ITEM 8 - Action
April 16, 2014

Review of Comments Received and Approval of Project Submissions for the Air Quality Conformity Assessment for the 2014 Financially Constrained Long Range Transportation Plan (CLRP) and the FY 2015-2020 Transportation Improvement Program (TIP)

Staff Recommendation: Receive briefing on the comments received and recommended responses, and adopt Resolution R15-2014 to approve project submissions for inclusion in the air quality conformity assessment for the 2014 CLRP and FY 2015-2020 TIP.

Issues: None

Background: At the March 19 meeting, the Board was briefed on the major project changes submitted for inclusion in the air quality conformity assessment for the 2014 CLRP and FY 2015-2020 TIP which were released for a 30-day public comment period that ended April 12. The projects were reviewed by the Technical Committee on April 4.

TPB R15-2014
April 16, 2014

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

RESOLUTION ON INCLUSION IN AIR QUALITY CONFORMITY ANALYSIS OF SUBMISSIONS FOR THE 2014 CONSTRAINED LONG RANGE PLAN (CLRP) AND THE FY 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the metropolitan planning organization for the Washington Metropolitan area, has the responsibility under the provisions of Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan Area; and

WHEREAS, the Joint Planning Regulations issued February 14, 2007 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require that the long range transportation plan be reviewed and updated at least every four years; and

WHEREAS, the transportation plan, program and projects must be assessed for air quality conformity as required by the conformity regulations originally published by the Environmental Protection Agency in the November 24, 1993 Federal Register and with latest amendments published in the Federal Register on July 1, 2004; and

WHEREAS, on July 17, 2013, the TPB adopted resolution R1-2014 determining that the 2013 CLRP and the FY 2013-2018 TIP conform with the requirements of the Clean Air Act Amendments of 1990 and resolution R2-2014 approving the 2013 CLRP; and

WHEREAS, the transportation implementing agencies in the region have provided submissions for the 2014 CLRP and the FY 2015-2020 TIP, which are in response to the November 2013 Call for Projects document issued by the TPB, and the Technical Committee has reviewed these submissions at its meetings on March 7, and April 4, 2014; and

WHEREAS, at a public meeting on March 13, 2014 the submissions for the 2014 CLRP were released for a 30-day public comment and interagency consultation period which ended April 12; and

WHEREAS, at the April 16, 2014 meeting, the TPB was briefed on the project submissions for the 2014 CLRP, the public comments received on the submissions, and the recommended responses to the public comments; and

WHEREAS, the 2014 CLRP is scheduled to be released for public comment on September 11, 2014 and approved by the TPB at its October 15 meeting; and

WHEREAS, the submissions have been developed to meet the financial plan requirements in the Metropolitan Planning Rules and show the consistency of the proposed projects with already available and projected sources of transportation revenues; and

WHEREAS, the project submissions released for public comment on March 13 included three alternatives for the Dulles Air Cargo, Passenger, Metro Access Highway (DACPMAH) project, submitted by the Virginia Department of Transportation (VDOT):

- Alt. 2 – New Dulles Air Cargo, Passenger, Metro Access Highway (North Star Boulevard alignment)
- Alt. 3B – Convert US 50 and VA 606 to Limited Access
- Alt. 3C – Airport Express Lanes on US 50 and New Limited Access VA 606; and

WHEREAS, as documented in the Revised Environmental Assessment report published in April 2014, VDOT staff have selected DACPMAH Alt. 3C as the preferred build alternative to include in the Air Quality Conformity Analysis;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves for inclusion in the air quality conformity analysis of the 2014 CLRP and the FY 2015-2020 TIP, the project submissions as described in the attached memorandum.

MEMORANDUM

April 10, 2014

To: Transportation Planning Board

From: Gerald Miller and Robert Griffiths
Acting Co-Directors,
Department of Transportation Planning

Re: Major Project Submissions for the 2014 Update to the Financially Constrained Long-Range Transportation Plan (CLRP) and the FY 2015-2020 Transportation Improvement Program (TIP)

The project submissions for inclusion in the Air Quality Conformity Analysis of the 2014 Update to the CLRP were released for public comment on March 13. The 30-day public comment period ends at midnight on Saturday, April 12, 2014. Interested parties may submit their comments via any of these means:

- online at mwcog.org/TPBPublicComment,
- via email at tpbpubliccomment@mwcog.org,
- by calling (202) 962-3262, TDD: (202) 962-3213

Information on the project submissions is presented in two parts. First, this memo summarizes 11 major new projects or changes to existing major projects included in the CLRP submissions. Major projects are considered to be those that impact interstates, freeways, or principal arterials or affect a large-scale change to transit. The second part is a complete listing of all proposed projects and changes titled "2014 CLRP and FY 2015-2020 TIP Air Quality Conformity Inputs." This 41-page table lists more than 500 projects or project segments and highlights more than 250 proposed new projects, or changes to completion dates or limits for projects already included in the CLRP.

Summary of Major Additions and Changes to Projects

In the **District of Columbia**, DDOT is proposing three new transit projects; the Union Station to Georgetown Streetcar Line, the M Street SE/SW Streetcar Line, and the Benning Road Streetcar Spur. DDOT is proposing to remove the planned implementation of Peak Period Bus-Only Lanes on H Street NW and I Street NW from the CLRP, pending further study. DDOT is also proposing three studies to examine managed lanes on the 14th Street/ Rochambeau Bridge, I-395/I-695 (SE/SW Freeway), and I-295.

In **Maryland**, the Maryland Transit Administration is updating the MARC Growth and Investment Plan. The State Highway administration is resubmitting the construction of an interchange on I-95/I-495, the Capital Beltway at the Greenbelt Metro Station in Prince George's County. This project had previously been included in the CLRP, but was removed in 2010 to meet financial constraint requirements.

In **Virginia**, Virginia Railway Express is updating its System Plan. VDOT is proposing to widen a segment of US 1 in Prince William County and to widen a portion of VA 123, Chain bridge Road in Fairfax County. VDOT is also proposing to include the Dulles Air Cargo, Passenger, Metro Access Highway (DACPMAH) project. Three alternatives for this project were released for public comment in March. As documented in the Revised Environmental Assessment report published in April 2014, VDOT staff have selected DACPMAH-Alt 3C as the preferred build alternative to include in the Air Quality Conformity Analysis.

Schedule for the 2014 CLRP and the FY 2015-2020 TIP

The TPB is scheduled to approve the project submissions and the Scope of Work for the Air Quality Conformity Analysis at its meeting on April 16. After approval, these projects will be included in the Air Quality Conformity Analysis of the 2014 CLRP and FY 2015-2020 TIP. This process takes several months and is done to ensure that the proposed projects do not prevent the region from meeting its air quality improvement goals in the decades ahead. Once the conformity modeling process is complete, the projects along with the results of the Conformity Analysis will be released for a final 30-day public comment period, currently scheduled to begin on September 11, 2014.

