine particle precursors and is a critical component of our ability to meet adopted environmental objectives and standards.

For these reasons, MWAQC, CEEPC, and the TPB support the EPA's proposal to establish Phase 3 greenhouse gas standards for heavy-duty vehicles.

Thank you for the opportunity to provide comments on this proposed rule.

Sincerely,

Administrator Michael S. Regan
May 5, 2023

Anita Bonds
Chair, Metropolitan Washington Air Quality Committee (MWAQC)

Takis Karantonis
Chair, Climate Energy and Environment Policy Committee (CEEPC)

Reuben Collins
Chair, National Capital Region Transportation Planning Board (TPB)



May 5, 2023

Administrator Michael S. Regan
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, D.C. 20460

Re: Support for the Proposed Rule to Establish Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles; Docket ID No. EPA-HQ-OAR-2022-0829

Dear Administrator Regan:

On behalf of the Metropolitan Washington Air Quality Committee (MWAQC), the Metropolitan Washington Council of Governments' (COG) Climate, Energy and Environment Policy Committee (CEEPC), and the National Capital Region Transportation Planning Board (TPB), we are writing to express our support for the proposed rule to establish Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles.

MWAQC is the air quality planning committee for the National Capital Region, certified by the governors of Maryland and Virginia and the mayor of the District of Columbia, to develop plans to attain federal standards for air quality and improve air quality. The TPB is the federally designated metropolitan planning organization (MPO) for the National Capital Region, jointly established by the governors of Maryland and Virginia and the mayor of the District of Columbia. As an MPO, the TPB is mandated to conform with and integrate regional air quality plans in its transportation plans. COG is the association of local governments in metropolitan Washington and supports MWAQC and the TPB. CEEPC serves as the principal policy adviser on climate change to the COG Board of Directors and is tasked with the development of a regional climate change strategy to meet the region's goals for reducing greenhouse gas emissions.

The EPA's current proposal to establish multi-pollutant emissions standards for model years 2027 and later light-duty and medium-duty vehicles would provide the critical leadership needed for our region to work towards meeting adopted environmental goals and standards. We agree that this comprehensive federal program would achieve significant greenhouse gas emissions reductions and would result in substantial public health and welfare benefits. As noted in the *Metropolitan Washington 2030 Climate and Energy Action Plan*, underserved communities have been disproportionately affected by ambient air pollution and climate-change-related health impacts. Therefore, more stringent greenhouse gas emissions standards and subsequent emissions reductions have the potential to help the most vulnerable populations.

Poor air quality affects the residents living and working in metropolitan Washington. The region is currently designated as being in nonattainment of federal National Ambient Air Quality Standards (NAAQS) for ozone. Nitrogen Oxides (NOx) are a precursor pollutant of ground-level ozone. In addition, NOx is a precursor to secondary particulate matter, such as particulate matter 2.5 micrometers in diameter and smaller (PM2.5). Exposure to PM2.5, along with ground-level ozone, is associated with premature death, increased hospitalizations, and emergency room visits due to exacerbation of chronic heart and lung diseases and other serious health impacts. Some

Administrator Michael S. Regan
May 5, 2023

communities in metropolitan Washington face higher rates of illnesses such as asthma than the national average, and these illnesses are aggravated by these pollutants. As such, reductions in NOx emissions will provide health benefits from both reduced ozone and PM2.5 pollution.

While significant progress has been made in metropolitan Washington to reduce NOx emissions, addressing sources of NOx, including those from on-road vehicles, is critical to continuing to deliver cleaner air for the residents of the region. Over the last five ozone seasons, the region recorded an annual average of eight unhealthy air days, which are in part caused by emissions transported into the region, making this not only a regional issue but a national one. EPA estimates that strengthening these standards will reduce NOx and PM2.5 emissions by 41% and 35% in 2055, respectively, as shown in Table 4 of the Federal Register notice.

Strengthening the greenhouse gas emissions standards will also provide considerable support for metropolitan Washington and communities across the United States to meet their greenhouse gas emissions reduction goals. Unfortunately, our region is already experiencing the impacts of climate change. Observations in metropolitan Washington show that temperatures and the water surface level in the Potomac River are rising and will likely continue to rise. Extreme weather events and increases in the number of days with extreme heat or extreme cold will increase risks to health, energy usage patterns, plant and animal habitats, and infrastructure. These changes in our weather patterns are also affecting stormwater, drinking water, and wastewater. Broad-based climate change mitigation and adaptation strategies, such as national rules, are necessary to reduce the impacts of climate change and fight the adverse effects of climate change on our region and planet.

The National Capital Region has goals to reduce greenhouse gas emissions 50% by 2030 and 80% by 2050, compared to 2005 levels. In 2022, the TPB adopted the same goals, but specifically for on-road transportation. As such, MWAQC, CEEPC, and the TPB believe that the newly proposed greenhouse gas emissions standards for model years 2027 and later light-duty and medium-duty vehicles, which are estimated by EPA to reduce carbon dioxide emissions by 47% in 2055 (Table 2 of the Federal Register Notice), are necessary for the region to achieve its greenhouse gas reduction goals.

The metropolitan Washington region has implemented emissions reduction measures across all sectors, including on-road transportation, which contributes approximately 31% and 39% of the region's greenhouse gas and NOx emissions, respectively. The region relies heavily on federal control programs for a significant amount of additional greenhouse gas and NOx emissions reductions since these programs provide benefits across the economy. The federal government's leadership in delivering effective regulatory limits on greenhouse gas emissions from motor vehicles could also help reduce ozone and fine particle precursors and is a critical component of our ability to meet adopted environmental objectives and standards.

For these reasons, MWAQC, CEEPC, and the TPB support the EPA's proposal to establish multi-pollutant emissions standards for model years 2027 and later light-duty and medium-duty vehicles.

Thank you for the opportunity to provide comments on this proposed rule.

Sincerely,

Administrator Michael S. Regan
May 5, 2023

Anita Bonds
Chair, Metropolitan Washington Air Quality Committee (MWAQC)

Takis Karantonis
Chair, Climate Energy and Environment Policy Committee (CEEP)

Reuben Collins
Chair, National Capital Region Transportation Planning Board (TPB)



MEMORANDUM

TO: Transportation Planning Board
FROM: Erin Morrow, TPB Transportation Engineer
SUBJECT: Regional Electric Vehicle Deployment (REVD) Working Group
DATE: May 11, 2023

In September 2022, the COG Board adopted Resolution [R40-2022](#), which established the [Regional Electric Vehicle Deployment Working Group \(REVD\)](#). REVD held its first meeting on March 16, 2023. The TPB will receive a formal briefing about the REVD from COG staff later this year. In the meantime, the memorandum will introduce REVD and its priorities and planned work activities.

In Resolution R40-2022, the COG Board asserted that “increased collaboration to support electric vehicle (EV) plans, programs, and policies within local governments and as a region is necessary to transition towards zero emission vehicles and meet our regional goals outlined in the [2030 Climate and Energy Action Plan \(CEAP\)](#).” The CEAP and TPB’s [Climate Change Mitigation Study of 2021](#) both showed that vehicle electrification and alternative fuel vehicle strategies were the most effective strategies to reduce greenhouse gas emissions from on-road transportation. COG Board Resolution R40-2022 called for the establishment of a working group to coordinate regional collaboration on EV and EV infrastructure deployment and set priority work activities for the group. Members currently include staff from COG member jurisdictions and state and other agencies.

REVD’s priorities include:

1. Increasing member capacity to develop shovel-ready projects.
2. Provision and development of model agreements, deal structures, policy templates, and incentive programs.
3. Identification of opportunities for regional collaboration.
4. Ongoing development of the EV Clearinghouse and Local Jurisdiction EV-Ready Checklist.
5. Developing an EV Infrastructure Implementation Strategy.

The [EV Clearinghouse](#) is the first product from this working group and is a resource to support COG member local governments on EV deployment within their government operations and community-wide. The EV Clearinghouse includes information on grants and funding opportunities, purchasing incentives, laws and regulations, local plans, and a charging station locator. The EV Clearinghouse will be regularly updated to capture the latest information to support communities with EV deployment.

The Local Jurisdiction EV-Ready Checklist will be the second product and is expected to be published this summer. The EV-Ready Checklist will provide a comprehensive, high-level overview of steps that local governments can take to prepare their community and government fleet for transportation electrification. The EV-Ready Checklist will include model policies, plans, programs, partnerships, incentive programs, and more.

REVD will meet bimonthly, and materials will be posted on the [committee page](#). The next virtual meeting is scheduled for Thursday, May 18, 2023, from 10 am – noon. If you have any questions about REVD, please contact Robert Christopher, COG Environmental Planner (rchristopher@mwkog.org).



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: March 2023 TPB Listening Sessions Meeting Summaries
DATE: May 11, 2023

In March, the Transportation Planning Board staff hosted three virtual facilitated listening sessions to support the Visualize 2050 project input process with each state. This memo contains the written summaries of those meetings.

These sessions offered an opportunity for agency staffs to hear from their jurisdiction's TPB members about the types of projects each jurisdiction would like to see proposed to be included in Visualize 2050, including which of the TPB goals and priorities are favored. Transportation agencies presented their processes for re-examining the projects in the current long-range transportation plan and to develop new projects to be proposed for inclusion. Many of the agencies provided a one-page summary of their processes for re-examination of current projects and development of new projects. All materials were uploaded to their respective meeting pages were shared in April.

These sessions were all virtual and held on the following dates:

- District of Columbia – Monday, March 27 @ 10:30 A.M.
- Maryland – Thursday, March 30 @ 9 A.M.
- Virginia – Wednesday, March 29 @ 3:30 P.M.

