

ITEM 11 - Action
November 19, 2008

Approval of the 2008 Constrained Long Range Plan (CLRP)

Staff

Recommendation: Adopt Resolution R8-2009 approving the 2008 CLRP.

Issues: None

Background: At the October 15 meeting, the Board was briefed on the draft 2008 CLRP and FY 2009-2014 TIP amendments and web-based information and the associated conformity analysis.

The CLRP website can be found at www.mwcog.org/clrp. The website provides information on the proposed significant changes to the CLRP, existing projects in the 2007 CLRP, and the FY 2009-2014 TIP. A plan brochure that summarizes key information available on the website will be available at the TPB meeting.

TPB R8-2008
November 19, 2008

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

RESOLUTION APPROVING
THE 2008 CONSTRAINED LONG RANGE
TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing SAFETEA-LU, which became effective July 14, 2007, specify the development and content of the long range transportation plan and require that it be reviewed and updated at least every four years; and

WHEREAS, on January 16, 2008, the TPB approved the 2007 Constrained Long-Range Transportation Plan (CLRP) and FY 2008-2013 TIP which were developed as specified in the Federal Planning Regulations; and

WHEREAS, on October 17, 2007, the TPB issued a solicitation document for projects and strategies to be included in the 2008 CLRP and FY 2009-2014 TIP that will meet federal planning requirements and address the federal planning factors and goals in the TPB Vision; and

WHEREAS, the transportation implementing agencies in the region provided submissions for the 2008 CLRP and inputs to the FY 2009-2014 TIP, and the TPB Technical Committee and the TPB reviewed the submissions at meetings in January, February and June 2008; and

WHEREAS, on February 20, 2008, the TPB approved the major projects submitted for inclusion in the air quality conformity assessment for the 2008 CLRP and FY 2009-2014 TIP, and on February 29, the Virginia Supreme Court declared that the taxing ability of the NVTAA was unconstitutional; and

WHEREAS, on July 16, the Board approved an FY 2009-2014 TIP which excluded those projects approved by the TPB in February that were either dependent on funding from the Northern Virginia Transportation Authority (NVTAA) or required a new air quality conformity

determination; and

WHEREAS, a new air quality conformity analysis has been conducted for the 2008 CLRP and the amended FY 2009-2014 TIP with the NVTAF funded projects delayed or removed, but with all other projects approved by the TPB in February included; and

WHEREAS, on October 9, 2008, the draft 2008 CLRP with the NVTAF funded projects delayed or removed, but with all other projects approved by the TPB in February included, amendments to the FY 2009-2014 TIP, and conformity assessment were released for a 30-day public comment period and inter-agency review at the TPB Citizens Advisory Committee (CAC) meeting, and no public comments were received; and

WHEREAS, the significant changes for the 2008 CLRP are described in the attached memorandum of November 13, 2008 and on the TPB web site, and detailed information on all of the projects in the 2008 CLRP is provided on the TPB web site and in Appendix B of the Air Quality Conformity report as adopted November 19, 2008; and

WHEREAS, the financial plan for the 2006 CLRP which is documented in the September 2006 report: *Analysis of Resources for the 2006 Financially Constrained Long-Range Transportation Plan for the Washington Region* was updated for the 2008 CLRP to show the forecasts of revenues and expenditures in year of expenditure dollars in addition to constant 2006 dollars; and

WHEREAS, the financial plan for the 2008 CLRP demonstrates that the forecast revenues reasonably expected to be available are equal to the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region through 2030; and

WHEREAS, in each year's update of the CLRP between 2000 and 2004, the TPB has explicitly accounted for the funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2005 by constraining transit ridership to or through the core area to 2005 levels; and

WHEREAS, as a result of the "Metro Matters" commitments for Metro's near-term funding, the transit ridership constraint to or through the core area was applied in the 2005 CLRP conformity analysis using 2010 ridership levels rather than 2005 levels; and

WHEREAS, while in October 2008 federal legislation was enacted to authorize \$150 million per year for 10 years in funding for WMATA's capital and preventive maintenance projects, and, the legislatures of Maryland, Virginia, and District of Columbia are taking steps to identify the required dedicated local matching revenues and this additional revenue was not assumed to be available in the financial plan for the 2008 CLRP and the transit ridership constraint to or through the core area was applied in the 2008 CLRP conformity analysis using 2010 ridership levels ; and