Major Additions and Changes to the 2014 Update to the Financially Constrained Long-Range Transportation Plan

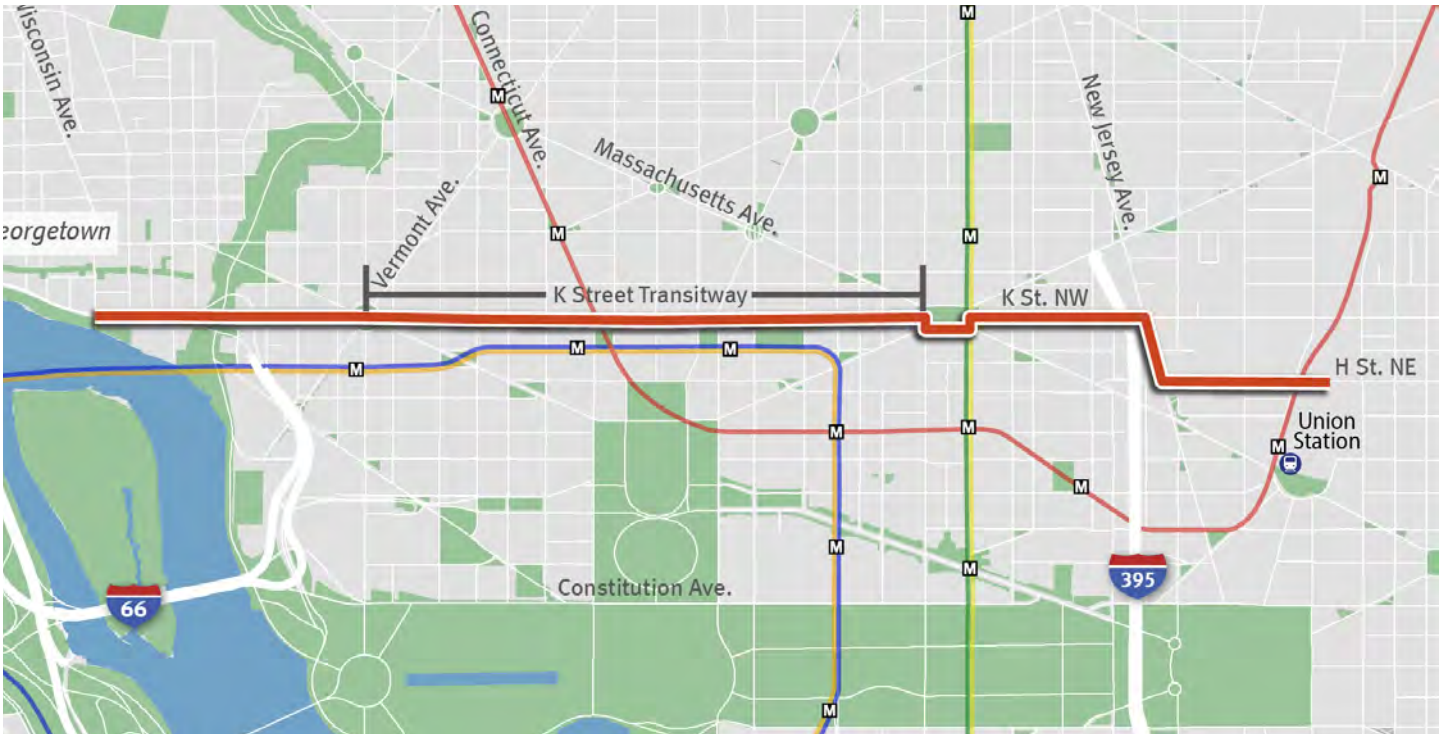
District of Columbia

1. Union Station to Georgetown Streetcar Line from H Street NE to Wisconsin Avenue NW

Length: 3.4 miles

Complete: 2020

Cost: $348 million



Construct a streetcar line from H Street NE near Union Station, running along H Street NW to New Jersey Avenue NW, and continuing on K Street NW into Georgetown, ending at Wisconsin Avenue NW. This line will connect to the H Street NE – Benning Road line, already under construction. The streetcars will travel in mixed traffic lanes through the eastern portion of the route, but will travel in dedicated transit lanes on K Street between Mount Vernon Square/9th Street NW and Washington Circle/23rd Street NW (a project previously approved in the CLRP called the "K Street Transitway").

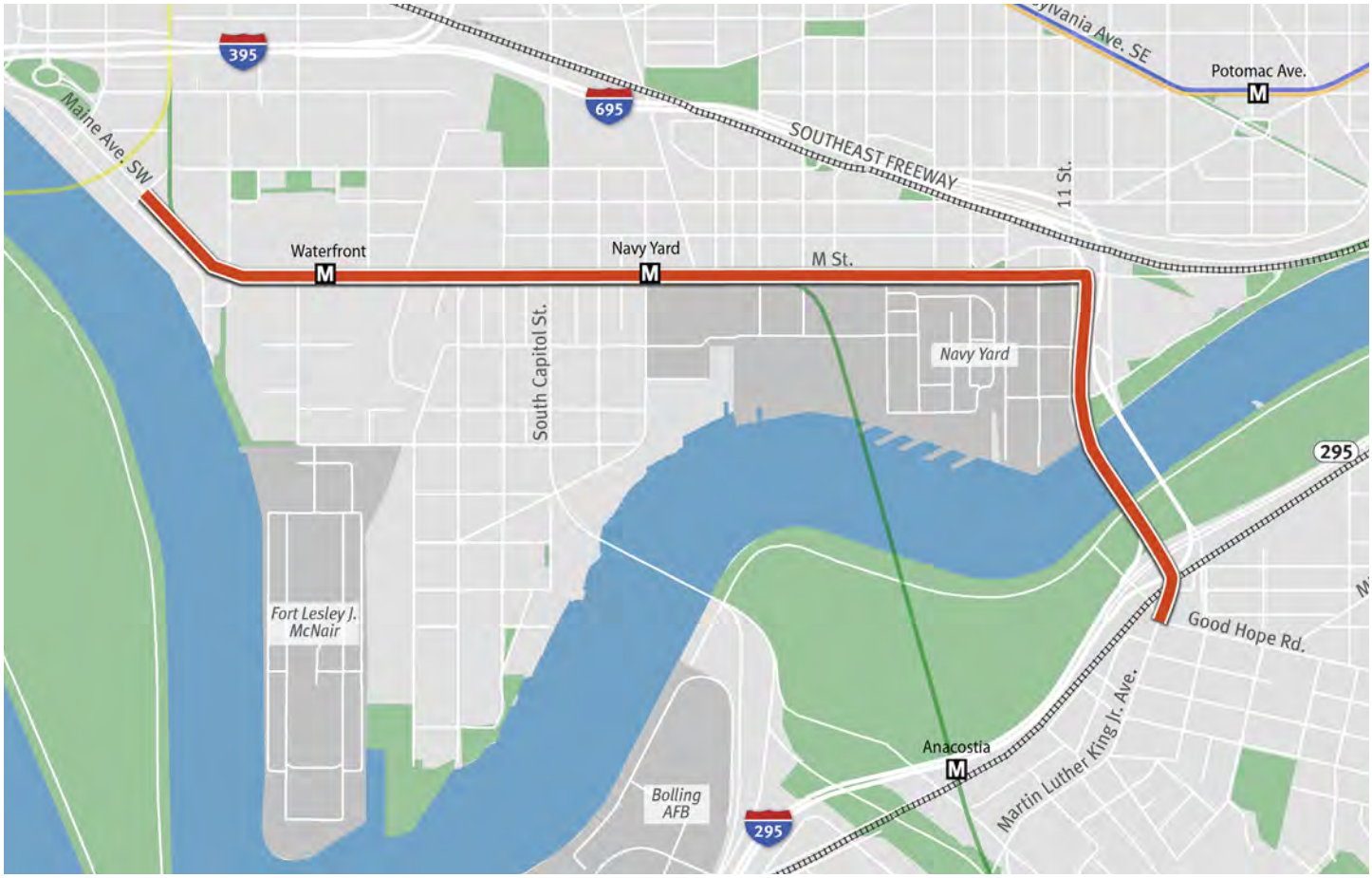
See CLRP Project Description Form in Attachment A for more information.