Meeting Pages:

- Facilitated Listening Session – District of Columbia
<https://www.mwcog.org/events/2023/3/27/facilitated-listening-session-district-of-columbia/>
- Facilitated Listening Session – Maryland
<https://www.mwcog.org/events/2023/3/30/facilitated-listening-session-maryland/>
- Facilitated Listening Session – Virginia
<https://www.mwcog.org/events/2023/3/29/facilitated-listening-session-virginia/>

ATTACHMENTS:

- District of Columbia Facilitated Listening Session Summary
- Maryland Facilitated Listening Session Summary
- Virginia Facilitated Listening Session Summary

District of Columbia

**Visualize 2050 Listening Session
March 27, 2023**

TPB Board

Christina Henderson, TPB Vice Chair, Council of the District of Columbia, Council Member-At Large
Dan Emerine, TPB Alternate Member, DDOT
Heather Edelman, Deputy Chief of Staff, Office of Councilmember Christina Henderson
Michael Weil, National Capital Planning Commission

DDOT representatives

Sam Brooks, Transportation Planner, State and Regional Planning Division
Anna Chamberlin, Associate Director, Planning and Sustainability Division
Sandra Marks, Chief Project Delivery Officer
Mark Rawlings, Regional Planner
Kyle Scott, Acting Chief Administrative Officer
Amanda Stout, Deputy Chief Project Delivery Officer
Sharon Kershbaum, Deputy Director
Kael Anderson, National Capital Planning Commission Urban Planner

TPB staff

Kanti Srikanth, TPB Staff Director
Lyn Erickson, TPB Plan Development and Coordination Program Director
Andrew Austin, Transportation Planner
Tim Canan, Planning Data and Research Program Director
Andrew Meese, COG Systems Performance Planning Program Director
Marcela Moreno, Transportation Planner
Sergio Ritacco, Transportation Planner
Eric Randall, Principal Transportation Engineer
Katherine Rainone, Transportation Resiliency Planner
Leo Pineda, Transportation Planner
Jamie Bufkin, Transportation Planner
Jane Posey, Transportation Engineer
John Swanson, Principal Transportation Planner
Justine Ivan, Transportation Land Use Connection Intern

Welcome and Overview

Lyn Erickson welcomed participants and explained that the listening session provides an opportunity for the District Department of Transportation (DDOT) to discuss how the agency intends to use TPB materials as part of their project selection and submission process and what questions and expectations TPB board members have regarding what projects are in the Visualize 2045 long-range transportation plan in preparation for the Visualize 2050 update.

Kanti Srikanth stated that the TPB board members may use the session as a time to communicate to state agency staff as to what the TPB board would like to see in the projects, programs, and policies that are brought forward at a later stage for the board to review and approve.

TPB's Technical Input Solicitation kicked off the Visualize 2050 planning process. The DDOT Listening Session provides an opportunity for DDOT to talk about their project review and selection process, how DDOT policies may be in their planning documents. Council members and TPB Board members will talk about what they would like to see in the District's portion of the long-range plan.

District Department of Transportation Staff Presentation

Sam Brooks:

DDOT is pleased to have the opportunity to share the process it has established to ensure the project submissions for DDOT to Visualize 2050 are complete and that DDOT is working toward the established goals and priorities of the Transportation Planning Board.

On February 28, 2023, DDOT launched an internal process involving both leadership and project managers. Project managers who will be doing the initial stage of inputs and updates have been invited to a SharePoint site that holds existing project pages, the TPB's goals, aspirational initiatives, and the policy framework. Instructions were provided for data-based input into the Project InfoTrak system which is where all these submissions will be taking place.

DDOT is asking for internal project submissions to be done on June 2nd, giving DDOT a full month to do a review at the State and Regional Planning level before final submission to the TPB.

DDOT will do a holistic review of all existing projects that are in the current plan, ensuring that any information that may have changed based on project development in the last two years is updated, and we will have an accurate project listing once the submission is done.

DDOT project development is integrally tied to the District's long-range transportation plan, [moveDC](#), which was last updated in 2021. There are seven goals in the moveDC plan. DDOT believes that the goals of moveDC align very well with the TPB's aspirational initiatives and goals for the region.

New ideas and submissions require project managers at DDOT to assess how each project relates to each and every goal of moveDC. That generates a score through our project prioritization tool, and those are used during DDOT leadership's review of proposed projects that eventually become the department's budget request. And that's how a project really kind of gets rolling.

The District process ties into the Visualize 2050 input process. The process that DDOT has proposed starts with the project manager. We are asking each project manager to review the existing projects in the current Visualize 2045 plan, based on all of the aspirational initiatives and goals that we have provided the information for. They are going to conduct a review based on the accuracy of the included information and make any updates that may have changed in the last few years.

Updates requested will be submitted to the State and Regional Planning Division by June 2. The State and Regional Planning Division is going to conduct a review of those submissions to ensure the accuracy and the quality of responses, including those aspirational initiatives. DDOT also plans to use a similar tracking document to those used in the most recent update to the long-range transportation plan. We found that this was very useful in giving a holistic understanding of which of the TPB's goals most DDOT projects are working towards, and that document can then be used in project generation in the future to ensure that we are making movement towards more goals – as many goals as we can.

The State and Regional Planning Division will also be reviewing the capital improvement program as it currently exists for new regionally significant projects that may then be required for inclusion in

Visualize 2050. These could include recommendations from our Build Back Better task force and other project ideas that have been developed in the most recent two years since the last update.

Input will be requested from DDOT divisions responsible for those regionally significant projects to ensure that we have the details correct. Finally, DDOT staff will be doing a second approval and submission of all of those project entries through the TPB's portal.

Questions & Answers

Christina Henderson:

To what extent will community engagement play a role in the work, and what does that community engagement look like?

Sam Brooks:

Community engagement is a very integral process to DDOT. It is something, though, that takes place when we're doing a project generation process and we're trying to develop something that we've heard is a desire or a need from the community. That is something that would take place I think a little bit before the projects that we are going to be submitting in this update, for example.

When our project managers are hearing they need to do something that isn't necessarily in my mind to the level of a development enough that it would be then included with all the specific information in the long-range transportation plan, if we're hearing that something needs to be done in a community today, that may be something that has reached a development level for inclusion in two years from now.

Christina Henderson:

Thank you. If somebody else from DDOT wanted to add to this—what the community engagement looks like for the projects that we are thinking about including going forward.

Sandra Marks:

There are a number of ways that the community weighs in. This is sort of internal—we have many projects that have been requested or that are on our list based on the high injury network or a community request that we've been working with the community on for a number of years. The community is always one of our partners as we're developing this list, but I would say that their engagement comes either earlier or through the budget process. Because once we've got this list and we've decided how we're going to be funding the projects, that reflects the priorities based on this kind of more systemic data focused approach. Then we open it up to the public and we always hear from them at that point.

The community is engaged on the front end and then on the back end, through the budget process, and then of course as we engage on the projects themselves.

Sam Brooks:

Our statewide transportation improvement program, which is our four-year planning document which feeds out of the long-range transportation plan, is updated every two years, and that goes through a public comment process. So that's where if a project is slated for funding in the next four years, either being a federally funded project or a regionally significant project, the public has an

opportunity to provide comments and input on each of those projects before it moves into the construction phase.

Christina Henderson:

The emails of late, especially around individuals' lists pertaining to I-295, we made a decision in 2021, we're starting the construction, and now all of a sudden, feelings have changed and people are claiming that nobody ever talked to them. Even though we know that's not true. I'm just trying to figure out how we can do a better job on the District side of engaging so that when we put out the document for 2050 and when people see the list of projects from the DC side, it's not the first time that it's coming to them.

Lyn Erickson:

One of the things I appreciate about Sam's presentation was, this is effective – it's almost like a rolling process. Every project comes in—they're all on different schedules. The plan is a snapshot in time, and we do have opportunities to correct it along the way, and if anyone has a better idea for how to explain that, I'm all for it, because it's a really difficult concept to wrap your head around. But I just wanted to compliment Sam on his point earlier.

Kanti Srikanth:

I have made a note to make sure that in the other two sessions, if this doesn't come up organically through the discussions, staff will endeavor to put it on the radar. We've had public comments at the TPB that were initially asking TPB should require all of its member agencies to get public inputs before they send projects to the TPB. The TPB cannot mandate any agency to do anything, but we certainly urge and encourage them to do so.

I think it would be useful, as you are developing your projects through your process and how it is grounded in moveDC and the seven goals and the 14 policies and the 41 strategies, and all of that, I think it would be useful for DDOT to consider, especially now that the TPB is going to entertain a motion to add a little bit more time on the up front, it would be very useful for DDOT to say we have pulled back every single project, reviewed all of them for consistency in how it advances, to do your own outreach. The TPB is going to do its part, but it would be helpful, and it would show that members are responding to the input that TPB is getting.

Christina Henderson:

That would be great, Kanti. I had another question for DDOT. Let's say we go through this process, and we decide there are some projects we're going to take off the table. Will DDOT provide an explanation for that? So, for instance, let's say we're not going to do the streetcar to Georgetown, because things have changed. Are we going to provide some sort of explanation?

Sam Brooks:

I think DDOT's plan is to explain anything. Or, in that case, that entry that you're specifically referring to is still there because, though we need to update the name, it has the information included for the K Street Transitway. That's a specific update that we can then say, well, you know, the streetcar isn't going in now, it's a transitway, it's still improving mobility in downtown, but providing an explanation for any of those changes is absolutely a possible thing for us to do.

Kanti Srikanth:

What are the District Council's expectations and priorities to see reflected in the updated inputs now? Does the Council want to see more active transportation projects? More projects that are land use and housing related, bringing jobs and housing closer together?

Christina Henderson:

In the District, how we use and access public transportation is important. The extent to which DC can integrate plans and conversations with WMATA around development, their particular sites, and activating those sites for housing, retail, and other uses. What does that look like from a connections standpoint and accessibility around all various modes of transit.

What's particularly keen for me is that this plan shows balance around what DC is doing in Wards 5, 7, and 8, to meet some of the Access For All goals but also to meet our equity goals as well. There's a lot of new housing that's going in Ward 5. What does that look like in terms of our Visualize 2050 plan? Townhouses are being built near Fort Lincoln, and public transportation is limited there, so how are we thinking about what needs to happen to handle congestion issues that could arise if everyone were driving, especially around the Costco, Lowe's and the Dakota Crossing development, and also thinking forward, around Fort Totten.

As far as Visualize 2050, how can we be as innovative as possible around use of waterways, cleaning up rivers, and opportunities around waterways. Visualize 2050 also has to be grounded around our Vision Zero principles, too. And I know we all share those goals there. Henderson also noted looking at the effects of I-295 running through neighborhoods.

Sam Brooks:

Thank you. This is very helpful context, and we can ensure to take those notes and ideas as we run through the project list for submission.

Kanti Srikanth:

The new federal Reconnecting Communities program might provide some opportunities. It may not be at the level of readiness for inclusion here, but that's a five-year new program that should really help examine the disruptive impacts those legacy projects and policies have had.

Sam Brooks:

We have been tracking that and are very interested in that program. We see that there are some places that could be very applicable in the District of Columbia.

