TPB R6-2011
November 17, 2010

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

RESOLUTION APPROVING THE 2010 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 July 15, 2009, the TPB approved the 2009 Constrained Long-Range Transportation Plan (CLRP) and FY 2010-2015 TIP which were developed as specified in the Federal Planning Regulations; and

WHEREAS, on November 18, 2009, the TPB issued a solicitation document for projects and strategies to be included in the 2010 CLRP and FY 2011-2016 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 2010 CLRP and inputs to the FY 2011-2016 TIP, and the TPB Technical Committee and the TPB reviewed the submissions at meetings in April and May 2010; and

WHEREAS, on May 19, 2010, the TPB approved the major projects submitted for inclusion in the air quality conformity assessment for the 2010 CLRP and FY 2011-2016 TIP; and

WHEREAS, on October 14, 2010, the draft 2010 CLRP, the FY 2011-2016 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

WHEREAS, the significant changes for the 2010 CLRP are described in the attached memorandum of November 10, 2010 and on the TPB web site, and detailed information on all of the projects in the 2010 CLRP is provided on the TPB web site and in Appendix B of the Air Quality Conformity report as adopted November 17, 2010; and

WHEREAS, an updated comprehensive 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 2010 CLRP and the transit ridership constraint to or through the core area was applied in the 2010 CLRP conformity analysis using 2020 ridership levels for 2030 and 2040; and

WHEREAS, on October 14, 2010, the draft Air Quality Conformity Determination of the 2010 CLRP and FY 2011-2016 TIP and web-based information were released for a 30-day public comment period and inter-agency review; and

WHEREAS, during the development of the 2010 CLRP, the TPB Participation Plan was followed, and numerous opportunities were provided for public comment: (1) At the April 15, 2010 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis of the plan and the 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 May TPB meeting; (2) At the May 19 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 July 8, 2010 the 2010 CLRP was presented to the TPB's Access for All Advisory Committee for their consideration and comment; (4) On October 14 in conjunction with the CAC meeting, a public meeting was held on the draft 2010 CLRP and the 2010 financial analysis, the draft FY 2011-2016 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

November 13, (5) An opportunity for public comment on these documents was provided on the TPB web page and at the beginning of the October and November TPB meetings; and (6) the final version of the TIP will include summaries of all comments and responses; and

WHEREAS, on November 17, 2010, the TPB determined that the 2010 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 2010 CLRP by the Board,

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the 2010 Constrained Long-Range Transportation Plan for the National Capital Region, as described in the attached memorandum and the TPB web site, and Appendix B of the Air Quality Conformity report.

Adopted by the Transportation Planning Board at its regular meeting on November 17, 2010.

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

MEMORANDUM

November 10, 2010

TO: Transportation Planning Board

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

RE: Briefing on the Contents and Performance of the 2010 Financially Constrained Long-Range Plan (CLRP) and Approval of the Plan

On October 14, the draft 2010 CLRP and FY 2011-2016 TIP were released for public comment at the Citizens Advisory Committee, along with the associated Air Quality Conformity Assessment. The public comment period will close on November 13. The Board will be asked to approve the CLRP, TIP, and accompanying Air Quality Conformity Analysis at its meeting on November 17. Before being asked to approve the Plan, the Board will be briefed on the background, content and performance of the CLRP and TIP.

The development of the 2010 CLRP was shaped by a number of factors, including forecasted land use, financial constraints, transit fares and constraint, and the significant changes to expansion projects. When the TPB approved the Call for Projects for the CLRP and TIP in November 2009, members of the Board requested that additional language be included, directing implementing agencies to consider an expanded and evolving context when selecting projects to move forward. This context was focused on goals that had been set forth in the TPB's Vision, COG's Climate Change and Region Forward reports, and also explored by the TPB with its "Aspirations" and "What Would It Take" scenarios. Staff will present an analysis of the Plan and how it performs against the following goals:

- Reduce Vehicle Miles Traveled (VMT) per capita
- Reduce congestion on the region's highway and transit systems
- Increase accessibility to jobs
- Meet federal air quality standards and reduce mobile-source emissions
- Reduce mobile-source greenhouse gas emissions
- Increase the rate of construction of bicycle and pedestrian facilities