2. M Street Southeast/Southwest Streetcar Line from Good Hope Road SE to Maine Avenue SW

Length: 3 miles

Complete: 2020

Cost: $250 million



Construct a streetcar line running from Good Hope Road SE, across the 11th Street Bridge, to M Street SE/SW, ending at Maine Avenue SW. This line will connect to the planned Anacostia Initial Streetcar Line at Good Hope Road SE.

See CLRP Project Description Form in Attachment A for more information.

3. Benning Road Streetcar Spur from Benning Road to Minnesota Avenue Metro Station

Length: < 1 mile

Complete: 2018

Cost: $40 million

Construct a spur from the Benning Road Streetcar Line heading north along Minnesota Ave to the Minnesota Avenue Metro Station.

4. Removal of Proposed H and I Streets NW Peak Period Bus-Only Lanes

The approved CLRP contains two projects which proposed to implement bus-only lanes during peak periods. The H Street NW lane was planned between 17th Street NW and New York Avenue NW and the I Street NW lane was planned between 13th Street NW and Pennsylvania Avenue NW. These projects will be removed from the CLRP, pending further study.

5. ***Studies: Managed Lanes on 14th Street/Rochambeau Bridge, I-395/I-695, and I-295***

Length: ≈9 miles

Complete: 2015

Cost: $5.9 million

A. 14th Street/Rochambeau Bridge

The first study will look at converting the two northbound lanes on the 14th Street/ Rochambeau Bridge to High Occupancy Vehicle (HOV 3+) during the morning peak period on weekdays and the two southbound lanes on the same facility to HOV 3+ during the evening peak period on weekdays, to mirror existing HOV operations in Virginia. The existing four northbound lanes on the Arland Williams, Jr. Bridge and four southbound lanes on the George Mason Memorial Bridge would remain as general purpose lanes. The study will also consider a subsequent conversion of the HOV lanes into High Occupancy/Toll (HOT) lanes.

B. I-395/I-695, Southeast-Southwest Freeway

The second study will look at implementing HOV lanes on the Southeast/Southwest Freeway (I-395/I-695) from the Case Bridge to the 11th Street Bridge, and subsequently converting those to HOT.

C. I-295

The third study will consider implementing HOV and then HOT lanes on I-295 from the 11th Street Bridge to the DC/Maryland Line.

See CLRP Project Description Forms in Attachment A for more information.

Maryland

6. MARC Growth and Investment Plan

Complete: 2040

Cost: $1.06 billion (Washington region)

MDOT is including $1.06 billion of project improvements for MARC as identified in the MARC Growth and Investment Plan. The MARC Growth and Investment Plan is a multi-phased, multi-year plan to increase the capacity of MARC, Maryland's commuter rail system. MARC is a key component of Maryland's commuter network providing rail service for more than 30,000 commuters a day traveling between Washington's Union Station and northern, central and western Maryland.

Primary objectives of the plan include providing better service for current riders and addressing existing problems with capacity, frequency and reliability. This package of projects will increase passenger-carrying capacity and increase share of trips by MARC during peak travel periods, among other benefits. The $1.06 billion shown reflects the Washington region's proposed contribution towards projects in the larger $2.3 billion Growth and Investment Plan, which also includes the Baltimore area.

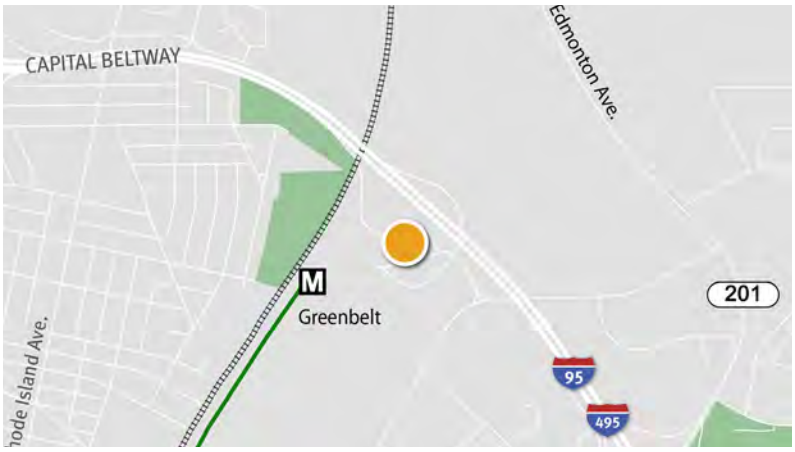
7. I-95/495 Interchange at Greenbelt Metro Station

Length: <1 mile

Complete: 2020

Cost: $78.21 million

Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station. The existing partial interchange provides access from the inner loop of the Capital Beltway to the Greenbelt Metro Station. The project includes the addition of auxiliary lanes on I-95/I-495 between the Greenbelt metro and MD 201 interchanges.



See CLRP Project Description Form in Attachment A for more information.

Virginia

8. Virginia Railway Express System Plan

Cost: 2040

Cost: $977.4 million

The VRE System Plan provides a framework for VRE service expansion through 2040. The Plan includes system investments and expansion of peak service on the Fredericksburg and Manassas Lines, introduction of reverse-peak service, additional mid-day service, and service extension to the Gainesville-Haymarket area of Prince William County. Major railroad capacity projects focus on the relief of key capacity bottlenecks on the VRE system, including additional track capacity in the Long Bridge corridor and completion of a third main track on the Fredericksburg Line from Alexandria to Spotsylvania County.

The VRE System Plan outlines capital investments totaling $3.2 billion to implement plan recommendations. It builds upon prior VRE growth plans included in the CLRP financial analysis and transit-modeling assumptions proposed for implementation by 2020, for which funding has been identified. Funding for projected VRE station, yards and equipment needs through 2040 has also been identified and is reflected in the $977 million CLRP project cost. Full funding for long-term system investments in railroad capacity, including the expansion of the Long Bridge and Fredericksburg Line third main track, and service enhancements such as reverse-peak service, additional mid-day trains or the future run-through of VRE and MARC trains has not been identified. Those recommendations are included for information purposes. As funding is identified for those initiatives they will be added to the CLRP and air quality conformity analysis.