Kanti Srikanth:

The TPB has tried to explain through the Community Advisory Committee, through the Access for All Committee, and through public comments that we receive that, as a general rule, not all of the transportation investments and the projects and programs are reflected in the plan. For example, if a project is not using federal funds, they don't typically list them. That doesn't mean those investments and those projects or programs are not being adopted.

This will be important as relates to climate change and greenhouse gas reductions. As the TPB's greenhouse gas study showed, while getting people onto transit or encouraging walking and biking

has an impact, and it should be pursued, the most substantive reductions are achieved by transitioning the motor vehicle fleet to clean fuel. Those kinds of projects oftentimes are not predominantly listed by the TPB as part of the long-range plan. Agencies are investing in those projects and programs, and there is a significant amount of new federal money—\$7.5 billion over five years—of which \$5 billion goes as a formula grant directly to state DOTs. DDOT will be getting some formula funds. There is \$2.5 billion in discretionary funds for which DDOT, TPB or other agencies may apply. It would be useful for agencies to list that they are using these funds and acknowledge these work activities going on even if they are not part of project input.

Dan Emerine:

One of the benefits of having the D.C. Office of Planning involved in this process is that we can highlight the opportunities to coordinate transportation and land use planning and investments. Christina Henderson spoke to some of that a few minutes ago with respect to the kinds of new developments taking place in Ward 5, for example.

I would broaden that and say that highlighting and lifting up how land use changes and the anticipated jobs and housing forecasts influence decisions about where to make investments and where they're needed most, I think that's important. I think there are particular areas where there are major land use changes established in the comprehensive plan for the New York Avenue Northeast corridor that impact existing infrastructure and the demands on it and needs for future capacity and service.

In moveDC, the priority transit network was emphasized and thinking how that relates to existing and future development and how it ties into efforts like WMATA's Better Bus Initiative and the bus network redesign that they're going through is important. It is also important that DDOT established the updated Vision Zero plan and the data-driven, high-injury network as a way of focusing attention on where the needs are the greatest. This underscores that there's a strategy and a plan and a philosophy in place. There are coordinated investments that help to support our larger goals as a district, including climate change but also undergirding an economic development strategy and a more equitable planning approach.

Kanti Srikanth said that transportation land use was one of the primary TPB Aspirational Initiatives that was developed and adopted. As the 2022 long-range plan performance analysis indicated, there are great strides being made, but there continues to be more jobs near regional activity centers and near high-capacity transit, but there are opportunities for housing near activity centers.

Sam Brooks:

Solving those imbalances or moving toward a region where the jobs/housing balance and the east/west divide are more in balance, which is a regional effort. As the District, we can highlight progress made in the last few years toward housing production goals. A couple of my colleagues are going to be presenting at the Montgomery County Council later this afternoon about how we established equitable housing targets, both overall and particularly for affordable housing across the District and highlighting that to Montgomery County is something that they may want to look at.

I think it's always important for us to acknowledge that we in the District have a ways to go toward meeting some of those goals but that our colleagues in other jurisdictions definitely need to do their share in the housing production front. That's why it's so exciting to see things like what's happening in Alexandria and Arlington recently, with the efforts to diversify their housing stock and make more affordable housing opportunities available throughout their localities.

Kanti Srikanth:

We encouraged all TPB members to provide in writing some of the things they would like to see. If that information is received, we will share that with everybody on the call and with the board as well. The TPB cannot select and prioritize projects for each of its member agencies; however, the regional priorities developed by the TPB are integrated within the local prioritization process. Creating awareness of that process and getting the word out is part of these listening sessions which we would like to make part of every plan update.

Resources

Visit www.Visualize2050.org for Visualize 2050 information and updates.

**Maryland Visualize 2050 Listening Session
March 30, 2023**

TPB Board and Maryland Jurisdictions

Reuben Collins, TPB Chair, Commissioner, Board of County Commissioners, Charles County
Jason Groth, Deputy Director of Planning & Growth Development, Charles County
Mark Mishler, Frederick County
Michael O'Connor, Mayor, City of Frederick
Kelly Russell, Alderman, City of Frederick
David Edmondson, Transportation Planner, City of Frederick
Neil Harris, Council Member, City of Gaithersburg
Emmett Jordan, City of Greenbelt
Marilyn Balcombe, Montgomery County Councilmember
Gary Erenrich, Special Assistant to the Director, Montgomery County Department of Transportation
Vic Weissberg, Special Assistant, Department of Public Works and Transportation, Prince George's County
Eric Olson, Prince George's County Council
Bridget Newton, Mayor, City of Rockville
Cindy Dyballa, Councilmember, City of Takoma Park
Denise Mitchell, Mayor Pro Tem, City of College Park

MDOT representatives

Heather Murphy, Director of the Office of Planning and Capital Programming, Maryland DOT
Joe McAndrew, Assistant Secretary
Kari Snyder, Regional Planner
Darren Bean, Assistant Regional Planner

TPB staff

Kanti Srikanth, TPB Staff Director
Lyn Erickson, TPB Plan Development and Coordination Program Director
Andrew Austin, Transportation Planner
Andrew Meese, COG Systems Performance Planning Program Director
Eric Randall, Principal Transportation Engineer
Katherine Rainone, Transportation Resiliency Planner
Leo Pineda, Transportation Planner
Marcela Moreno, Transportation Planner
Sergio Ritacco, Transportation Planner
Tim Canan, Planning Data and Research Program Director
Charlene Howard, Principal GIS Analyst
John Swanson, Principal Transportation Planner

Welcome and Overview

Lyn Erickson:

The purpose of today's meeting is an opportunity to hear from each other how the states and the agencies that submit projects conduct the process of providing inputs for the long-range transportation plan, Visualize 2050.

The TPB will provide a written summary of each of District, Maryland, and Virginia listening session. In addition to Maryland participants at today's session, Virginia DOT will listen in to the session. In addition, WMATA and the National Capital Planning Commission have been invited to listen in.

MDOT Staff Presentation

Heather Murphy:

The overall picture is to talk about how we put projects in the long-range plan. That really is how we put projects into our consolidated transportation program or our budget that we submit to the legislature every year. Our big policy framework is our Maryland Transportation Plan (MTP). This is our 20-year mission, which is a guiding document. The existing MDOT MTP is our 2040 MTP which is being updated for 2050.

Big picture goals for the MTP include: (1) we want a quality and efficient system, (2) we want it to be safe, secure, and resilient, and (3) we want to make sure that we're fiscally responsible.

Moving from 2040 to 2050, we are looking at consolidating goals to be big picture. Guiding principles are what's going to follow through everything that we do and integrate with all planning. You will see how it meshes with where TPB is as well. Equity is something that our new governor and the new federal legislation have pointed us to focus on. Resiliency is another theme that we are going to have throughout everything we do. Preserving what we have and making the system assets as safe and efficient as possible is something that will go throughout everything.

MDOT also wants to focus on innovation and making sure that we're exploring all of the new ideas and technologies that will help move us towards a 2050 future. Everything that we do will have a customer focus. That is certainly something that our new governor and our new MDOT secretary have been emphasizing, that we want to listen to everybody and work for the people of Maryland.

I talked about how these guiding principles and our new goals align with where TPB's policy is. TPB's principles and goals all end up matching up very well with what we have. We have some things that aren't in TPB's, and it's more how we operate, which isn't something that the MPO would have. We think where we're heading is very much aligned with where TPB is, and that should help in that process as we get all the way down to picking projects.

The biggest piece of projects is funding. As I mentioned earlier, our Consolidated Transportation Program (CTP) is our fiscally constrained six-year capital budget. This is something that we are required by law to do, and we have a draft that comes out every fall, on September 1st. Then we have a final program that gets submitted through the governor to the legislature every January for our session.

In most states, the DOT is that state highway element. Sometimes they have a transit element to it. Occasionally they might have a port that's a part of it; often they do not have any of the airports. They usually do not have the toll authorities underneath that, and very few of them have that motor vehicle or DMV as part of it.

Maryland has a unique position of having to balance all of those needs within all of our modes of transportation in the state, and certainly what feeds into the TPB's long-range plan is predominantly just what State Highway Administration (SHA) and Maryland Transit Administration (MTA) have. Occasionally, there's a surface transportation project that is associated with the port or the airport.

We look at feedback through the county priority letters and take that draft document where we've taken what the counties have suggested to us, as best we can, and take it out on the annual tour meetings. We are in the middle, with this new administration, of trying to rethink how best to have this all work.

The transportation trust fund is how MDOT funds all its projects. MDOT has a diverse portfolio of different funding sources. The motor fuel tax and the sales tax or the titling tax when you buy a car, those are our two biggest revenue sources. MDOT does receive federal aid that helps with the capital program. The corporate income tax has grown a lot of the money that is going to the local governments through the Highway User Revenue (HUR) process is now coming through the corporate income tax addition that was placed in the trust fund. This funding goes straight to local governments. There are smaller revenues such as rental car, sales tax, or operating revenue such as driver's license or vehicle registration fees.

Maryland DOT is a bond agency. There are DOTs that do not sell bonds; we do. It allows us to get that revenue in a large sale of a bond, to be able to pay for projects. That obviously does come with the need to pay those bonds back, but that is kind of— those revenue sources coming in, as I mentioned, it goes to all of the different modes in the department, plus there is a good contingency boost to local governments and obviously part of our umbrella is the funding that we give the Washington Metropolitan Area Transit Authority, WMATA.

MDTA is the one that is missing from here. They do not receive transportation trust funds. They are solely reliant on their toll revenue and any miscellaneous revenues that they bring in. When we start talking about the trust fund we are no longer start talking about the tolling, as that is separate. One of the first calls on our money are debt payments to pay back the bonds. Our second call on money is our operating expenses. And then what's left goes into capital program or preservation, then to expansion or efficiency projects that we have.

I talked a little bit about the county priority letters and there is also what we call Chapter 725. We do look for every county, every year, to internally rank the state projects in their area that they would like us to focus on. Priority letters in the Washington region tend to be quite long. We are obviously never going to be able to get to everything, so prioritization in those priority letters is very important to us, but they are really focused on the local highway and transit projects as well as any recommendations on transit-oriented development. That process is probably also going to get a little altered with our new administration, but we still want to hear from the locals where they want to focus. We want to make sure that what you are putting forth to us as your priorities are consistent with both your local plans and our larger state plans, the MTP being one of them.