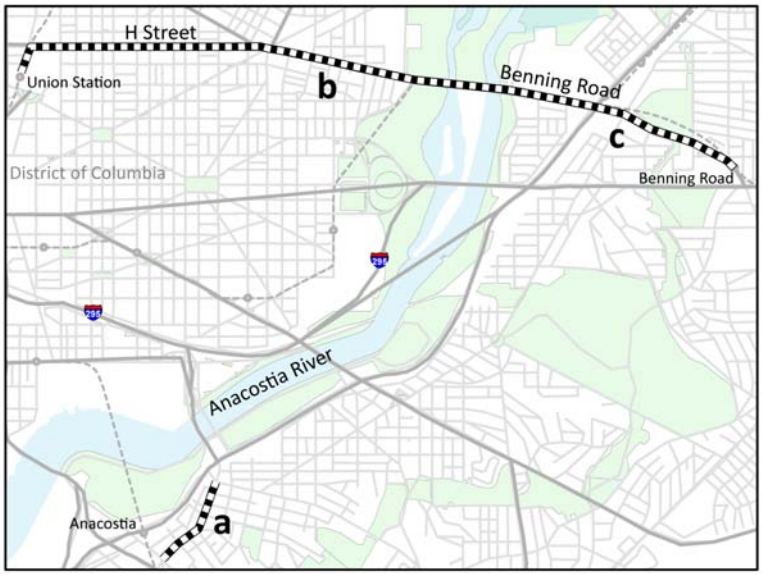
The presentation will also include a brief summary of the funding in the FY 2011-2016 TIP.

The following pages detail the significant additions and changes proposed for inclusion in the 2010 CLRP and the FY 2011-2016 TIP, as well as a listing of projects that are being delayed or removed from the CLRP due to funding shortfalls. 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 are available online at www.mwcog.org/clrp, including a searchable project database. Comments may be submitted and reviewed online at www.mwcog.org/TPBPublicComment. The public comment period will end on November 14, 2010.

Significant Additions to the 2010 CLRP

DISTRICT OF COLUMBIA

1. DC Streetcar Project



This project will build three new segments of a larger streetcar network that is currently being planned by the District Department of Transportation. These new segments will complement the initial Anacostia segment which was added to the CLRP in 2006 and is currently under construction. The streetcars will share a lane with automobile traffic and will run every 10 minutes during peak and off-peak periods. The three proposed segments are:

a) Continuation of the Anacostia Line along Martin Luther King, Jr. Avenue SE from Howard Road SE to Good Hope Road SE (0.5 miles, Complete 2012)
b) H Street/Benning Road NE from Union Station to Oklahoma Avenue (2 miles, Complete 2012)
c) Benning Road NE from Oklahoma Avenue NE to 45th Street NE/Benning Road Metro Station (1.8 miles, Complete 2015)

Two more segments will be added to the CLRP as studies:

d) Union Station to Mt. Vernon Square along H Street NW, New Jersey Avenue NW and K Street NW
e) K Street NW from Mt. Vernon Square to Wisconsin Avenue NW

Length:	4.5 miles
Cost:	$183.8 million (Capital)
	$4.8 million per year (Operating)
Source:	General obligation bonds, FTA/Urban Circulator Program Capital Grant

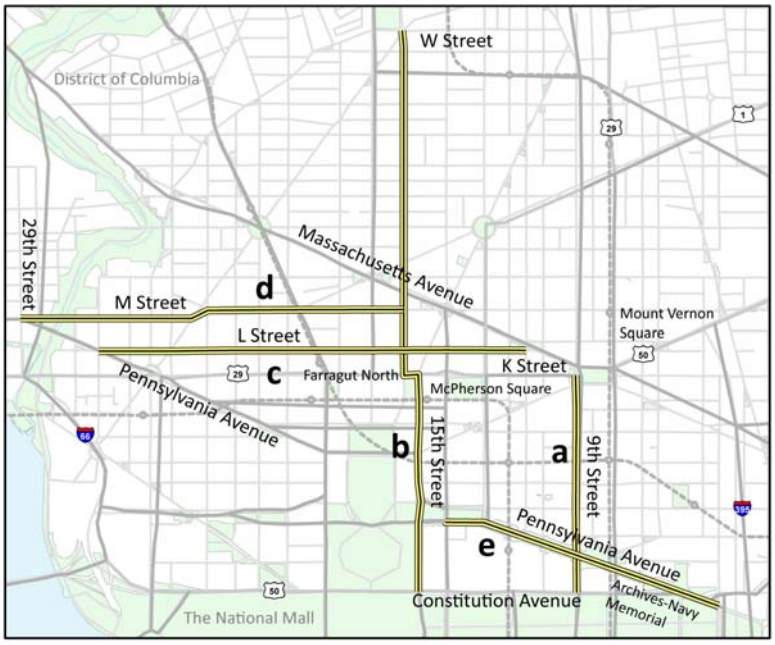
See the CLRP project description and DDOT letter dated April 13, 2010 in Attachment A for more information.

