

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

RESOLUTION APPROVING
THE 2012 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 November 16, 2011, the TPB approved the 2011 Constrained Long-Range Transportation Plan (CLRP) which was developed as specified in the Federal Planning Regulations; and

WHEREAS, on November 17, 2010, the TPB approved the FY 2011-2016 TIP which was developed as specified in the Federal Planning Regulations; and

WHEREAS, on October 19, 2011, the TPB issued a solicitation document for projects and strategies to be included in the 2012 CLRP and FY 2013-2018 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 2012 CLRP and inputs to the FY 2013-2018 TIP, and the TPB Technical Committee and the TPB reviewed the submissions at meetings in January and February 2012; and

WHEREAS, on February 15, 2012, the TPB approved the major projects submitted for inclusion in the air quality conformity assessment for the 2012 CLRP and FY 2013-2018 TIP; and

WHEREAS, on June 14, 2012, the draft 2012 CLRP, the FY 2013-2018 TIP, and the air quality conformity assessment were released for a 30-day public comment period and inter-agency review at the TPB Citizens Advisory Committee (CAC) meeting; and

WHEREAS, the significant changes for the 2012 CLRP are described in the attached memorandum of July 12, 2012 and on the CLRP website, and detailed information on all of the projects in the 2012 CLRP is provided on the CLRP website and in Appendix B of the Air Quality Conformity report as adopted July 18, 2012; and

WHEREAS, an updated financial plan for the 2010 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 2040; 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 through 2008 CLRP conformity analysis using 2010 ridership levels rather than 2005 levels; and

WHEREAS, as a result of the federal legislation enacted in October 2008 to authorize \$150 million per year for 10 years in funding for WMATA's capital and preventive maintenance projects, and steps taken by the legislatures of Maryland, Virginia, and District of Columbia to identify the required dedicated local matching revenues, this additional revenue was assumed to be available in the financial plan for the 2012 CLRP and the transit ridership constraint to or through the core area was applied in the 2012 CLRP conformity analysis using 2020 ridership levels for 2030 and 2040; and

WHEREAS, during the development of the 2012 CLRP, the TPB Participation Plan was followed, and numerous opportunities were provided for public comment: (1) At the January 12, 2012 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis 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 January TPB meeting; (2) At the February 15 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 3, 2012 the 2012 CLRP was presented to the TPB's Access for All Advisory Committee for their consideration and comment; (4) On June 14 in conjunction with the CAC meeting, a public meeting was held on the draft 2012 CLRP, the draft FY 2013-2018 TIP, and the draft air quality conformity analysis, and the Plan and TIP documents were released for a 30-day public comment period which closed on July 14, (5) An opportunity for public comment on these documents was provided on the TPB website and at the beginning of the June and July TPB meetings; and (6) the final version of the 2012 will include summaries of all comments and responses; and

WHEREAS, on July 18, 2012, the TPB determined that the 2012 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 2012 CLRP by the Board; and

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the 2012 Constrained Long-Range Transportation Plan for the National Capital Region, as described in the attached memorandum and the CLRP website, and Appendix B of the Air Quality Conformity report; and

BE IT FURTHER RESOLVED THAT pertaining to the inclusion of the Manassas National Battlefield Park Bypass in the 2012 CLRP, the TPB recognizes that a commitment is being made to the closure of Route 234 and Route 29 through the park, and requests that further evidence of this commitment be provided to the TPB prior to the appropriation of construction funds.

Adopted by the Transportation Planning Board at its regular meeting on July 18, 2012.