WHEREAS, during the development of the 2008 CLRP, the TPB Participation Plan was followed, and numerous opportunities were provided for public comment: (1) At the January 16, 2008 TPB meeting, the project submissions for inclusion in the air quality conformity analysis of the 2008 CLRP and the FY 2009-2014 TIP and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the February 20 TPB meeting; (2) At the February 20 meeting, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP and TIP documents; (3) On May 15, 2008 in conjunction with the CAC meeting, a public meeting was held on the development of the draft FY 2009-2014 TIP with and without the NVTA funded projects; (4) On June 12, 2008 at the CAC meeting, the draft air quality conformity analysis, the draft 2008 CLRP, the draft FY 2009-2014 TIP with and without NVTA funded projects, and web-based information on the plan were released for a 30-day public comment period which closed on July 12, 2008; (5) On July 16, the Board approved an FY 2009-2014 TIP which excluded those projects approved by the TPB in February that were either dependent on funding from the Northern Virginia Transportation Authority (NVTA) or required a new air quality conformity determination; (6) On October 9, 2008, the draft 2008 CLRP with the NVTA funded projects delayed or removed, but with all other projects approved by the TPB in February included were released for a 30-day public comment period and inter-agency review, and no public comments were received; (7) An opportunity for public comment on these documents was provided on the TPB web page and at the beginning of the October 15 TPB meeting and no comments were received; and (8) the final version of the TIP will include summaries of all comments and responses; and

WHEREAS, on November 19, 2008, the TPB determined that the 2008 CLRP conforms with the requirements of the Clean Air Act Amendments of 1990; and

WHEREAS, the TPB Technical Committee has recommended favorable action on the 2008 CLRP by the Board,

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the 2008 Constrained Long-Range Transportation Plan for the National Capital Region, as described in the attached memorandum, the TPB web site, and Appendix B of the Air Quality Conformity report.

National Capital Region Transportation Planning Board

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MEMORANDUM

November 13, 2008

TO: Transportation Planning Board

FROM: Ronald F. Kirby
Director, Department of Transportation Planning

SUBJECT: Documentation of the 2008 Financially Constrained Long-Range Transportation Plan (CLRP)

Background

At its February 20, 2008 meeting, the TPB approved a set of project inputs for the 2008 CLRP and FY 2009-2014 TIP. On July 16, the Board approved a FY 2009-2014 TIP which excluded those projects approved by the TPB in February that were either dependent on funding from the Northern Virginia Transportation Authority (NVTA) or required a new air quality conformity determination. A new air quality conformity analysis has been conducted for the 2008 CLRP and the amended FY 2009-2014 TIP with the NVTA funded projects delayed or removed, but with all other projects approved by the TPB in February included.

Significant Project Changes for the Plan and TIP

On October 9, the TPB released for public comment 2008 CLRP and amendments to the FY 2009-2014 TIP. The attachment describes the final set of significant changes for the 2008 CLRP (Figure 1). Significant highway changes are those relating to interstates, principal arterials, and other limited access parkways and roadways. The attachment also includes project descriptions and maps of the significant changes.

Web-Based Documentation and Brochure

The 2008 CLRP meets all the SAFETEA-LU planning regulations which became effective in July 2007. Complete documentation of the CLRP can be found on the Plan web site at www.mwcog.org/clrp (the Welcome page shown here). The web site provides information on:

- the proposed significant changes (highway and transit);
- the FY 2009-2014 TIP and its proposed amendments;
- the existing highway, transit, high-occupancy vehicle projects and studies in the 2007 CLRP;
- how the CLRP meets the final planning regulations to implement SAFETEA-LU.



A plan brochure has been prepared that summarizes key information available on the website. Copies of the brochure will be available at the November 19 TPB meeting.