Chapter 725 was a law from quite a few years ago now. The gist is to make sure that as those projects are being put forth to us, that we understand the relationship between those projects to those goals or "guiding principles" from the MTP, our climate action plan, which is our greenhouse gas reduction act, as well as all of your land use plans because obviously there's a huge tie between land use and transportation, so we want to make sure that those are tied together so there are some electronic forms now done that allow the counties to put in how those projects that they're proposing to us match with the MTP, our climate goals, as well as your local land use plans.

We talked about the actual project development process and how these projects go from where they come from to where they end up. It is a long process for any project to go through, but this goes through where projects come from and has our MTP as overarching, the long-range plans from the MPOs, we look for all of our projects to begin there and then obviously we start looking at where

those projects come from, the county priority letters, our needs inventory on the highway side, all the different modal plans, all of our different modes have plans. Sometimes they are overarching, sometimes they are broken down by the different elements within that mode. Maryland Aviation Administration has a separate plan from BWI Airport as well as Martin State Airport. And we certainly look at what WMATA is coming forth with and we look at what kind of money we have.

That all flows into the draft CTP and the final CTP, and in those six years that is what goes into your TIPs and then into our STIP. There are projects in the STIP that are made up of each of the MPO's TIPs, and we also have rural areas that are outside of any MPO but, the biggest part for us is to make sure that we are constantly getting public input and making sure that we are looking at projects that benefit all the citizens of Maryland and that are looking regionally as well as modally on what we're doing.

There are other elements that we have that hopefully we will be updating is Chapter 30, which is the budget prioritization law that passed a few years ago in the Maryland General Assembly. The idea of that is that every project that is over \$5 million in the highway and transit program that are expansion type projects -- not our system preservation projects -- are to be scored with very specific criteria that we were given by the legislature, and that scoring is recorded. We go through the math and the actual order of those Chapter 30 scorings input into the CTP every year, and we leave that at that.

A project needs to abide by that if it's going in the construction program, but we really look for -- unless it's a regional project -- those county projects need to be in that county priority letter or jurisdiction priority, and consistent with the local plans. There are always scheduled mandates and legal mandates that we need to abide by that we must fund certain projects -- and positive train control is one of those that always is looked at, and we certainly look also to make sure that we are matching our federal money and getting the most out of that revenue that comes from the federal government, but that always requires a state match so there's always that element to what we look at as to whether we can and can't fund certain projects and how we move forward. When TIP amendments are provided to MDOT, they are put into the STIP.

Maryland Jurisdiction Remarks

Gary Erenrich (Montgomery County):

All of the Maryland counties' capital programs have to come from a master plan. Other than operations and safety, we generally don't generate projects independent of going through a master planning process. Master plans take multiple years. Land use master plans have commitments that have transportation elements, there is a Bus Rapid Transit functional master plan, a highway master plan, and a general plan recently approved through 2050.

A general plan gives the direction of development, goals, direction, and policies. The county has its own direction with equity, environment, sustainability, and economic development. For Montgomery County, the majority of funding usually goes to maintenance and operations, particularly to maintain Ride On services and to keep it up to date. Montgomery County follows these processes, updates, and amendments, in addition to working with the County Council and Marilyn Balcombe on the Capital Improvement Plan. Another area of coordination is on grants including those that are through the state, TPB, and USDOT such as the FTA and RAISE grants.

Vic Weissberg (Prince George's County):

Prince George's County has a very similar approach—a long-term vision that is built around the core planning documents, the Prince George's 2035 general plan (Prince George's 2035), and the master transportation plan and individual master plans.

The Prince George's County Executive has made it clear that focusing on transit-oriented development (TOD) is a way to strengthen our core basis and competitiveness as a jurisdiction while strengthening the entire region. Emphasis is being placed on key areas such as the Blue Line, New Carrollton, and Greenbelt. Our goals are very similar to TPB's and COG's in terms of equity, accessibility, sustainability, resilience, and livability. Emphasis areas include safety, Vision Zero, maintenance, and quality of life. Energy is also being focused on making landscapes and the roads more attractive and working with SHA to reduce litter. Prince George's County's emphasis on TOD, job promotion, and evening the regional balance will benefit everybody.

Lyn Erickson:

MDOT, along with Virginia and DC put together one-pagers on the process. The one-pagers will be shared at the April TPB meeting. MDOT's presentation is posted on the listening session events page. Elected officials will be given five minutes each to talk about what they would like to see as part of Visualize 2050.

Reuben Collins (Charles County):

The goals for TPB as relates to Visualize 2050 provide an emphasis for our region to mesh the general interests of the larger jurisdictions with the needs of the smaller, developing communities. This is very important as we move forward with Visualize 2050 and its established goals as it relates to climate change and places more of an emphasis on the creation of a functional regional transportation network.

For Charles County, equity has been a primary interest as we look forward to our overall transportation needs. For over a decade, the county's priority letter to the state has focused on the establishment and full funding of southern Maryland rapid transit and actual regional projects that are in partnership with Prince George's County. Thank you to Maryland DOT for making transit in Charles County part of the capital plan moving forward.

With Charles County's role in TPB, we want to ensure that the needs of all of the jurisdictions are paramount to the future goals of how Visualize 2050 is actually implemented. And under my leadership of TPB, I want to focus on creating a regional approach that includes providing tools for some of the smaller jurisdictions to be in a position to actually reach the stated goals of TPB overall as it relates to climate change issues that are associated with Visualize 2050.

Question regarding Maryland airports: Has there been consideration in looking at the impact smaller, local airports may be having on lead emissions. This has become an issue in Charles County. The county is seeking assistance from the state to address that issue. [MDOT will reply back to Charles County concerning this question.]

Denise Mitchell (City of College Park):

I would echo what TPB Chair Collins mentioned. College Park has a small airport, and the City of College Park is concerned about the emissions as well. In addition, we are concerned about transportation and equity on the Route 1 corridor.

Michael O'Connor (City of Frederick):

Frederick County and, by extension Frederick City, is the fastest growing jurisdiction in the state of Maryland. Regional transportation connectivity becomes critical for us. While we're trying to grow our own economic development in Frederick, we also know that a great deal of what happens in Frederick is gravitationally tied to what happens in the District and the counties surrounding the Beltway. Making sure that residents have the best inter-county opportunities in addition to improving intra-county connectivity becomes critical.

One of the things that works well in our area is collaboration. The letter that MDOT received from the City of Frederick looks substantially like the letter that they received from Frederick County because we talk to each other regularly at a transportation planning level to make sure that our goals and objectives are aligned. That information is shared with the other 11 municipal mayors in Frederick County as well. The letter that the county sends really is the culmination of a very collaborative process of what's important for the entire county and how we connect into the region.

We have been appreciative of the support to get the Route 15 into the CTP with construction funding. As we look at the other projects that we have, we recognize that highway alone isn't the solution to the transportation needs of our residents. A lot of our ask focuses on regional transit connectivity, including more transit operations into the City of Frederick through MARC train service, and bus rapid transit. It becomes important for our residents to connect to jobs outside Frederick County but also from a tourism and visitor perspective. The fact that you can't take a train between Washington and Frederick on the weekend is a big deal.

The City of Frederick plan also focuses on the support needed to expand our bicycle and pedestrian infrastructure. Those projects are critical as we look to connect the path and trail network that we're building in the City of Frederick with the goals of Frederick County to expand, and ultimately connect into the region and the C&O Canal.

Neil Harris (City of Gaithersburg):

The two major concerns that Gaithersburg has going forward are what's going to happen with I-270 and creating additional capacity and also what is going on to expand MARC train service capacity. Gaithersburg would like to see MARC train service bi-directionally and all day. It's a critical corridor but it's really a critical corridor for us if we're going to both improve transportation and address economic development along the corridor between Frederick City and the DC border.

Emmett Jordan (City of Greenbelt):

Equity and safety are very important to a community such as Greenbelt that is bisected by state highways. Greenbelt is closely monitoring federal infrastructure funding and wants to work closely with the county and the region to access those funds, but sometimes our priorities don't reach the top of the priority list of the county. For example, we've been trying to work on Highway 193's streetscape and working with College Park and Berwyn Heights to create a sense of place that brings people to our communities and not simply through our communities.

In terms of connectivity, bicycle and pedestrian access is important. We're a community that's bisected by state highways, by Kenilworth Avenue, Greenbelt Road, and by the Capital Beltway. Related to the FBI location decision, it's literally three stops from Union Station by way of a MARC train, and that MARC train, the Camden line, continues to Baltimore. We want to see some additional funding for and service on the MARC line if the MARC line does in fact connect Riverdale

Park and College Park and on up the line to Baltimore. Regarding the maglev proposal, which still seems to be on the table, Greenbelt is upset about this from an equity standpoint. It does not benefit Prince George's County in any way. We do not want to see state funding going towards the maglev proposal. It's a private endeavor, and if the private company wants to build it and own it, they need to pay for it.

Marilyn Balcombe (Montgomery County):

I want to talk about regionalism, as I think everybody has already mentioned, and I appreciate the remarks from Mayor O'Connor from the City of Frederick. When we look at inter-county connections, most of our projects are basically inter-county, including MARC rail, the Purple Line, and the I-270 corridor. They're important for Montgomery County in and of itself, the interconnection to our surrounding jurisdictions, but also the interstate with the American Legion Bridge.

I-270 is a big question mark. It was included in our priorities letter with a big question mark. I think that that is going to be a big topic for us and, I'm assuming for Virginia as well, in terms of the bridge and for our municipalities of the City of Rockville and the cities of Frederick and Gaithersburg. In addition, WMATA is critical for Montgomery County along with the security of the system and reliance on WMATA and WMATA funding.

Eric Olson (Prince George's County):

We will be revising the county's master transportation plan. The Blue Line corridor for us is a big issue along with transit-oriented development generally, and you heard the mayor of Greenbelt talking about Greenbelt station and the FBI; that certainly is high on our priority list and hopefully things go the right way on that.

We want to be looking at sustainability very closely, and equity in transit. We want to look at how we can reduce our vehicle miles traveled, how we can meet our climate goals and have strong climate goals that we are all in cooperation with at regionally and trying to make sure that we are doing more with transit, walkability, and bikability. Reverse commutes are a big thing.

The WMATA board's recent proposal cuts out the Yellow Line extension up to Greenbelt, and that impacts equity. Prince George's County does not want to be left out. If service is increased in one area, we want to make sure that we're all enjoying the fruits. Bus service and safety of the WMATA system are important. Regarding maglev and the Beltway expansion—we have concerns about both of those, and there will be more discussion on those. The Purple Line is underway. How do we continue light rail throughout the area?