National Capital Region Transportation Planning Board

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MEMORANDUM

July 12, 2012

To: Transportation Planning Board

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

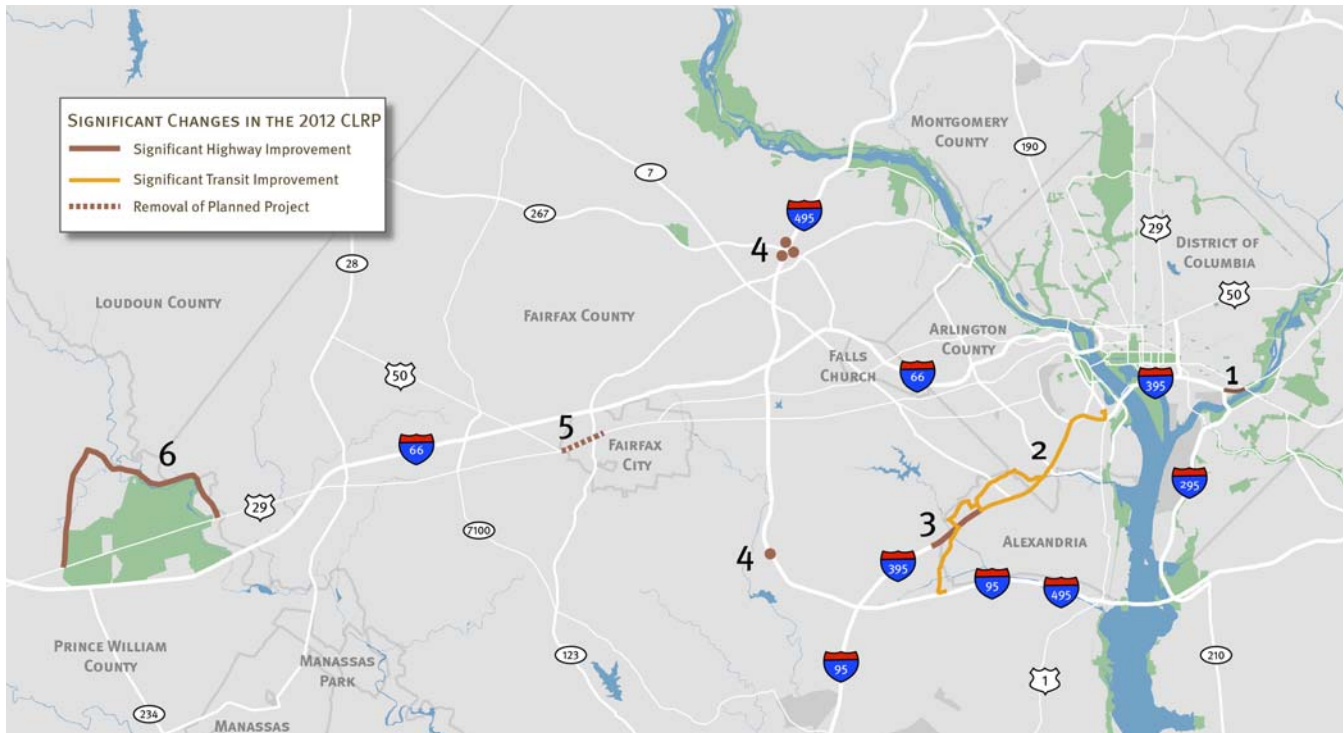
Re: Briefing on the Draft 2012 Financially Constrained Long-Range Plan (CLRP) and FY 2013-2018 Transportation Improvement Program

On June 14, the draft 2012 CLRP and FY 2013-2018 TIP were released for public comment at a public forum held in conjunction with the Citizens Advisory Committee. Attendees were presented with information about the significant additions and changes to projects in the CLRP, the Air Quality Conformity Assessment that was performed on all projects included in the CLRP, and a financial summarization of the projects included in the TIP. The public comment period will end on July 14, 2012. Comments received may be reviewed online at mwcog.org/tpbpubliccomment.

The following pages detail the significant additions and changes proposed for inclusion in the 2012 CLRP and the FY 2013-2018 TIP. A full listing of all project inputs for the Plan can be found in Appendix B of the Draft Air Quality Conformity Assessment. Complete documentation of the Plan and the TIP, including a searchable project database are available online at mwcog.org/clrp.

The Board will be asked to approve the CLRP, the TIP and the Air Quality Conformity Assessment at its meeting on July 18.

Significant Additions and Changes to The 2012 Update to the Financially Constrained Long-Range Transportation Plan and the FY 2013-2018 Transportation Improvement Program



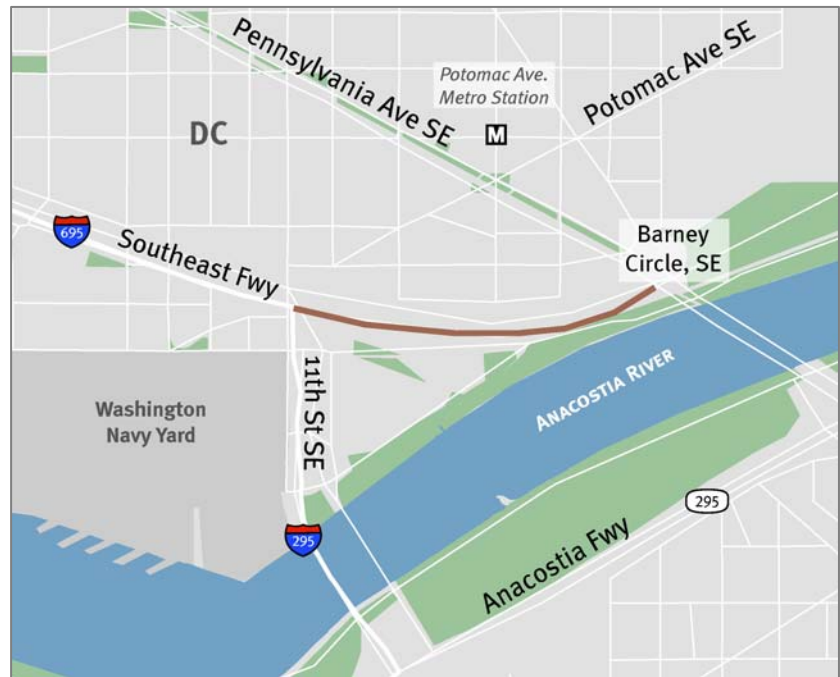
Significant Additions and Changes to the CLRP and FY 2013-2018 TIP