Significant Additions and Changes Included in the 2008 Update to the Financially Constrained Long-Range Transportation Plan (CLRP)

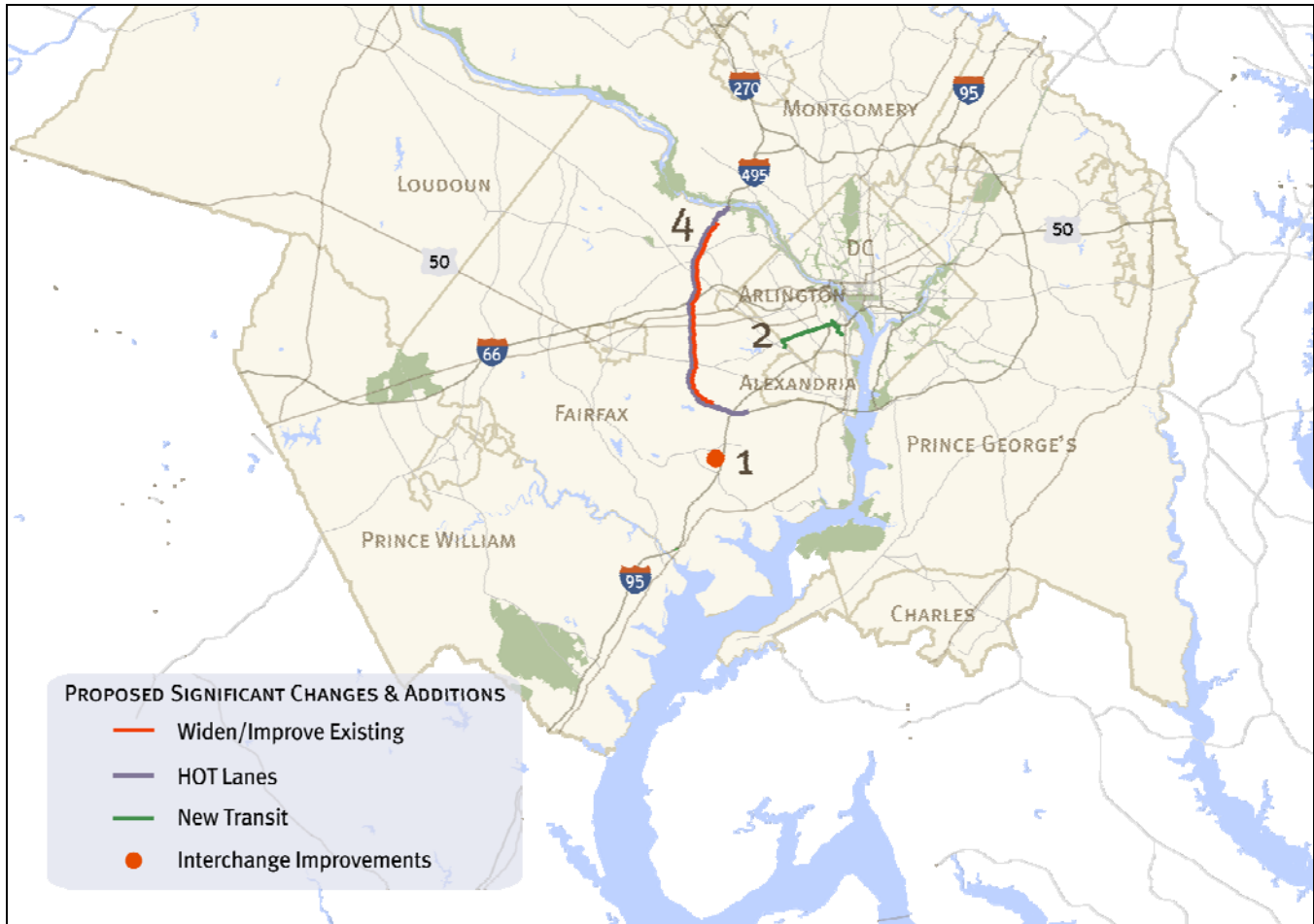


Figure 1: Significant Additions and Changes to the 2008 Update to the CLRP

Significant Additions to the CLRP

1. Access to Ft. Belvoir Engineer Proving Ground (EPG): I-95 and Fairfax County Parkway (BRAC)
2. Columbia Pike Streetcar from Skyline to Pentagon City
3. Fairfax Connector Service Transit Development Plan (Not shown on map)

Significant Changes to the CLRP

4. I-495 Capital Beltway HOV-HOT Lanes
5. I-95/395 HOV-HOT-Bus Lanes Transit Plan Revisions (Not shown on map)

Significant Additions to the CLRP

1. Access to Ft. Belvoir Engineering Proving Grounds (EPG): I-95 and Fairfax County Parkway (BRAC)

Two projects have been proposed to meet expected demand at the Fort Belvoir EPG due to the Base Realignment and Closures (BRAC) act.