2. Bike Lane Pilot Project

This pilot project* will add barrier-protected bike lanes on five streets in downtown DC. The bike lanes will be protected from automobile traffic by either a lane of parking or buffer zone. To accommodate the bike lanes, one lane of automobile traffic will be removed from 9th, 15th, L and M Streets. Two lanes will be removed from Pennsylvania Avenue and the bike lanes will travel down the center median.

a) 9th Street NW from Constitution Avenue NW to K Street NW (0.7 mile)
b) 15th Street NW from Constitution Avenue NW to W Street NW (2 miles)
c) L Street from 11th Street NW to 25th Street NW (1.3 miles)
d) M Street from 15th Street NW to 29th Street NW (1 mile)
e) Pennsylvania Avenue NW from 3rd Street NW to 14th Street NW (1 mile)

Length: 6 miles
Complete: 2010
Cost: $1.2 million
Source: Local



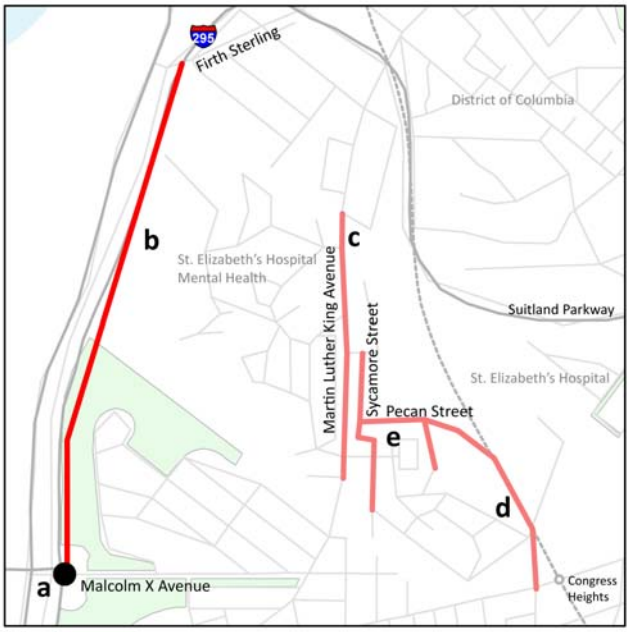
* Because this is a "pilot project", it will not be considered permanent until the District Department of Transportation (DDOT) has evaluated the effectiveness and impacts of the proposed changes. If DDOT decides to make them permanent, they will be required to submit them again for air quality conformity testing in the future.

See the CLRP project description in Attachment A for more information.

3. St. Elizabeth's Access Improvements

The following improvements are proposed to address the increased traffic expected when the Department of Homeland Security moves to the St. Elizabeth's campus.

a) Reconfigure the I-295/Malcolm X Avenue SE Interchange
b) Construct a new 3-lane access road to the West Campus, parallel to I-295 from Firth Sterling Avenue SE to Malcolm X Avenue SE
c) Reconstruct Martin Luther King, Jr. Avenue SE from Pomoroy Road SE to Milwaukee Place SE to add a 5th lane
d) Construct a 2-lane extension of 13th Street SE from Congress Heights Metro Station to Pecan Street SE
e) Reconstruct and reconfigure Pecan and Sycamore Streets to accommodate bus/transit

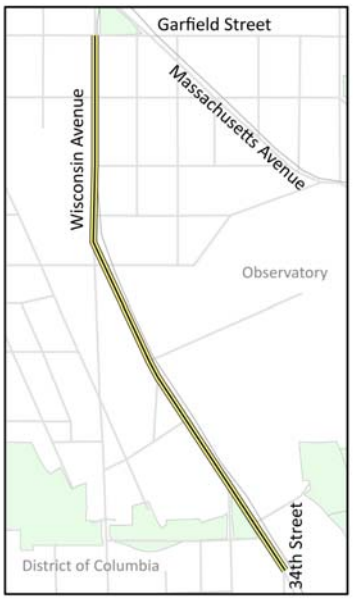


Complete: 2016
Cost: $158.2 million
Source: Federal funding

See the CLRP project description in Attachment A for more information.