1. CREATE SOUTHEAST BOULEVARD FROM 11TH STREET BRIDGE TO BARNEY CIRCLE
2. BUS RAPID TRANSIT FROM VAN DORN METRO STATION TO PENTAGON METRO STATION
3. I-395 AUXILIARY LANE, NORTHBOUND FROM DUKE STREET TO SEMINARY ROAD
4. DATE CHANGE ON I-495 HOT LANES INTERCHANGES (~~2030~~ 2013)
5. REMOVE WIDENING OF US 29 FROM US 50 TO EATON PLACE
6. MANASSAS NATIONAL BATTLEFIELD PARK BYPASS

1. Create Southeast Boulevard from 11th Street Bridge to Barney Circle

Once the 11th Street SE Bridge fully connects I-695 (Southeast Freeway) and I-295 in both directions, the segment between 11th Street SE and Barney Circle/ Pennsylvania Avenue will become obsolete. This project proposes to convert that segment of the Southeast Freeway to an urban boulevard, connected to Barney Circle, with an at-grade intersection.

Complete: 2015
Length: 0.5 mile
Cost: \$80 million
Funding: Federal, Local and Private

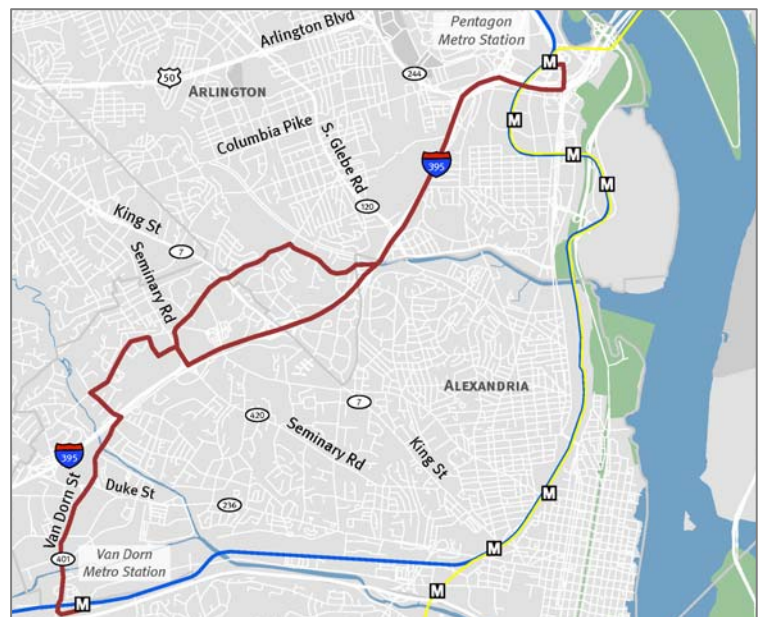


2. Bus Rapid Transit from the Van Dorn Metro Station to the Pentagon Metro Station

This project will construct and operate a Bus Rapid Transit (BRT) service that will connect the Van Dorn Metro Station to the Pentagon Metro Station via the Mark Center. The line will split into two spurs at the Mark Center. The BRT spur will continue north on Beauregard Street, serving the Northern Virginia Community College at Braddock Road, turn east on S. Arlington Mill Drive to serve the Shirlington Transit Center, then continue on I-395 to the Pentagon. A separate rapid bus spur will travel on the I-395 HOV lanes from the Mark Center directly to the Pentagon.

The BRT alignment will operate in dedicated lanes where possible, and may include additional elements such as pre-board payment, transit signal priority, improved bus shelters/stops, and branded vehicles. The rapid bus alignment will contain some of the same features as BRT but will operate in shared lanes. Buses will run every 7.5 minutes during peak periods.