A. I-95 Access to Fort Belvoir includes the following improvements:

- Widen the existing ramp from southbound I-95 to the Fairfax County Parkway and EPG southern loop road with an additional barrier-separated lane, providing dedicated access to the EPG for DOD personnel only.
- A new reversible, single-lane approach bridge from the northbound HOV/Bus/HOT lanes to the EPG's southern loop road. This connection will provide access from the northbound I-95 HOV lanes in the morning. In the evening, access will reverse to the northbound I-95 general purpose lanes and the southbound HOV lanes.

Complete: 2011, 2013
Cost: \$28.8 million
Source: Federal funding

B. Fairfax County Parkway Access to Fort Belvoir

- A one-lane ramp from the EPG Access Road to northbound Fairfax County Parkway and a two-lane ramp from the Access Road to southbound Fairfax County Parkway. The proposed ramps will connect to the proposed interchange at Rolling Road, which is already included in the CLRP.

Complete: 2011
Cost: \$6.8 million
Source: Federal funding

2. Columbia Pike Streetcar From Skyline to Pentagon City

Design, construct and operate a streetcar system running approximately 4.7 miles between Pentagon City in Arlington County and Skyline in Fairfax County. For most of the route, streetcars will travel in mixed traffic.

Length: 4.7 miles
Complete: 2016
Cost: \$138.5 million
Source: State and local funding

Figure 2: Columbia Pike Streetcar Project



3. Fairfax Connector Service Transit Development Plan

Not shown on map.

Increase bus service on priority routes and purchase 35 new Fairfax Connector buses. Expand the West Ox Bus Operations Facility to accommodate new buses and increased service. Also includes bus stop access and safety improvements identified as part of the Bus Stop Inventory and Safety Study.

Complete: 2011
Cost: \$91.9
Source: Local funding

Significant Changes to the CLRP

The following projects are included in the 2007 CLRP, but significant changes have been proposed for the 2008 CLRP.