9. Widen US 1 from Fuller Road to Russell Road Interchange

Length: 2.38 miles

Complete: 2025

Cost: $76 million

Widen US 1 from Fuller Road to Russell Road from 4 to 6 lanes.

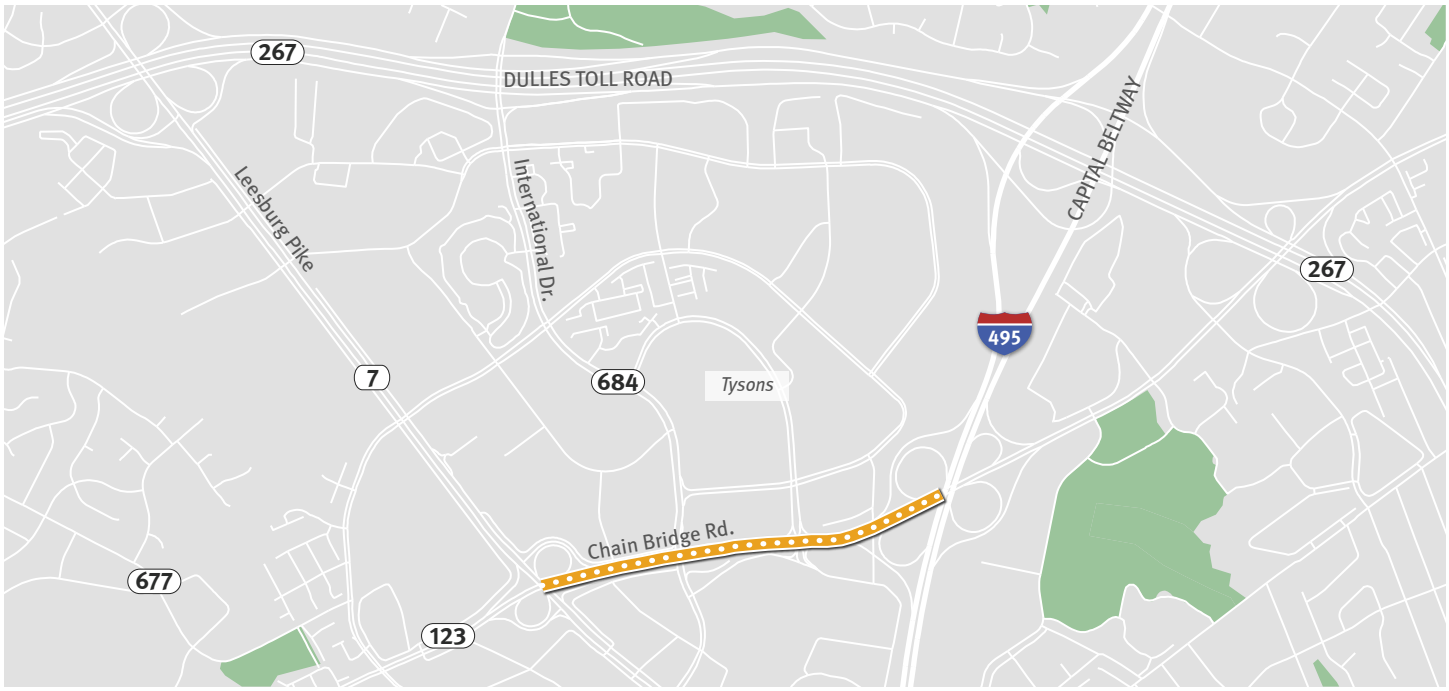
See CLRP Project Description Form in Attachment A for more information.

10. Widen VA 123 from VA 7, Leesburg Pike to I-495, Capital Beltway

Length: <1 mile

Complete: 2021

Cost: $22 million



Widen VA Route 123 from Leesburg Pike to the Capital Beltway from 6 to 8 lanes.

See CLRP Project Description Form in Attachment A for more information.

11. Dulles Air Cargo, Passenger, Metro Access Highway Alternative (Alt 3C) US 50, Lee Jackson Memorial Highway and VA 606, Loudoun County Parkway

Length: 2.34 miles

Complete: 2025

Cost: $250 million

Construct two Airport Express Lanes in the median of US 50 between Northstar Boulevard/Bi-County Parkway and VA 606, Loudoun County Parkway, at New Dulles Airport Access. Upgrade US 50 within the same limits to a limited access facility and widen from 4 to 8 lanes. Upgrade VA 606, Loudoun County Parkway, between US 50 and VA 607 to a limited access facility and widen from 4 to 6 lanes.

See CLRP Project Description Form in Attachment A for more information.

Attachment A

Project Description Forms

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040
PROJECT DESCRIPTION FORM

1. Union Station to Georgetown Streetcar Line

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: STC12A, SA306C
4. Project Type: _ Interstate X_ Primary _ Secondary _ Urban _ Bridge _ Bike/Ped _X Transit _ CMAQ _ ITS _ Enhancement _ Other _ Federal Lands Highways Program _ Human Service Transportation Coordination _ TERMs
5. Category: _ System Expansion; _ System Maintenance; _ Operational Program; _ Study; X_ Other (Intermodal Improvement)
6. Project Name: Union Station to Georgetown Streetcar Line

	Prefix	Route	Name	Modifier
7. Facility:				
8. From (_ at):			3rd / H Street NE	
9. To:			Wisconsin Avenue under Whitehurst Freeway NW	

10. Description: DDOT is proposing a transportation improvement and the introduction of streetcar along the K Street NW corridor from Union Station to Georgetown. This project will provide an efficient east-west connection for transit and improve transportation mobility, and improve transit reliability. The streetcar alignment is primarily located along K Street, NW, New Jersey Avenue NW, and H Street, NE. Below are the proposed station locations and corridor links (to be finalized in the NEPA process):

Station locations:

Location	Platform	Serves
H Street @ Hopscotch Bridge	side platform	Union Station
K Street between 3rd and 4th Streets	side platform	NoMa
Mount Vernon Square	side platform	Mount Vernon
K Street @ McPherson Square	side platform	14th and 15th Streets
K Street @ Farragut Square	side platform	17th and 18th Streets
K Street @ 19th and 20th Streets	side platform	19th and 20th Streets
K Street @ 25th and 26th Streets	split center	Foggy Bottom / GU
K Street @ Wisconsin Avenue	center	Georgetown

Link-by-link connection:

Link	Roadway	shared/exclusive	streetcar
Georgetown to Washington Circle	Along K Street NW	shared lanes	center
At Washington Circle	Under circle	shared lanes	center
Washington Circle to Mount Vernon Square	Along K Street NW	exclusive	center
At Mount Vernon Square	WB: north side	shared lanes	curb
	EB: south side		curb
Mount Vernon Square to Union Station	K Street	shared lanes	curb
	New Jersey	shared lanes	center
	H Street	shared lanes	curb
At Union Station	Hopscotch Bridge	shared lanes	curb
Connection to existing tracks	at 3rd Street NE	shared lanes	curb

The streetcar program will operate with a 10 minute headway.