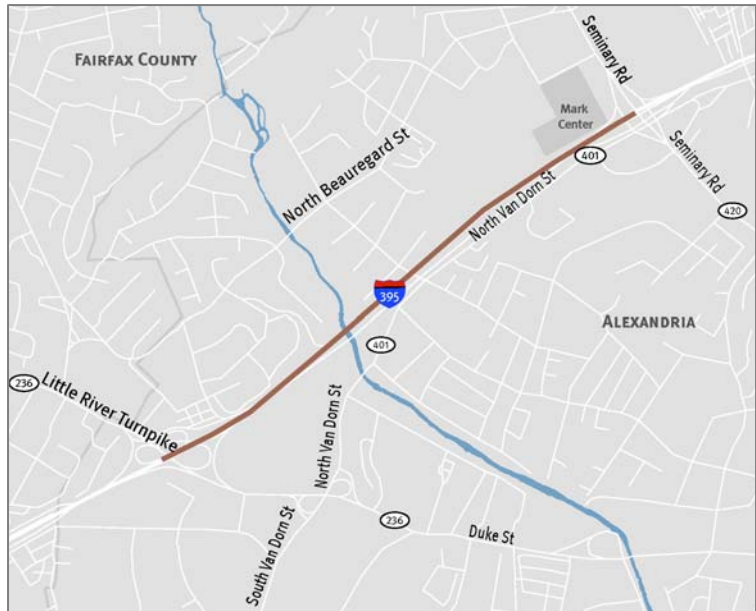
Complete: 2016
Length: 6.5 miles
Cost: \$100 million
Funding: Federal, Local and Private



3. I-395 Auxiliary Lane, Northbound from Duke Street to Seminary Road

This project will construct an auxiliary lane on northbound I-395 connecting the Duke Street on ramp to the off ramp at Seminary Road.

Complete: 2015
 Length: 1 mile
 Cost: \$20 million
 Funding: Federal and state



4. Date Change on I-495 HOT Lanes Interchanges

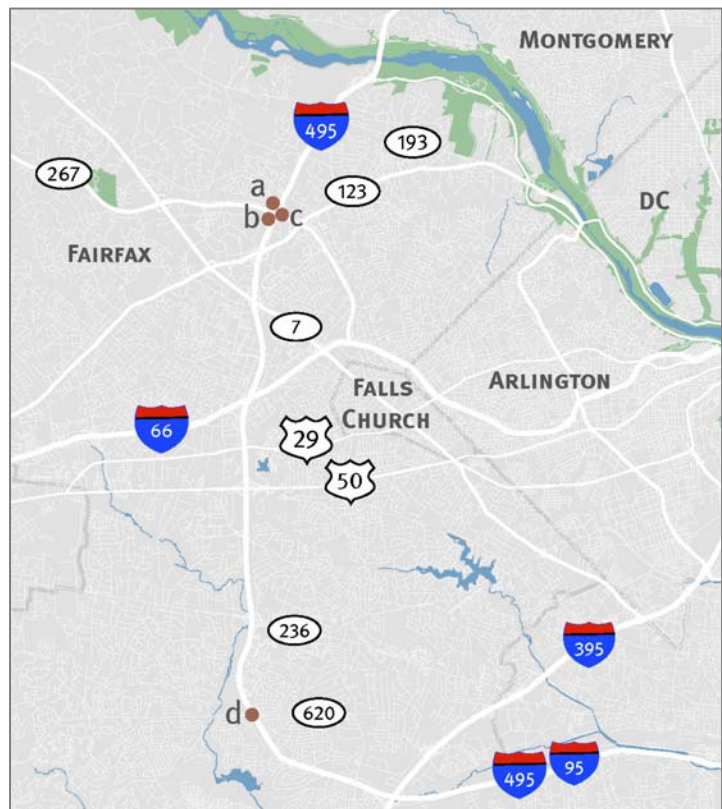
The 2011 CLRP includes the widening of the Capital Beltway to include a system of HOT lanes from the American Legion Bridge to the Backlick Road Underpass. As part of the larger I-495 HOT lanes project, VDOT is proposing to advance the completion dates of four interchanges from 2030 to 2013:

a & b: Two interchanges at VA-267 Dulles Toll Rd

c: One interchange at Dulles Airport Access Highway

d: One interchange at VA-620 (Braddock Rd)

Complete: 2013



5. Remove Widening of US 29 from US 50 to Eaton Place

The 2011 CLRP includes the widening of US 29, Lee Highway from four to six lanes in the City of Fairfax between US 50 and Eaton Place. VDOT proposes to remove this project from the CLRP.

Complete: ~~2013, 2040~~
 Cost: ~~\$30.2 million~~



6. Manassas National Battlefield Park Bypass

This project will construct a four lane bypass for US 29 to the north of the Manassas National Battlefield Park. Two segments of the project are already included in the plan:

- a portion of the Tri-County Parkway (improvements to Pageland Lane),
- and widening of VA 234, Sudley Road.

The remaining portion will construct a new four lane facility from Sudley Road to east of the intersection of US 29 and Paddington Lane. Once the Bypass is complete, about four miles of US 29 and three miles of Sudley Road located inside the Park will be closed.



Complete: 2035
 Length: 9 miles
 Cost: \$305 million
 Funding: Federal and state