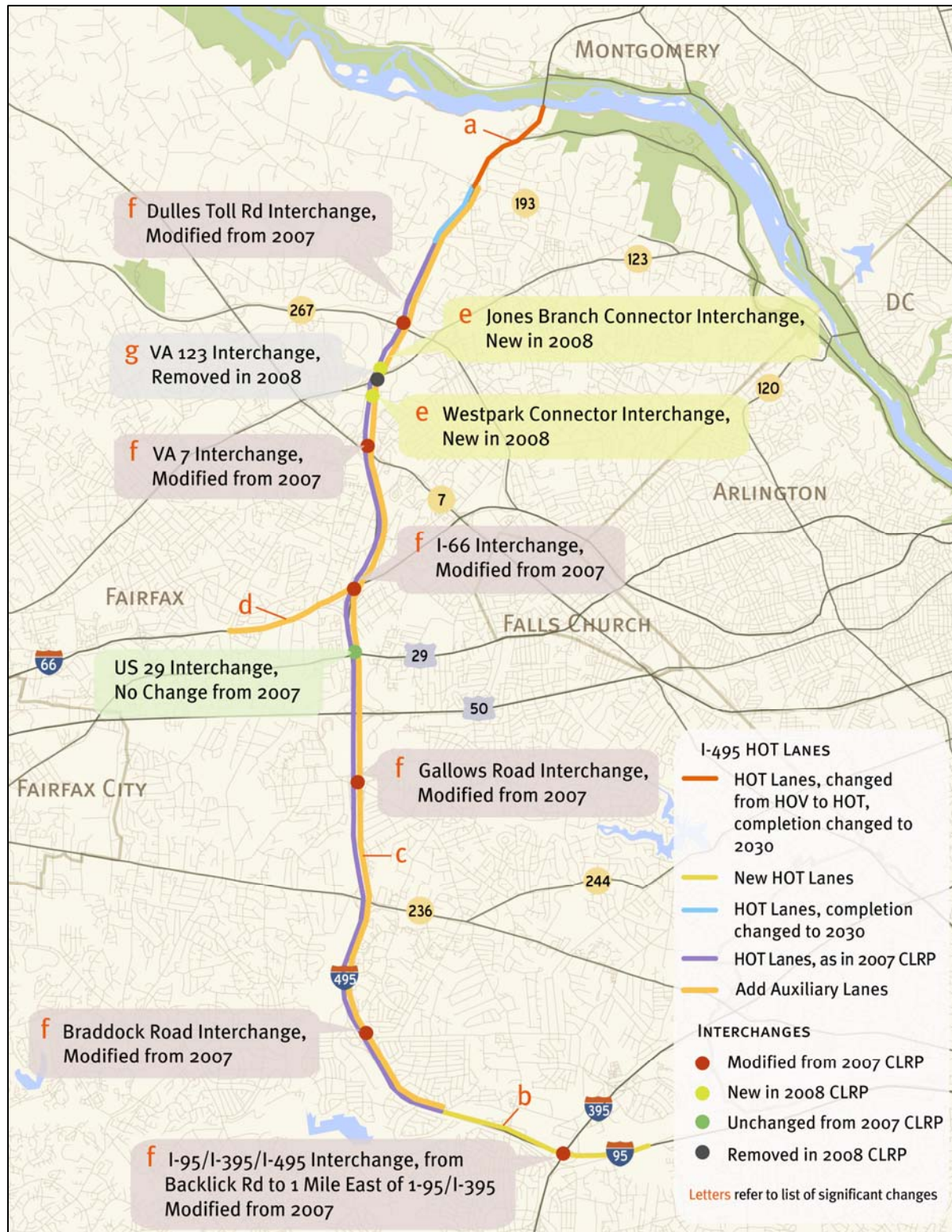
4. I-495 Capital Beltway HOV-HOT Lanes

The 14 mile stretch of HOV-HOT Lanes on the Capital Beltway between Backlick Road and Old Dominion Drive is scheduled to be complete in 2013. The following changes have been proposed for the Capital Beltway HOT-HOV Lanes Project, as shown in the figure on the following page:

- a) The northern terminus of the HOT lanes will extend 2 lanes from Georgetown Pike to the American Legion Bridge. These were previously planned as HOV lanes to be complete in 2015 and are now proposed as HOT lanes to be complete in 2030. A 4 lane stretch of HOT lanes from Georgetown Pike (193) to Old Dominion Drive will be complete in 2030 instead of 2013.
- b) The southern terminus of the HOT lanes has been extended to include 2 HOT lanes from the Hemming Avenue underpass to one mile east of the I-95/395/495 Interchange. This segment is scheduled to be completed by 2013.
- c) One additional general purpose auxiliary lane from Georgetown Pike to the Hemming Avenue underpass will be added in each direction to connect the on-ramps and off-ramps between interchanges.
- d) Auxiliary lanes will be added on eastbound and westbound I-66 between the I-495 interchange and Cedar Lane (see accompanying CLRP description Form for details).
- e) Two new interchanges are planned at the westbound Jones Branch Connector and the westbound WestPark Connector.
- f) Planned HOT lane interchanges at the Dulles toll Road, VA 7, I-66, Gallows Road, Braddock Road and I-95/395 will be modified (see accompanying CLRP Description Form for details).
- g) A planned HOT lane interchange at VA 123 is being removed from the project scope.

Length: 14 miles
Complete: 2013, 2030
Cost: \$1.619 billion
Source: Federal, state, private and bond funding

Figure 3: Proposed changes to the I-495 Capital Beltway HOV-HOT Lanes Project for the 2008 CLRP



5. I-95/395 HOV-HOT-Bus Lanes Transit Plan Revisions

Not shown on map.

The Transit Plan for the I-95/395 HOT Lanes project has been revised to reflect the results of the Transit/Transportation Demand Management (TDM) Study conducted by the Virginia Department of Rail and Public Transportation (DRPT) and the Technical Advisory Committee. The following significant changes have been proposed for the Transit Plan. Full details can be found in Attachment A to the accompanying CLRP Description Form.

- The Transit/TDM plan's cost and revenue estimates have been revised to reflect the revised transit investment strategy for the corridor.
 - Earlier capital investments of \$76 million revised to \$152 million to reflect increased investment into transit facilities
 - Earlier operating expenses of \$314 million revised to \$245 million to reflect revised service plan, service duration and fare box recovery

- Greater level of improvement/investment into transit facilities.
 - 3 new transit stations along the corridor
 - Improvements at 4 VRE stations – platform extension and overnight storage
 - 9 new or enhanced TDM initiatives
 - 3,750 park and ride spaces in addition to the 3,000 proposed earlier
 - 3 new/improved transit centers instead of 1 bus maintenance facility
 - 76 new buses and 6 VRE rail cars instead of 184 new buses