NEPA Status: DDOT will begin NEPA in the first quarter of CY 2014; it will be 12 – 18 months.

Map of preferred alternative from Alternatives Analysis. The NEPA process will build from this alternative and information gathered in the AA.

11. Projected Completion Year: 2020
12. Project Manager: Lezlie Rupert
13. Project Manager E-Mail: lezlie.rupert@dc.gov
14. Project Information URL: www.unionstationtogeorgetown.com
15. Total Miles: 3.41 miles
16. Schematic:
17. Documentation: Union Station to Georgetown Alternatives Analysis (September 2013)
18. Jurisdictions: DDOT
19. Baseline Cost: $348 million cost estimate as of 09/30/2013
20. Amended Cost: cost estimate as of MM/DD/YYYY
21. Funding Sources: X_ Federal; _X State; _X Local; _X Private; _ Bonds; _ Other

MAP-21 PLANNING FACTORS

22. Please identify any and all planning factors that are addressed by this project:
    a. _X Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
    b. _ Increase the **safety** of the transportation system for all motorized and non-motorized users.
        i. Is this project being proposed specifically to address a safety issue? _ Yes; _ No
        ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
    c. _ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
    d. _X Increase **accessibility and mobility** of people.
    e. _ Increase accessibility and mobility of **freight.**
    f. X_ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
    g. X_ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
    h. X_ Promote efficient system **management and operation**.
    i. X_ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

23. Have any potential mitigation activities been identified for this project? _ Yes; X_No
    a. If yes, what types of mitigation activities have been identified?
    _ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;
    _ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions
    a. Do traffic congestion conditions necessitate the proposed project or program? _ Yes; X_ No
    b. If so, is the congestion recurring or non-recurring? _ Recurring; _ Non-recurring
    c. If the congestion is on another facility, please identify it:
25. Capacity
    a. Is this a capacity-increasing project on a limited access highway or other principal arterial? _ Yes; X_ No
    b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

    _ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
    _ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
    _ The number of lane-miles added to the highway system by the project totals less than one lane-mile
    _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    _ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
    _ The project consists of preliminary studies or engineering only, and is not funded for construction
    _ The construction costs for the project are less than $10 million.

    c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

2. M Street Southeast/Southwest Streetcar Line

1. Submitting Agency:DDOT
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: _ Interstate _ Primary _ Secondary _ Urban _ Bridge _ Bike/Ped x Transit _ CMAQ
   _ ITS _ Enhancement _ Other _ Federal Lands Highways Program
   _ Human Service Transportation Coordination _ TERMs
5. Category: _ System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
6. Project Name: Streetcar - M Street Southeast/Southwest Streetcar Line

	Prefix	Route	Name	Modifier
7. Facility:		M	DC streetcar – M Street SE/SW	
8. From (_ at):			11th Street Bridge	
9. To:			Maine Avenue SW	

10. Description: Construct a streetcar line running from Good Hope Road SE, across the 11th Street Bridge, to M Street SE/SW, ending at Maine Avenue SW. This line will connect to the planned Anacostia Initial Streetcar Line at Good Hope Road SE.
11. Projected Completion Year: 2020
12. Project Manager: Thomas Perry
13. Project Manager E-Mail:Thomas.Perry@dc.gov
14. Project Information URL:www.dcstreetcar.com
15. Total Miles:3
16. Schematic:
17. Documentation:NEPA Phase
18. Jurisdictions: Washington, DC
19. Baseline Cost (in Thousands): $250 million cost estimate as of 1/23/2014
20. Amended Cost (in Thousands):TBD cost estimate as of MM/DD/YYYY
21. Funding Sources: _ Federal; _ State; x Local; _ Private; _ Bonds; _ Other

MAP-21 PLANNING FACTORS

22. Please identify any and all planning factors that are addressed by this project:
    a. x Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
    b. x Increase the **safety** of the transportation system for all motorized and non-motorized users.
       i. Is this project being proposed specifically to address a safety issue? _ Yes; _ No
       ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
    c. _ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
    d. x Increase **accessibility and mobility** of people.

e. _ Increase accessibility and mobility of **freight.**

f. [x] Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. [x] Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. [x] Promote efficient system **management and operation**.

i. [x] Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

23. Have any potential mitigation activities been identified for this project? _ Yes; [x] No

a. If yes, what types of mitigation activities have been identified?

_ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;

_ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? _ Yes; [x] No

b. If so, is the congestion recurring or non-recurring? [x] Recurring; _ Non-recurring

c. If the congestion is on another facility, please identify it:

25. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? [x] Yes; _ No

b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

_ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
_ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
_ The number of lane-miles added to the highway system by the project totals less than one lane-mile
_ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
[x] The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
_ The project consists of preliminary studies or engineering only, and is not funded for construction
_ The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

3. Benning Road Streetcar Spur – Minnesota Avenue Metro Station

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: CD052A
4. Project Type: _ Interstate X _ Primary _ Secondary _ Urban _ Bridge _ Bike/Ped _ Transit _ CMAQ _ ITS _ Enhancement _ Other _ Federal Lands Highways Program _ Human Service Transportation Coordination _ TERMs
5. Category: _ System Expansion; _ System Maintenance; X_ Operational Program; _ Study; _ Other
6. Project Name: Streetcar – Benning Road/Minnesota Avenue Spur

	Prefix	Route	Name	Modifier
7. Facility:			Minnesota Avenue	
8. From (_ at):			Benning Road	
9. To:			Minnesota Avenue Metro Station	

10. Description:

This will be an addition to the DC Streetcar Project which was part of the 2010 CLRP. This addition will have a spur at the Benning/Minnesota Ave intersection and proceed along Minnesota Ave to the Minnesota Ave Metro Station.

11. Projected Completion Year: 2018
12. Project Manager: Clarence Dickerson
13. Project Manager E-Mail: Clarence.dickerson@dc.gov
14. Project Information URL:
15. Total Miles: 2/10 of a mile
16. Schematic:
17. Documentation: DC Streetcar Project (2010 CLRP)
18. Jurisdictions: District of Columbia
19. Baseline Cost: $40 million cost estimate as of MM/DD/YYYY
20. Amended Cost: cost estimate as of MM/DD/YYYY
21. Funding Sources: X_ Federal; X_ State; X _ Local; _ Private; _ Bonds; _ Other

MAP-21 PLANNING FACTORS

22. Please identify any and all planning factors that are addressed by this project:
    a. _ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
    b. _X Increase the **safety** of the transportation system for all motorized and non-motorized users.
       i. Is this project being proposed specifically to address a safety issue? _ Yes; _X No
       ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
    c. _ Increase the ability of the transportation system to support **homeland security** and to

safeguard the personal security of all motorized and non-motorized users.

d. _X Increase **accessibility and mobility** of people.

e. _ Increase accessibility and mobility of **freight.**

f. _ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. _X Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. _X Promote efficient system **management and operation**.

i. _ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

23. Have any potential mitigation activities been identified for this project? _ Yes; X_No

a. If yes, what types of mitigation activities have been identified?

_ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;

_ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? _X Yes; _ No

b. If so, is the congestion recurring or non-recurring? _X Recurring; _ Non-recurring

c. If the congestion is on another facility, please identify it:

25. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? _X Yes; _ No

b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

_ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

_ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

_ The number of lane-miles added to the highway system by the project totals less than one lane-mile

_ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

_ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles

_ The project consists of preliminary studies or engineering only, and is not funded for construction

_X The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

5A. Study: Managed Lanes on the 14th Street/Rochambeau Bridge

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: PM0A4A
4. Project Type: X Interstate _ Primary _ Secondary _ Urban _ Bridge _ Bike/Ped _ Transit _ CMAQ _ ITS _ Enhancement _ Other _ Federal Lands Highways Program _ Human Service Transportation Coordination _ TERMs
5. Category: _ System Expansion; _ System Maintenance; _ Operational Program; X Study; _ Other
6. Project Name: Study: Managed Lanes Conversion to HOV Lanes/HOT Lanes

	Prefix	Route	Name	Modifier
7. Facility:			Rochambeau Bridge (I-395)	
8. From (_ at):			Va State Line	
9. To:			Southeast/Southwest Freeway (I-395/I-695)	

10. Description:

The managed lanes study consists of a network of three independent corridors linked to provide access into and through the District of Columbia to provide a predictable travel time. The project will promote multi-modal and High Occupancy Vehicle (HOV) use and promote the reduction of Single Occupancy Vehicle (SOV) travel into the District. The project utilizes the existing transportation network and makes improvements to that network as appropriate and required to provide a managed lane facility. Eventually HOV will be converted to HOT.

The District Department of Transportation completed a feasibility study on the Managed Lanes Corridor, which consisted of Rochambeau Bridge/I-395 (Corridor I); Southeast Southwest Freeway/I-395,I-695 (Corridor II); I-295 (Corridor III). Corridors II and III will have additional NEPA needs.

There are currently three bridges that cross into the District of Columbia from Virginia along the I-395 corridor. The Arland Williams Jr Memorial Bridge (Route 1/I-395) carries the northbound traffic coming into DC, has four General Purpose Lanes. These lanes will remain as GP Lanes and are not being changed.

The George Mason Memorial Bridge (Route 1/I-395) carries the southbound traffic coming into Va, has four GP Lanes, which will remain as GP Lanes and are not being changed.

The Rochambeau Bridge carries in total four lanes, two northbound and two southbound lanes. Traffic from these lanes feed into or come out of the existing HOV system in Va.

The operation of HOV will mirror the existing operation in Va, which is HOV 3+, 6am to 9am/3:30pm to 6pm Mon-Fri.

We are planning to convert the HOV to HOT by March 2015, with the NEPA being a Documented Categorical Exclusion. Corridor 2 and 3 will go through NEPA process.

There have been continuous and on-going coordination with state dot's and jurisdictions.

11. Projected Completion Year: 2015
12. Project Manager: Clarence Dickerson
13. Project Manager E-Mail: Clarence.dickerson@dc.gov
14. Project Information URL:
15. Total Miles: ≈9 miles
16. Schematic:
17. Documentation: Managed Lanes Corridor Project Feasibility Study (December 2013)
18. Jurisdictions: Virginia, District of Columbia
19. Baseline Cost: $5.9 million cost estimate as of 12/31/2013
20. Amended Cost: cost estimate as of MM/DD/YYYY
21. Funding Sources: X_ Federal; X_ State; X _ Local; X_ Private; _ Bonds; _ Other

MAP-21 PLANNING FACTORS

22. Please identify any and all planning factors that are addressed by this project:
    a. _ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
    b. _X Increase the **safety** of the transportation system for all motorized and non-motorized users.
       i. Is this project being proposed specifically to address a safety issue? _ Yes; _ No
       ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
    c. _ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
    d. _X Increase **accessibility and mobility** of people.
    e. _ Increase accessibility and mobility of **freight.**
    f. _ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
    g. _ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
    h. _X Promote efficient system **management and operation**.
    i. _ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

23. Have any potential mitigation activities been identified for this project? _ Yes; X_No
    a. If yes, what types of mitigation activities have been identified?
       _ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;
       _ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions
    a. Do traffic congestion conditions necessitate the proposed project or program? _X Yes; _ No
    b. If so, is the congestion recurring or non-recurring? _X Recurring; _ Non-recurring
    c. If the congestion is on another facility, please identify it:

25. Capacity
    a. Is this a capacity-increasing project on a limited access highway or other principal arterial? _X Yes; _ No
    b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

_ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
_ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
_ The number of lane-miles added to the highway system by the project totals less than one lane-mile
_ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
_ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
_ The project consists of preliminary studies or engineering only, and is not funded for construction
_X The construction costs for the project are less than $10 million.

    c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

5B/C. Study: Managed Lanes on the 14th Street/Rochambeau Bridge

1. Submitting Agency: DDOT
2. Secondary Agency: DDOT
3. Agency Project ID: PM0A4A
4. Project Type: X Interstate _ Primary _ Secondary _ Urban _ Bridge _ Bike/Ped _ Transit _ CMAQ _ ITS _ Enhancement _ Other _ Federal Lands Highways Program _ Human Service Transportation Coordination _ TERMs
5. Category: _ System Expansion; _ System Maintenance; _ Operational Program; X Study; _ Other
6. Project Name: Managed Lanes Corridor II and III NEPA

	Prefix	Route	Name	Modifier
7. Facility: 8. From (_ at): 9. To: 10. Description:			{Corridor 2 SE/SW Freeway (I-395/I-695)} {Corridor 3 (I-295)}	
			{Corridor 2 At Case Bridge} {Corridor 3 at the junction of (I-295/I-695)}	
			{Corridor 2 11th Street Bridge} {Corridor 3 DC/MD Line}	

The managed lanes project consists of a network of three independent corridors linked to provide access into and through the District of Columbia to provide a predictable travel time. The project will promote multi-modal and High Occupancy Vehicle (HOV) use and promote the reduction of Single Occupancy Vehicle (SOV) travel into the District. The project utilizes the existing transportation network and makes improvements to that network as appropriate and required to provide a managed lane facility.

DDOT has plans to perform an environmental study on the Managed Lanes Corridor II and III. The study level of the NEPA document will be determined at later time but it will be at a higher level NEPA document.

Corridor II will be along SE/SW Freeway (I-395/I-695) beginning near the Case Bridge to the 11th Street Bridge. Corridor III will be along I-295 beginning near the 11th Street Bridge to the DC/MD line. The lanes along these corridors would either be converted to HOV/HOT or built into HOV/HOT lanes.