Prince George's County received a letter from the Coalition for Smarter Growth, and I think that we need to look at a look at those recommendations about walkability, bikability, transit, sustainability, and equity.

Bridget Newton (City of Rockville):

To follow on Mayor O'Connor's comments, I very much appreciate what the TPB has done to bring us to this point this morning. The City of Rockville will follow up with a letter. I will speak on a couple of items quickly. Like Greenbelt, Rockville is also bisected by state highways. I-270 is 12 lanes in the City of Rockville, and MD 355 is six lanes. We are looking for connectivity in the city and ways to bring everybody to be able to walk, bike, roll, whatever the mode of need or choice may be. While I do understand the need for expansion of lanes up north, between Clarksburg and Frederick, the City of Rockville is unanimous that that [northern segment] needs to be addressed before we do anything to

the portion within Rockville. Rockville has 12 lanes and does not need more capacity. Let's fix the problem, the congestion, where it really exists.

The America Legion Bridge is similar. Let's use the IJA funds and do that the correct way. We are unanimous in our non-support of the P3 Program for the 270/495 discussion. Solutions must be multimodal. We strongly support BRT, MARC expansion, supporting WMATA, and making our roads safe for all. Finally, I wanted to say that the City of Rockville's Traffic and Transportation Commission formally changed its name to the Transportation and Mobility Commission, to bring us to where we want to be as a community by respecting all and making our accessibility for all, working on climate solutions, working on sustainability and equity/social justice.

Cindy Dyballa (City of Takoma Park):

I particularly want to support the comments of TPB Chair Collins and some of my colleagues from smaller communities and that of Montgomery County communities. Being a smaller community, we are particularly concerned about equity and safety. We also have state highways running through the middle of town and surrounding all of us. Multimodal approaches are important in the inner suburbs like Takoma Park. We are looking forward to the Purple Line and BRT and would like to see them accelerated if possible. WMATA is important to us as well.

Because this is about regional coordination and cooperation, I'd like to emphasize those goals of climate project goals and resiliency goals, sustainability issues, equity and safety, and the impacts on communities of these regional decisions. We are post-pandemic. A lot has changed. A lot of projections have changed, a lot of patterns have changed – how people use the different modes of transportation, and one of the goals I think of 2050 is to take a fresh look at that.

Kanti Srikanth:

I really appreciate the thoughtful and very clear ideas and expectations that our elected officials on the board have shared. Not just with MDOT, because we know that there are projects in our long-range plan that are funded through local funds as well, so I am pleased that all of the local transportation agency staffs are listening in. I'm also happy that Virginia DOT asked if they could participate and listen.

As you all are very aware, the TPB does not have a single priority or a single goal. They are all truly not just multimodal goals, but they're also multi-disciplinary. There are a lot of TPB goals associated with land use, with housing—where our housing is planned and where they would go. Where the job growth would go.

The TPB has, for the longest time, talked about the East-West Divide that this region experiences. From the TPB perspective, it makes transportation and accessibility that much more challenging. So, I think that was the value and I'm glad that we were able to invite NCPC. They have a federal footprint, they have federal facilities, and WMATA as well.

I appreciate all the feedback that staff has received. It will be challenging to achieve some of our goals or many of our goals as expeditiously. I want to note that with TPB's long-range plan, you can see that there is more progress being made with each update. But there is so much more to be accomplished, so much more to be achieved. And some of them are very time-sensitive, any of our goals for 2030, it's less than seven years.

Many of you know how many years it takes to conceive of a project and to plan it, design it, and implement it. I've listened to all three jurisdictions, and the message is consistent. Everyone I have

heard speaks in support of the TPB's multidisciplinary and multimodal goals, and their sense of urgency.

Please do give us your feedback. The TPB will consider providing more time, particularly with two of the biggest projects that many of you have talked about today. Metro, there is a substantive issue to be resolved before TPB can finalize its Visualize 2050 plan, so Metro has asked for more time, and the TPB is considering giving them more time. The largest Maryland project is the Opportunity Lanes project. There is the opportunity to reexamine that, to visualize what exactly it can be and how it can be phased and even implemented. Maryland will have more time with the new state administration. This is the start of the discussion. We will hopefully receive more input from you all as the process progresses.

Resources

Visit www.Visualize2050.org for Visualize 2050 information and updates.

**Virginia Visualize 2050 Listening Session
March 29, 2023**

TPB Board and Virginia Jurisdictions

Canek Aguirre, City of Alexandria Council Member
Takis Karantonis, Arlington County Board Member
James Walkinshaw, Fairfax County Board Supervisor
David Snyder, Falls Church City Council Member
Adam Shellenberger, Fauquier County Chief of Planning
Pamela Sebesky, City of Manassas Vice Mayor
Jeanette Rishell, City of Manassas Park Mayor
Victor Angry, Prince William County Neabsco District Supervisor

Dan Malouff, Arlington County Regional Transportation Planner
Noelle Dominguez, Fairfax County Coordinating Process Chief
Paulo Belita, Prince William County Transportation Planning Manager
Lou Mosurak, Loudoun County Assistant Director, Transportation Planning & Traffic Engineering
Jennifer Monaco, City of Alexandria Transit Programs Manager
Sree Nampoothiri, Northern Virginia Transportation Authority Senior Transportation Planner
Monica Backmon, Northern Virginia Transportation Authority Chief Executive Officer
Amanda Sink, Northern Virginia Transportation Authority Executive Assistant to the CEO
Brent Riddle, Fairfax County, Senior Transportation Planner
Brian Leckie, City of Manassas Transportation Planner
Christine Fix, Virginia Passenger Rail Authority Planning Director
Christine Hoeffner, Virginia Railway Express Director of Planning and Environmental Policy
Meagan Landis, Prince William County Regional Coordinator
Malcolm Watson, Fairfax County Transportation Planner
Naomi Klein, Virginia Passenger Rail Authority Planning Manager
Nick Ruiz, Virginia Railway Express Planning Program Manager
Robert Brown, Loudoun County Transportation Planner
Susan Glass, Loudoun County Program Manager
Tom Parker, Loudoun County
Xavier Harmony, Northern Virginia Transportation Commission Senior Program Manager

VDOT representatives

John Lynch, Northern Virginia District Engineer, Virginia DOT
Amir Shahpar, Director, Transportation Planning, Virginia DOT Northern Virginia District
Amy Garbarini, Virginia Department of Rail and Public Transportation Transit Planning Manager
Jim Ponticello, Virginia Department of Transportation Environmental Division
Maria Sinner, Virginia Department of Transportation Regional Operations Director
Regina Moore, Virginia Department of Transportation Planning Manager

TPB staff

Kanti Srikanth, TPB Staff Director
Lyn Erickson, TPB Plan Development and Coordination Program Director
Andrew Austin, Transportation Planner
Andrew Meese, COG Systems Performance Planning Program Director
Eric Randall, Principal Transportation Engineer

Katherine Rainone, Transportation Resiliency Planner
Leo Pineda, Transportation Planner
Marcela Moreno, Transportation Planner
Sergio Ritacco, Transportation Planner
Tim Canan, Planning Data and Research Program Director

Welcome and Overview

Lyn Erickson:

Welcome to Virginia listening session participants. The purpose of the listening session is to share and hear from Virginia agencies that are providing project inputs to the long-range transportation plan update and to hear how they choose which projects will be analyzed for the long-range transportation plan and to hear from Virginia TPB members as to which projects they would like to see included. This session is one opportunity to provide input and comment. Comments are coming in daily, and the TPB is using a feedback form to receive comments. The TPB will continue to share comments received from the public at the Technical Committee and the TPB board.

Kanti Srikanth:

As part of the 2022 long-range plan, it became clear to TPB staff that elected officials, particularly on the board, wanted to see projects, programs, and policies included in the long-range plan that advance more of the TPB's priorities and goals and do them more expeditiously. The TPB created a process where board members have an opportunity to communicate, to the agency staff who are helping make the local level decisions, their priorities and to articulate their own expectations.

VDOT Staff Presentation

Amir Shahpar (Virginia DOT):

Thank you to our jurisdictional partners. The presentation will focus on the process each Virginia member agency takes for project selection, prioritization, and funding. I am speaking on behalf of the Virginia DOT, Virginia Department of Rail and Public Transportation (DRPT), and the Virginia Passenger Rail Authority (VPRA). Each of these agencies follows similar guiding principles set by the statewide long-range transportation plan. You will hear from Alexandria, Arlington County, Fairfax County, Loudoun County, Prince William County, and Northern Virginia Transportation Authority as a partner.

This presentation highlights past efforts while updating the long-range transportation plan with the 2045 version of the plan. We will walk through the local perspective to the regional level, and then bring the presentation to the state level. The presentation includes a matrix that shows commonalities between collective principles and goals with TPB's framework and guiding documents.

The process for Visualize 2050 is new and includes a zero-based budgeting plan. When Virginia agencies were working on Visualize 2045, the approved plan, TPB board members and their technical staff were asked to provide responses to four policy questions. The first relates to project goals where we match how highway, multimodal, and transit projects meet goals and priorities of the TPB. There may be projects that do not meet all of the goals but what is important is the nature of

the project and the package of projects that make the system work and can move the needle towards a better future and transportation in Virginia.

Dan Malouff (Arlington County):

Arlington County's planning process follows the same three-step path as many planning processes do. The county's master transportation plan (MTP) acts as a comprehensive plan for the transportation division with separate elements for streets, transportation demand management (TDM), bicycles, parking, curb space management, pedestrians, and transit. Each element of the plan has its own modal recommendations and policy guidance with particular priorities on safe access for all, coordinated land use and transportation, transit-oriented development (TOD), and movement of people rather than vehicles. The MTP becomes the genesis for more local plans and capital projects as they come later.

Arlington County's project selection process considers safety, equity, feasibility, public support, functionality, connectivity, and funding availability. Potential projects are scored on a matrix with higher-scoring projects moving to the top. The county's six-step public engagement process grounds decision-making and gathers input at every stage of the process. The public reviews the plans, specific projects come from the plans, and the public reviews projects using a six-step guide. Arlington County implements projects via the FY 2023 - 2032 Capital Improvement Plan (CIP). The CIP combines federal, state, and regional funds, supplementing the county's dedicated local transportation funds in a manner that is similar to Northern Virginia peers. Once the county is confident in funding, projects are submitted to the TPB for inclusion in the constrained plan, and then we build them.

Noelle Dominguez (Fairfax County):

Fairfax County's process is similar to the process for Arlington County. Fairfax County has a comprehensive plan used to guide decision-making about the natural and built environment. The transportation component of the comprehensive plan includes a policy plan, four geographic area plans, and three maps—a transportation map, trails map, and a bicycle master plan. A principal goal is that land use must be balanced with supporting transportation infrastructure including the regional network. A keystone policy achievement includes the development of a multimodal transportation system to reduce excessive reliance on automobiles.

Fairfax County has a comprehensive plan and transportation priorities plan similar to a CIP. The board adopts a six-year program with those projects and the amount of funding expected for the next six years. The most recent CIP falls for the years FY2020 - FY2025. There is also a one-Fairfax policy on social and racial equity that provides a framework for all decision making in the county, including transportation and land use decisions. The county uses all three of these, which includes a public involvement process as part of the project selection process.

Also, Fairfax County develops and implements a responsible financial plan that considers both public and private sources, then pursues local, regional, state, and federal funding, and encourages private sector initiatives to pursue funding to implement our plan.

Paulo Belita (Prince William County):

Similar to Arlington and Fairfax counties, Prince William County has a comprehensive plan and used to have a transportation chapter that was last updated in 2010. Since 2010, the county has worked with the community and the County Board of Supervisors on updating the transportation section of

the plan. The chapter, adopted in December 2022, includes major policies and actions strategies that align with TPB goals, as well as emerging technologies. Prince William County has a roadway plan, a transit plan, and a county-wide transportation plan.

The mobility chapter is what is going to guide the county's project inputs for Visualize 2050. The mobility chapter update was a two-year or more process which included heavy public input. Prince William has a Capital Improvement Program (CIP) which identifies projects with funding and program funds over the next five to six years. The CIP is guided by the comprehensive plan and strategic plan. Prince William County also has priorities based on certain needs that are not only in the long-range plans Transaction and Visualize 2050 but also projects that are bond referendum projects.

Lou Mosurak (Loudoun County):

Loudoun County is similar to peer jurisdictions. The county has a comprehensive plan. A key component of the county-wide transportation plan is the multimodal vision for transportation and ultimate build-out of our plan transportation network. Loudoun County has maps and plans for build-out of the roadway network, the bicycle and pedestrian network, and transit infrastructure. The Countywide Transportation Plan (CTP) was rewritten completely in 2019 and adopted. The CTP includes policies for each mode of transportation as well as each of our geographic policy areas.

Loudoun is a diverse jurisdiction with an urban policy area near the Silver Line Metro, a suburban area, a transition area, and a rural area in the western two-thirds of the county. Loudoun County has policies regarding regional, state, and local coordination as well as prioritization funding and implementation. For project selection, Loudoun has an annual capital improvement program and works with VDOT on a six-year improvement plan. That planning process includes public hearings.

Loudoun County's CTP provides policy guidance on priority project types for consideration and project selection. Priority project types include safety operations, improvements, completing missing links, and projects that incorporate Complete Streets, promoting the county's economic development priorities, providing connectivity in and around Metrorail station areas, and completing projects that implement sidewalk and trails program as well as the intersection improvement program. The county is currently conducting an equity analysis of its sidewalk and trails program.

The Loudoun County CIP identifies projects with programs and approved funding, and priorities are set each year through the CIP budgeting process. Funding is a combination of federal, state, and regional funds augmented by local funding options and private sector contributions.

Jennifer Monaco (City of Alexandria):

The City of Alexandria's comprehensive plan is made up of small area plans as well as citywide chapters, which includes a transportation chapter. In 2021, the city updated the plan with what is called the Alexandria Mobility Plan, which included multimodal elements and a focus on providing choices. The Mobility Plan is made up of strategies and policies, and it included minor updates to the 2016 pedestrian and bicycle plan which prioritized projects to fill in links in our network.

Alexandria established guiding principles for an accessible, connected, equitable, safe, and sustainable Alexandria, which is guiding project selection process. The project selection process prioritization happens during the transportation long-range plan, which pools all the projects from the small area plans and some of the projects that were identified in the mobility plan that are consistent with the strategies and policies laid out there.

The Alexandria Transportation Commission is used as a forum for a public process. The Alexandria Mobility Plan includes ranking projects based on guiding principles, scoring, and weighting of projects every two years, which also involves a public hearing. The city then takes top projects that are prioritized, along with project selection criteria from eligible grants and identifies grants and other funding sources for projects that are laid out in the CIP which has its own public process.

Sree Nampoothiri (NVTA):

The Northern Virginia Transportation Authority (NVTA) was created by the Virginia General Assembly in 2002 as the regional transportation planning agency for Northern Virginia. We follow a rating and evaluation process for prioritization of projects for funding. Some are the same criteria that the TPB uses.

NVTA revenue is divided into two parts: regional revenues and local revenues. The regional revenues stay at the NVTA table. Local revenues go back to the jurisdiction where the decision is made about the projects where funds should go. A key difference is that that regional revenues cannot be used for capital or operational maintenance; it can be used only for capital improvements.

The NVTA long-range transportation plan funds projects through a six-year program. It is a continuous, integrated process of planning and programming for TransAction, which is updated every five years with the most recent update adopted in December 2022.

Analysis is conducted to look at current and future needs, trends, and then how the project or group of projects improves various aspects of the transportation system. This involves public engagement at every part of this two-year process. All the Northern Virginia jurisdictions and partner agencies participate in this process, and this group involves TPB and WMATA. We also invited Montgomery County, Prince George's County, and District DOT also to participate, especially to look at bus rapid transit (BRT) connections.

Once the NVTA plan is in place, then we move on to funding through a six-year program that is updated every two years and, again, another set of analysis goes on to decide those priorities. Analysis and public engagement happen throughout the draft process.

The objectives, measures, and core values looked at to analyze projects are mobility, accessibility, and resiliency with equity, safety, and sustainability. These overlap with the principles and goals of the TPB. For the project selection process, the primary criteria is eligibility. The project application being submitted needs to be listed in TransAction. In addition, NVTA requests a governing body's resolution in support of the project application and to make sure that projects are priorities at the local level.

Through quantitative and qualitative analysis, projects are ranked. The rankings and analysis are shared with the public for their comment, then staff prepares recommendations that are reviewed by multiple committees including a technical advisory committee, citizen expert committee, and a planning/coordination committee of elected officials. From there projects go to the planning and programming committee. The committees can endorse the staff recommendations or they can modify. The project plan goes to the NVTA for review, modification, endorsement, and adoption.

NVTA goes through extensive analysis and public engagement and as a result, the criteria, goals, and core values map very well with TPB's own principles and goals. Once the NVTA funds a project, that is when it is brought for inclusion in the Constrained Long-Range Plan (CLRP) and TIP.

Amir Shahpar (Virginia DOT):

We are talking about VDOT, Virginia Department of Rail and Public Transportation (DRPT), and the Virginia Passenger Rail Authority. There is a federal mandate that states have a long-range transportation plan. There is state legislation that passes through the Commonwealth Transportation Board (CTB) to develop and update VTrans, which is a Virginia statewide transportation plan, at least every four years. VTrans lays out the overarching vision, principles, and goals that define how transportation projects are planned in the state and how we are going to achieve those goals.

VTrans includes bicycle and pedestrian, marine transportation, air transportation, and all modes. Resiliency and transportation safety are also very important. Mid-term needs are used for funding eligibility under SMART SCALE, and those needs guide revenue sharing principles. Virginia is one of the few states that uses performance-based planning and prioritization for project selection. VTrans has many metrics that keep track of safety, reliability, and connectivity.

Virginia has SMART SCALE, which is a mechanism that establishes the statewide prioritization process for project selection. After going through public involvement and project definition, and project estimating, local jurisdictions apply for these funds. SMART SCALE measures benefit relative to the cost of the project and strategies based on different criteria. The CTB assigns a weight to the factor based on the VTrans principles and goals. Currently VTrans and SMART SCALE are being reviewed.

SMART SCALE uses seven major criteria with different weights depending on where in the state you are dealing with them. The public involvement process is essential throughout, and the CTB finalizes the project selection for funding. Localities go through their own public involvement, then apply for the funds, then it goes to the public involvement and it is a very important step for VDOT.

We all work at the local, region, and state level to come up with how we want to shape the future of transportation in Virginia. For maintenance, the Commonwealth has a robust maintenance and state of good repair program, which is a performance-based project selection, and as stated by NVTA, by law they cannot use 70 percent of any regional revenues for operation and maintenance, but the 30 percent local funds can be used for that purpose.

Lyn Erickson:

We are going to invite elected officials to speak. I would like to ask James Walkinshaw, TPB Vice Chair, to lead off the group.

James Walkinshaw (Fairfax County TPB Vice Chair):

From my perspective, and I think from our TPB board's perspective, we are excited about the opportunity that Visualize 2050 presents. My hope is that all of us across our jurisdictions and across all the different agencies can use it as an opportunity to take a fresh look at our project lists.

One of the projects that is on Fairfax County's exempt list, because it's already at least partially funded and moving forward, is the Braddock Road multimodal project. I think it is a good example of a project that has been in our comprehensive plan and on our transportation plan as a widening project. When the community looked at it, when our staff looked at it, it did not take very long to figure out that widening of that road was probably no longer practical, feasible, and not consistent anymore with our goals, with our land use planning goals, with our environmental goals, with our transportation goals. In partnership with VDOT, Fairfax County pivoted on that project and now,

rather than a widening project we have a multimodal project, which is going to improve traffic flow by fixing interchanges, but maybe more importantly or equally importantly, significantly improve pedestrian and bicycle connectivity.

Having looked through some of the projects on Fairfax County's list that are not exempt, there may be some others that are in that category. I am hopeful we can all take a fresh look at the widening projects to determine those that are no longer in sync with our jurisdictions, our region, and our state goals and priorities. That is not to say that every widening project will be in that category, because they won't.

We also need to be respectful of the fact that for a lot of these projects there has already been significant community engagement and involvement over the years, and an expectation on the community's behalf that some of them are going to move forward. And on a jurisdiction-by-jurisdiction base, we need to be cognizant of that situation.

My hope is that everyone, while we are respecting the incredible work that's been done over many years to create these project lists, is also willing to take a fresh look at them to see if any of them are no longer in line with TPB's established goals and priorities but also each of our respective jurisdictions' goals and priorities.