11. Projected Completion Year:
12. Project Manager: Clarence Dickerson
13. Project Manager E-Mail: Clarence.dickerson@dc.gov
14. Project Information URL:
15. Total Miles: 5.5 miles
16. Schematic:
17. Documentation: Managed Lanes Corridor Project Feasibility Study (December 2013)
18. Jurisdictions: Virginia, District of Columbia and Maryland
19. Baseline Cost (in Thousands): cost estimate as of MM/DD/YYYY
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
21. Funding Sources: X_ Federal; X_ State; X _ Local; X_ Private; _ Bonds; _ Other

MAP-21 PLANNING FACTORS

22. Please identify any and all planning factors that are addressed by this project:
    a. _ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
    b. _X Increase the **safety** of the transportation system for all motorized and non-motorized users.
        i. Is this project being proposed specifically to address a safety issue? _ Yes; _ No
        ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
    c. _ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
    d. _X Increase **accessibility and mobility** of people.
    e. _ Increase accessibility and mobility of **freight.**
    f. _ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
    g. _ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
    h. _X Promote efficient system **management and operation**.
    i. _ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

23. Have any potential mitigation activities been identified for this project? _ Yes; X_No
    a. If yes, what types of mitigation activities have been identified?
    _ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;
    _ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions
    a. Do traffic congestion conditions necessitate the proposed project or program? _X Yes; _ No
    b. If so, is the congestion recurring or non-recurring? _X Recurring; _ Non-recurring
    c. If the congestion is on another facility, please identify it:
25. Capacity
    a. Is this a capacity-increasing project on a limited access highway or other principal arterial? _X Yes; _ No
    b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

    _ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
    _ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
    _ The number of lane-miles added to the highway system by the project totals less than one lane-mile
    _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    _ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
    _ The project consists of preliminary studies or engineering only, and is not funded for construction
    _X The construction costs for the project are less than $10 million.

    c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

7. I-95/I-495 Interchange at Greenbelt Metro Station

1. Submitting Agency: MDOT
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: X Interstate _ Primary _ Secondary _ Urban _ Bridge _ Bike/Ped _ Transit _ CMAQ
5. Category: X System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
6. Project Name: I-95/I-495 Interchange at the Greenbelt Metro Station

	Prefix	Route	Name	Modifier
7. Facility:	I	495/95	Capital Beltway	
8. From (_ at):			Greenbelt Metro Station	
9. To:				

10. Description: Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station. The existing partial interchange provides access from inner loop Capital Beltway to the Greenbelt Metro Station. The project includes the addition of auxilliary lanes on I-95/I-495 between the Greenbelt metro and MD 201 interchanges.

11. Projected Completion Year: 2020
12. Project Manager:
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles:
16. Schematic:
17. Documentation:
18. Jurisdictions: District of Columbia
19. Baseline Cost: $78.21 million cost estimate as of 12/11/2013
20. Amended Cost: cost estimate as of MM/DD/YYYY
21. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; _ Other

MAP-21 PLANNING FACTORS

22. Please identify any and all planning factors that are addressed by this project:
    a. _ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
    b. _ Increase the **safety** of the transportation system for all motorized and non-motorized users.
        i. Is this project being proposed specifically to address a safety issue? _ Yes; _X No
        ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
    c. _ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. X Increase **accessibility and mobility** of people.

e. _ Increase accessibility and mobility of **freight.**

f. X Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. X Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. _ Promote efficient system **management and operation**.

i. _ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

23. Have any potential mitigation activities been identified for this project? X Yes; _No
    a. If yes, what types of mitigation activities have been identified?

    _ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;

    _ Energy; X Noise; X Surface Water; _ Hazardous and Contaminated Materials; X Wetlands

CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions
    a. Do traffic congestion conditions necessitate the proposed project or program? _ Yes; _ No
    b. If so, is the congestion recurring or non-recurring? _ Recurring; _ Non-recurring
    c. If the congestion is on another facility, please identify it:

25. Capacity
    a. Is this a capacity-increasing project on a limited access highway or other principal arterial? _ Yes; _ No
    b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

    _ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
    _ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
    _ The number of lane-miles added to the highway system by the project totals less than one lane-mile
    _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    _ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
    _ The project consists of preliminary studies or engineering only, and is not funded for construction
    _X The construction costs for the project are less than $10 million.

    c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

9. Widen US 1 from Fuller Road to Russell Road Interchange

1. Agency Project ID: N/A Secondary Agency:
2. Project Type: X System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) _ Freeway; X Primary; _ Secondary; _ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Widen US 1 from Fuller Road to Russell Road Interchange

	Prefix	Route	Name	Modifier
4. Facility:	US	1	Jefferson Davis	
5. From (_ at):			Fuller Road	
6. To:			Russell Road	Interchange

7. Jurisdiction(s): Prince William County
8. Description: Widen Route 1 from Fuller Road to Russell Road from 4 to 6 lanes
9. Bicycle or Pedestrian Accommodations: _ Not Included; X Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles:
11. Project Manager: 12. E-Mail:mbackmon@pwcgov.org
13. Project Information URL:
14. Projected Completion Year: 2025
15. Actual Completion Year: _ Project is ongoing. Year refers to implementation.
16. _ This project is being withdrawn from the Plan as of:
17. Total cost: $76 million
18. Remaining cost (in Thousands):
19. Funding Sources: XFederal; _ State; X Local; _ Private; _ Bonds; X Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? X Yes; _ No
21. If so, describe those conditions: _XRecurring congestion; _ Non-site specific congestion; _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? _ Yes; X No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? _ Yes; _ No
24. If not, please identify the criteria that exempt the project here:
    - _ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
    - _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    - _ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
    - _ The project consists of preliminary studies or engineering only, and is not funded for construction
    - _ The project received NEPA approval on or before April 6, 1992
    - _ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.

_ The construction costs for the project are less than $5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:

X Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

_ Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue? _ Yes; X No

b. Please identify issues: _ High accident location; _ Pedestrian safety; _ Other
_ Truck or freight safety; _ Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

_ Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

X Increase accessibility and mobility of people and freight.

_ Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

X Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

_ Promote efficient system management and operation.

_ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? _ Yes XNo

27. If yes, what types of mitigation activities have been identified?

_ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;

_ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; X No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete

30. Under which Architecture:

_ DC, Maryland or Virginia State Architecture

_ WMATA Architecture

_ COG/TPB Regional ITS Architecture

_ Other, please specify:

31. Other Comments

10. Widen VA 123 from VA 7 to I-495

1. Agency Project ID: N/A Secondary Agency:
2. Project Type: _x System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) _ Freeway; _x Primary; _ Secondary; _ Urban; _ Bridge; _x Bike/Ped; _x Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Widen VA 123 from VA 7, Leesburg Pike to I-495, Capital Beltway

	Prefix	Route	Name	Modifier
4. Facility:	VA	123	Chain bridge Road	
5. From (_ at):	VA	7	Leesburg Pike	
6. To:	I	495	Capital Beltway	

7. Jurisdiction(s): Fairfax County, VA
8. Description: Widen VA Route 123 from Leesburg Pike to the Capital Beltway from 6 to 8 lanes.
9. Bicycle or Pedestrian Accommodations: _ Not Included; _x Included; _x Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 0.35 miles
11. Project Manager: Tad Borkowski 12. E-Mail: Tad.Borkowski@Fairfaxcounty.gov
13. Project Information URL: http://www.fairfaxcounty.gov/tysons/transportation
14. Projected Completion Year: 2021
15. Actual Completion Year: _ Project is ongoing. Year refers to implementation.
16. _ This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): $22 million
18. Remaining cost (in Thousands):
19. Funding Sources: _ Federal; _ State; _ Local; _ Private; _ Bonds; _ Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? x_ Yes; _ No
21. If so, describe those conditions: x_ Recurring congestion; x_ Non-site specific congestion; _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? _ Yes; x_ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? _ Yes; _ No
24. If not, please identify the criteria that exempt the project here:
    x The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
    _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    _ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
    _ The project consists of preliminary studies or engineering only, and is not funded for construction
    _ The project received NEPA approval on or before April 6, 1992
    _ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.