Takis Karantonis (Arlington County):

I am excited because we are in transition. With everything that we have been doing at the TPB since I joined, I've seen a lot of the public focus, both in core jurisdictions as well as in the further away from the core jurisdictions with focusing on a lot of goals that need to be consistent with each other. For example, climate goals, evaluating new trends in transportation, how people are moving in the region after the pandemic, and how all these trends will be influencing our decision making, and how equity and equitable treatment of our different regions plays into all this. These are the reasons why I am seeing this process with a lot of hope and focus to see whether we can really support the goals as a whole and as a whole region as well.

I think that multimodal thinking has to be more accentuated, and I hope that the process will provide opportunities for that. We need to take people out of their cars as best as we can and offer them feasible, workable opportunities and alternatives across the region. We also need to have a better, cross-jurisdictional understanding of the needs of our partners around the region. I look forward to this intensive dialogue in the months to come here.

David Snyder (City of Falls Church):

Progress sometimes is not always a straight line, and sometimes involves process as well as other factors. I think the dialogue that has occurred here has helped move us forward, in and of itself. I do not think we ought to downplay the effort that's been put into here to, first of all, have TPB request a different process than has occurred before, and the transportation agencies have responded in great detail. I think most of my jurisdiction's projects probably fit into the very much climate-related awareness and will assist us and perhaps the region.

I do think there's sort of a fundamental question here, which is when we are done with all of this, what are we doing about air quality, and what are we doing with regard to reducing greenhouse gases. When I talked about progress before in terms of process, my next question will be progress in terms of outcome, and that will be an interesting discussion going forward, but you don't get there in one step. You get there in a series of steps with fundamental questions about outcomes. Are we

providing choices to people that are attractive so they do not have to drive in single-occupancy vehicles, and I mean choices that are attractive and useful and convenient, not mandated choices.

The second issue would be what is the role of technology and are we maximizing the role of technology, in whatever our transportation systems are. Are we moving forward to address the technological issues so we are getting the most progress in terms of reduction in greenhouse gases in whatever we do, whether we're building highways or we're adding buses or we're working on our transit system. Are we making maximum use of technology to achieve the best benefits.

Finally, as all the priorities indicate, there's not one priority that we have. We have multiple priorities, safety—regrettably, the trends are in the wrong direction on safety—is something we need to continue to focus on, as well as environment, convenience, and access to jobs.

Pamela Sebesky (City of Manassas):

I think it goes back to the philosophy of the TPB to begin with: this is all about acting locally, but we think of everything regionally and that includes across the state.

I think we continue to have discussions. It is interesting to hear Arlington and Alexandria talk a lot about bicycle and pedestrian projects when we don't have as many people. The way most people travel [in Manassas] is in vehicles. I think that we cannot, at this point, leave out the discussion on road development because we have to be able to move people around, and if we are going to reduce greenhouse gas emissions, we can't have people sitting in traffic that's not able to move. I know some people feel that that means do not build roads. Well, if you have housing and that housing is not connected to mass transit, then there really is not some other way. The majority of the people that work inside the Beltway live outside the Beltway, and we still have to move people around.

I feel like this has been really informative and very helpful, but I think that we all need to consider how are people getting inside the Beltway to be able to bike and walk if they live out here where I do, in Manassas, and I don't have any transportation on a weekend to get anywhere. How do I not have a vehicle to move around in. So, we made great progress, but we should not lose sight of how far we might have to go, as well.

Canek Aguirre (City of Alexandria):

While I understand where Pamela Sebesky is coming from, there also has to be an acknowledgement of a lack of investment in not having infrastructure in place, and what the planning process was in the past in not creating the spaces for public transit and for having centers of space—we want to move people closer to where they work. So you don't have to travel in the same ways that we are.

But you are talking about working against decades worth of infrastructure, but the investment's made, and that's what we've been doing in Alexandria. It is not to say that it can't be done in Prince William, Manassas, Manassas Park, and other places; the investments need to be done. I think it is unfair to just label it as, well, Alexandria and Arlington are doing this and that most people get around in cars. Yes, because we've designed the infrastructure in that manner. So, we have to change the way that we're thinking about it.

We fundamentally need to change philosophies on how we are doing this because we can't build our way out of traffic. If you have read some of the reports from the U.S. Department of Transportation, it's just not possible to build our way out of it. We have to change the way that we're doing things in

terms of our planning, in terms of our infrastructure, and trying to bring people closer to their jobs so that we can have the connectivity with bike lanes, with public transit, but the investments also have to be made as well.

Jeanette Rishell (City of Manassas Park):

My comments are more or less on a general 30,000-foot overview level. I think it is helpful to always remember that no single mode of transportation will relieve congestion in our region and that we should continue to support the multimodal approach to solving our transportation challenges. It is also helpful to remember that each jurisdiction has different needs and different challenges. So, again, a multimodal approach to transportation is important.

Of concern to me is something I have noticed over the several years that I have attended TPB meetings. This board has approved aspirational goals beyond those goals that are mandated, aspirational goals that are not achievable. So it may be that there is a frustration with the limitation of having only several mandated goals for the TPB, and that this frustration has led this organization to approve increasingly unachievable aspirational goals.

The integrity of the process that the TPB uses is very important. So how does the TPB move forward on goals that are not achievable? Again, I emphasize that process must have integrity. My concern is that those unachievable goals will be used as an excuse to weaponize process, to implement initiatives that do not benefit all jurisdictions and may actually harm some localities. I am thinking specifically, as an example, of the I-495/I-270 express lanes project removal. It had gone through a fully developed process but, in a very brief period of time, it was removed from the project list. Fortunately, it was restored. However, this removal, in my opinion, violated the integrity of the process, and the integrity of the process should be just as important to us.

Victor Angry (Prince William County):

I could not agree more with Mayor Rishell. I always call it unintended consequences. Prince William County is going through a major transformational change, and the key to that is infrastructure. We want to get caught up to this point where we have the walkability and the trails, and we are using mass transit as a means to really help with greenhouse gas emissions. While I agree with everything that has happened here, it's such a delicate dance. One thing I do not want to see done here, and we're dealing with it right now in Prince William County, is that other group of folks that look at every opportunity to bend further the no-growth agenda.

I want us to tread on that and understand the differences of the localities and the opportunities that are there, because while I want to be in a place where Prince William County is green and it's doing all of its transportation improvements that we can, we're going to be doing a lot of development in the process. So, it is just a delicate conversation.

Kanti Srikanth (TPB):

Since we do have some time, we want to open it up for any additional questions and thoughts on any of the comments of elected officials who have spoken so far or any of the agency staff to what they have heard. This is still at the beginning of the projects, and project inputs will be received over the next four or five months, so we have time.

John Lynch (VDOT):

Thank you to our local, regional, and our VDOT folks for an excellent presentation and coordinated information. I think it was clear from the presentation from all the agencies, the process, both that's been adopted by the localities to meet some of the regional goals, but also a lot that's been legislated as well, that we have to follow. When you look at those items that are used to prioritize, I believe that they align very well with the TPB guiding principles and the goals that we have.

The performance-based planning that was exhibited by each of the localities, as well as regional and VDOT planning, really puts to the test that we are looking to maximize the efficiency and the multimodal effects of our transportation projects, as well as make sure they are environmentally sound. I know for the projects in the environmental process we do look at reducing or evaluating greenhouse gases to ensure what that impact may have if that project does move forward during that environmental process.

The policies that our Commonwealth Transportation Board has put into effect with multimodal projects require bicycle/pedestrian facilities on all of our transportation facilities—and that's been for the last 22, 23 years—but we have a lot of catch-up to do. To get multimodal facilities in there that we need, we have a lot of work to do before we accomplish, but I think we are on the right path, and with this group of folks I think we'll get there.

Monica Backmon (NVTA):

Good afternoon. I will be brief, and I will just echo and associate myself with John Lynch's comments. Thank you.

Kanti Srikanth (TPB):

Coming from Virginia before I became staff to the TPB, I was aware of some of the prioritization process at the state level, at the Commonwealth level, and at the NVTA level. As I've been working with and reviewing the public comments that we at the TPB have received—even as part of the 2022 plan and now as part of this 2024 plan that we are working towards—I think one of the things I noticed is that Alexandria's process said that there is a ranking and a rating process they use, NVTA said the same thing, and SMART SCALE has something similar.

I would suggest to the transportation agencies that when you answer those policy-oriented questions as part of the technical inputs solicitation to consider including any quantitative assessments of the impacts that you may have. For example, it reduces person miles traveled by three percent, or it reduces nitrogen oxides by 0.2 tons. That is the information that is not available to the TPB staff because those analyses were not done by the TPB staff. If you have that information available, I think that will go some ways to showing that these are all contributing.

David Snyder made three points. He noted in terms of what is the outcome when we do all of these things. The TPB, when we do the air quality conformity analysis—which is evaluating the performance outcomes of all of these projects and land use inputs combined together—when we do that, we report out what can we expect in terms of reduced congestion, in terms of increase in transit ridership, in terms of increase in walking and biking trips and the amount of greenhouse gas reduced.. However, that is coming at the end of the process—That is the combined effect of the projects and the land use combined, but at the individual project level, any information you can share with us in the project description sheet, that would help. That goes to show that every project is contributing, and that is what the TPB analysis will indicate.

The analysis the TPB does is sometimes counteracted by other inputs that are in the plan. For example, the TPB assumes land use and growth. I think Pamela Sebesky made the point that if more growth is happening away from high-capacity transit, then you have to expect vehicle miles traveled (VMT) to go up because they don't have transit. That is a land use concern. There may be transportation projects that are helping to reduce VMT, but the growth that is happening and the location of where that growth is happening is counteracting some of the benefits of those projects. That is just as an example of how land use and demographic growth and transportation projects all work together; sometimes some of them counteracting the contribution of other inputs.

We will develop a summary of today's processes and today's input that we have received. We held the D.C. session two days ago, and then tomorrow is Maryland session. We will summarize all of them and share it with all of you so that Maryland would see what was discussed in Virginia and you can do the same thing, see what was discussed in Maryland and DC as well.

In the next few months, if you all think that this was useful, if you want us to bring you all together again, either separately by each state or collectively the entire board, we are happy to do that. We are trying something new; again, in response to see how we can advance more of our priorities.

James Walkinshaw (Fairfax County, TPB Vice Chair):

Thank you. If you have thoughts, questions, or concerns, please share them with Lyn and Kanti by email.

Resources

Visit www.Visualize2050.org for Visualize 2050 information and updates.



MEMORANDUM

TO: Transportation Planning Board
FROM: Nicholas Ramfos, Transportation Operations Programs Director
SUBJECT: Bike to Work Day 2023
DATE: May 11, 2023

As a reminder, Bike to Work day will be held in the Region on May 19, 2023. At least 14,000 participants are expected to participate at 107 pit stops covering the entire region.

We are hoping for a great turnout this year and hope each of you can participate at a pit stop in your jurisdiction. Attached is a press release on this popular regional event along with a listing of all of the pit stops and an event poster.

More information can be found on the web at www.biketoworkmetrodc.org

From: Lindsey Martin <lmartin@mwkog.org>
Sent: Thursday, May 11, 2023 11:58 AM
To: Nicholas Ramfos
Subject: Gearing up: D.C. area Bike to Work Day 2023 just ahead



NEWS RELEASE

Gearing up: D.C. area Bike to Work Day 2023 just ahead

Register now to participate in free, eco-friendly annual event

Washington, D.C. (May 11, 2023) – Thousands of metropolitan Washington area commuters will leave their cars at home on Friday, May 19 to take part in Bike to Work Day (BTWD), boosting their physical and mental health during the 22nd annual free event.

Co-organized by Commuter Connections and the Washington Area Bicyclist Association (WABA), BTWD 2023 – trending online at #BTWD2023 – will feature more than 100 pit stops in Washington, D.C., suburban Maryland, and Northern Virginia, offering giveaways, food, and beverages—plus a free Bike to Work Day T-shirt for the first 15,000 registrants to attend.

Registering for the annual celebration of bicycling as a green, low-cost commuting choice is easy at www.biketoworkmetrodc.org -- and registrants will automatically be entered into a raffle for a free bike.

“Bike to Work Day brings together our local communities while promoting a healthy, fun commuting alternative that helps reduce traffic congestion on roadways that are getting crowded once again,” said Nicholas Ramfos, Director of Commuter Connections, a regional network of transportation organizations coordinated by the Metropolitan Washington Council of Governments (COG).

As daily commute travel resumes and hybrid working schedules become more common, many commuters have returned to solely using their cars, bringing issues of congestion and emissions back to the forefront.

“Bike to Work Day is an important way to highlight one of several eco-friendly alternatives commuters can opt for, whether they go to the office one day per

week or five,” added Ramfos. While Bike to Work Day happens one day a year in May, Commuter Connections offers a wide range of services and resources year-round for commuters who regularly bike, carpool, vanpool, walk or take transit to work, including the [Guaranteed Ride Home \(GRH\) Program](#) that supplies a free and reliable ride home when one of life’s unexpected emergencies arises.

The generosity of regional sponsors makes this year’s Bike to Work Day event possible, with Gold Sponsors ICF, All About Burger, GO Alex, Pedego Electric Bikes Alexandria & Bethesda; Silver Sponsors BikeArlington, BicycleSPACE, Verra, City Dental DC.

MORE: Free registration for Bike to Work Day is available at www.biketoworkmetrodc.org or by calling (800) 745-RIDE. Follow Commuter Connections on Twitter at [@BikeToWorkDay](#) and Facebook at [@BikeToWorkDayMetroDC](#) and use #BTWD2023 or #BTWDC.

CONTACT:

Lindsey Martin: lmartin@mwcog.org, (202) 962-3209

Nora Madonick: nmadonick@asc-pr.com, (914) 393-4276

The Council of Governments is an independent, nonprofit association where area leaders address regional issues affecting the District of Columbia, suburban Maryland, and Northern Virginia.



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



2023 Bike to Work Dat Pit Stop Locations

DC NE Anacostia Riverwalk Trail - River Terrace Park
DC NE Edgewood at Metrobar
DC NE Ivy City at BicycleSPACE
DC NE NoMa at Wunder Garten
DC NE Old City Market and Oven
DC NW Adams Morgan at Unity Park
DC NW Cathedral Heights at Conte's Bike Shop
DC NW Columbia Heights Plaza
DC NW Dupont Circle at American Geophysical Union
DC NW Franklin Park
DC NW Georgetown Waterfront Park
DC NW Golden Triangle - Farragut Square
DC NW Golden Triangle - L Street
DC NW Mt. Vernon Triangle at VIDA Fitness
DC NW National Geographic Society
DC NW Penn Quarter at City Dental DC
DC NW Shaw
DC NW West End at American College of Cardiology
DC SE Anacostia
DC SE Capitol Hill at Eastern Market
DC SE Capitol Riverfront at Canal Park
DC SE U.S. Coast Guard HQ
DC SW Capitol Hill at House Office Buildings
DC SW Southwest Business Improvement District
DC SW The Wharf
MD Charles Co Indian Head at Village Green Pavilion
MD Frederick Co Brunswick Train Station (MARC)
MD Frederick Co Frederick Downtown at Transit Center
MD Montgomery Co Bethesda - Downtown
MD Montgomery Co FDA White Oak
MD Montgomery Co Friendship Heights
MD Montgomery Co Gaithersburg Kentlands
MD Montgomery Co Gaithersburg Olde Towne Plaza (afternoon)
MD Montgomery Co National Institutes of Health Bldg 1
MD Montgomery Co North Bethesda at Pike & Rose
MD Montgomery Co Rockville - Fallsgrove Thomas Farm Com Ctr
MD Montgomery Co Rockville - Town Square
MD Montgomery Co Rockville - Twinbrook
MD Montgomery Co Silver Spring - Downtown at Veterans Plaza

MD Montgomery Co Takoma Park - Downtown/Old Town
MD Montgomery Co Takoma Park - Sligo Creek Trail
MD Montgomery Co Wheaton Downtown Marian Fryer Twn Plz
MD Prince George's Co Bladensburg Waterfront Park
MD Prince George's Co College Park at City Hall Plaza
MD Prince George's Co Greenbelt Aquatic & Fitness Center
MD Prince George's Co Hyattsville at Driskell Community Park
MD Prince George's Co Largo/Kettering/Perrywood Comm Ctr
MD Prince George's Co Mount Rainier Bike Co-op
MD Prince George's Co Oxon Hill/National Harbor
MD Prince George's Co Port Towns at Edmonston
MD Prince George's Co Riverdale Park Station
MD Prince George's Co University of Maryland
VA Arlington Co Arlington Mill Community Center
VA Arlington Co Ballston
VA Arlington Co Clarendon at The Lot (afternoon)
VA Arlington Co Columbia Pike at Penrose Square
VA Arlington Co East Falls Church Metro
VA Arlington Co HQ National Guard (TARC)
VA Arlington Co Langston Blvd (afternoon)
VA Arlington Co National Landing at Long Bridge Park
VA Arlington Co Rosslyn at Gateway Park
VA Arlington Co Shirlington at New District Brewing
VA City of Alexandria Del Ray at Colasanto Park
VA City of Alexandria Fairlington Centre
VA City of Alexandria John Carlyle Square Park
VA City of Alexandria Mark Center
VA City of Alexandria National Landing at APTA
VA City of Alexandria Old Town at City Hall
VA City of Fairfax Old Town Square
VA City of Falls Church West End Park - W&OD Trail
VA City of Manassas Park VRE Station
VA City of Manassas VRE Station
VA Fairfax Co Alexandria - Mt Vernon/Hybla Valley/Ft Hunt
VA Fairfax Co Alexandria South at Trek Bicycle
VA Fairfax Co Annandale at George Mason Regional Library
VA Fairfax Co Annandale Wakefield Park A. Moore RECtr
VA Fairfax Co Burke Centre VRE Station
VA Fairfax Co Centreville/Clifton

VA Fairfax Co Chantilly - Stringfellow
VA Fairfax Co Chantilly - Sully Government Center
VA Fairfax Co Fair Lakes Center
VA Fairfax Co Fairfax County Government Center
VA Fairfax Co Falls Church - Culmore
VA Fairfax Co Fort Belvoir
VA Fairfax Co Herndon Innovation Center
VA Fairfax Co Herndon Town Hall Green
VA Fairfax Co Lorton at Workhouse Arts Center
VA Fairfax Co McLean MITRE Corporation
VA Fairfax Co Mosaic at Strawberry Park (afternoon)
VA Fairfax Co Newington - Saratoga Park & Ride
VA Fairfax Co Oakton at Oak Marr RECenter
VA Fairfax Co Providence Community Center
VA Fairfax Co Reston at The Bike Lane
VA Fairfax Co Springfield at South Run RECenter
VA Fairfax Co Springfield Metro Park at Walker Lane
VA Fairfax Co Town of Vienna
VA Fairfax Co Tysons Corner Center
VA Fairfax Co West Springfield Government Center
VA Loudoun Co Leesburg at Raflo Park
VA Loudoun Co Sterling
VA Prince William Co Dumfries at Simpson Comm Ctr
VA Prince William Co Kelly Leadership Center
VA Prince William Co Manassas GMU at Freedom Center
VA Prince William Co Rippon Landing VRE Station
VA Prince William Co Woodbridge - Chinn Center
VA Prince William Co Woodbridge - Tackett's Mill
VA Prince William Co Woodbridge - VRE Station

FREE EVENT

BIKE TO WORK DAY

FRIDAY

MAY 19, 2023

Pre-Register by May 12 for **FREE T-SHIRT* & BIKE RAFFLE**

REGISTER TODAY AT
BikeToWorkMetroDC.org

Free refreshments & giveaways at participating locations, while supplies last.



- COMMUTER CONNECTIONS**
A SMARTER WAY TO WORK
- WABA**
WASHINGTON AREA BICYCLIST ASSOCIATION
- GO Alex**
- PEDEGO ELECTRIC BIKES**
ALEXANDRIA & BETHESDA
- ICF**
- ALL ABOUT BURGER**
- Bike Arlington**
- VERRA**
Standards for a Sustainable Future
- BICYCLE SPACE**
- City Dental DC**
serving over 20 years
- AASHTO**
AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
- FAIR LAKES**
- goDCgo**
powered by d.
- VDOT**
Virginia Department of Transportation
- MDOT**
MARYLAND DEPARTMENT OF TRANSPORTATION
- Giant**
- VISIONZERO**
prince georges
- Seen Alert Safe**
- BIKES@VIENNA**

Printed on recycled paper

Register for free at
BIKETOWORKMETRODC.ORG
 800.745.7433

Visit **biketoworkmetrodc.org** for pit stop locations and times.
 *T-Shirts available at pit stops to first 15,000 registrants.
 Pit stops in D.C., Maryland, and Virginia!



f **t** #BTWD2023

Bike to Work Day is funded by DDOT, MDOT, VDOT, and USDOT.