_ The construction costs for the project are less than $5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:

x_ Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

_ Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue? _ Yes; x_ No

b. Please identify issues: _ High accident location; _ Pedestrian safety; _ Other
_ Truck or freight safety; _ Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

_ Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

_ Increase accessibility and mobility of people and freight.

_ Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

_ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

_ Promote efficient system management and operation.

_ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? _ Yes; x_No

27. If yes, what types of mitigation activities have been identified?

_ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;

_ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; x_ No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete

30. Under which Architecture:

_ DC, Maryland or Virginia State Architecture

_ WMATA Architecture

_ COG/TPB Regional ITS Architecture

_ Other, please specify:

31. Other Comments

11. Dulles Airport Cargo, Metro and Passenger Access Highways (DACPMAH)

1. Agency Project ID: Agency: VDOT
2. Project Type: _x System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) _ Freeway; _ Primary; _ Secondary; _ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Dulles Airport Cargo, Metro and Passenger Access Highways (DACPMAH)

	Prefix	Route	Name	Modifier
4. Facility:			Dulles Airport Cargo, Metro and Passenger Access Highways (DACPMAH)	
5. From (_ at):				
6. To:				

7. Jurisdiction(s): Loudoun County
8. Description:

The Virginia Department of Transportation, in cooperation with the Federal Highway Administration (FHWA), is proposing to construct a limited-access roadway to the west of the Washington Dulles International Airport (IAD) in Loudoun County, Virginia. Presently, IAD is accessible from the west by way of US Route 50, Evergreen Mills Road (VA Route 621), Dulles Greenway (VA Route 267), and VA Route 606. The purpose of this project is to enhance the movement of people, passenger services and air cargo traffic to Washington Dulles International Airport and the planned Phase 2 extension of the Metrorail Silver Line. The proposed project is intended to reduce congestion and improve capacity on the existing roadway network in the Dulles South area. A number of alternatives alignments and configurations have been evaluated.

Alternative 3C: US Route 50 Limited Access and Loudoun County Parkway At-Grade (Figure in Tech Report)
On July 26, 2013, at the request of the Loudoun County Board of Supervisors following the release of the preliminary draft EA and after conducting an associated location study public hearing, VDOT agreed to incorporate an additional modification to the Alternative 3 Location Study Corridor for evaluation in the revisions of the draft EA. This modified scenario would originate at the planned full access interchange of US Route 50 and the Bi-County Parkway (VA Route 411) and extend along US Route 50 to an interchange at VA Route 606 / Loudoun County Parkway / IAD property. At the eastern terminus, airport access would be provided into the southwest corner of IAD, where MWAA has agreed their airport plans would be updated as necessary to reflect a link to the public roadway network. Under Alternative 3C, access to and from the airport would be provided from both directions of US Route 50 and both directions of VA Route 606/Loudoun County Parkway. This proposed modification would consist of six through lanes (three in each direction), two auxiliary lanes (one in each direction), and two dedicated lanes for traffic in and out of IAD (one in each direction). VA Route 606 would be widened to six lanes between its interchange with US Route 50 and the split between the planned Loudoun County Parkway (VA Route 607) and VA Route 606. Access to properties to the south would be provided from Tall Cedars Parkway. Access to properties to the north would be provided from a parallel frontage road accessed from Gum Spring Road (VA Route 659).

9. Bicycle or Pedestrian Accommodations: _ Not Included; x Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 2.34 miles
11. Project Manager: Tom Fahrney
12. E-Mail: tom.fahrney@vdot.virginia.gov
13. Project Information URL:
14. Projected Completion Year: 2025

15. Actual Completion Year: _ Project is ongoing. Year refers to implementation.
16. _ This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): $250,000
18. Remaining cost (in Thousands): $250,000
19. Funding Sources: _x Federal; _x State; _ xLocal; _ Private; _ Bonds; _x Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? x_ Yes; _ No
21. If so, describe those conditions: _x Recurring congestion; _ Non-site specific congestion; _ Frequent incident-related, non-recurring congestion; x Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? _x Yes; _ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? x Yes; _ No
24. If not, please identify the criteria that exempt the project here:
    _ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
    _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    _ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
    _ The project consists of preliminary studies or engineering only, and is not funded for construction
    _ The project received NEPA approval on or before April 6, 1992
    _ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
    _ The construction costs for the project are less than $5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:
    X Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
    _ Increase the safety of the transportation system for all motorized and non-motorized users.

    a. Is this project being proposed specifically to address a safety issue? _ Yes; _ No
    b. Please identify issues: _ High accident location; _ Pedestrian safety; _ Other _ Truck or freight safety; _ Engineer-identified problem
    c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

    _ Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
    X Increase accessibility and mobility of people and freight.
    _ Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
    X Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
    _ Promote efficient system management and operation.
    _ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? x Yes; _No

27. If yes, what types of mitigation activities have been identified?

_ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;

_ Energy; x Noise; x Surface Water; _ Hazardous and Contaminated Materials; x Wetlands

Note: further study will be needed to determine the need and extent of any specific mitigation actions that may be required by the selected alternative.

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete

30. Under which Architecture:

_ DC, Maryland or Virginia State Architecture

_ WMATA Architecture

_ COG/TPB Regional ITS Architecture

_ Other, please specify:

31. Other Comments

The VDOT Technical Report provides more information.

http://www.mwcog.org/clrp/resources/2014/DACPMAHTechReport.pdf


LEGEND
Existing Roadways
Planned CLRP Improvement
Alternative 3C
Proposed Interchange
LOS C or better
LOS D
Existing Traffic Signal to Remain
Parcel Boundary
Airport Boundary
Location Study Corridors
LOS E
LOS F
LOS is shown for the worst peak hour and peak direction.
N
Brambleton
Arcola
Stonecrest
South Riding
Adesa
Washington Dulles International Airport
Western Lands Expansion Aviation Support Roadway
AIRPORT ACCESS ROAD IN MEDIAN
JOHN S MOSBY HWY
TALL CEDARS PKWY
EVERGREEN MILLS RD
GUM SPRING RD
LOUDOUN COUNTY PKWY
OLD OX RD
659
774
607
606
621
50
FIGURE 5-6
ALTERNATIVE 3C: US ROUTE 50 LIMITED ACCESS
& LOUDOUN COUNTY PARKWAY AT-GRADE (2040) LOS