4. Glover Park Streetscaping/Wisconsin Avenue Reconfiguration
Wisconsin Avenue NW from 34th Street NW to Garfield Street NW

Within the limits cited, Wisconsin Avenue NW will be reconfigured from six lanes down to four lanes with a center left-turn lane. The purpose of this project is to improve the attractiveness of the Glover Park commercial district and to address pedestrian and vehicular safety.



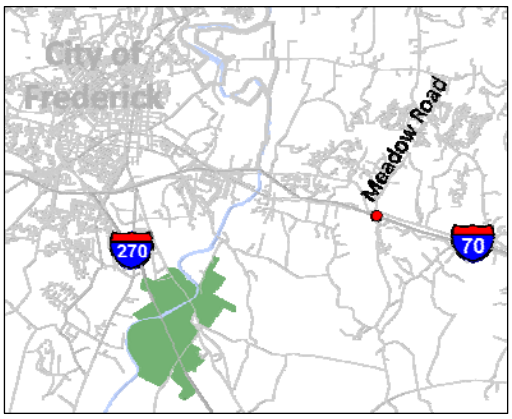
Complete: 2011
Cost: $4.7 million
Source: General obligation bonds and federal funding

See the CLRP project description in Attachment A for more information.

MARYLAND

5. I-70 Interchange at Meadow Road

Reconstruct the interchange of I-70 and Meadow Road to provide missing ramp movements.



Complete: 2016
Cost: $27 million
Source: Federal and State funding

See the CLRP project description in Attachment A for more information.

6. MD 3, Robert Crain Highway from US 50 to the Anne Arundel County Line

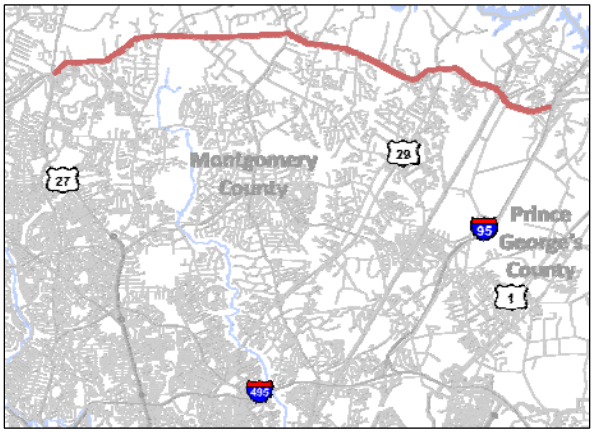
This project was originally included in the 2009 CLRP, but was removed to shift funding for the implementation of the Purple Line. Funding has been shifted from other projects to include this project in the CLRP once again. MD 3 will be upgraded to a four to six lane roadway with improved access control.

Length: 2.5 miles
Complete: 2030
Cost: $399 million
Source: Federal and State funding

See the CLRP project description in Attachment A for more information.

7. MD 28, Norbeck Road/MD 198, Spencerville Road from MD 97 to I-95

This project was originally included in the 2009 CLRP, but was removed to shift funding for the implementation of the Purple Line. Funding has been shifted to include this project in the CLRP once again. This project will upgrade the facility to a 4-lane divided highway from MD 97 to Old Gunpowder Road, and to a 6-lane divided highway from Old Gunpowder Road to I-95.



Length: 11 miles
Complete: 2025
Cost: $352 million
Source: Federal and State funding

See the CLRP project description in Attachment A for more information.

Significant Changes, Delays and Deletions

The following is a list of regionally significant projects that have either changed in scope, have been delayed by ten years or more, or have been removed from the CLRP (or reduced to "study" status). The numbers shown in the third column reference the project locations on the map on page 10, except for those transit projects marked with a ▪ which are shown on page 11.

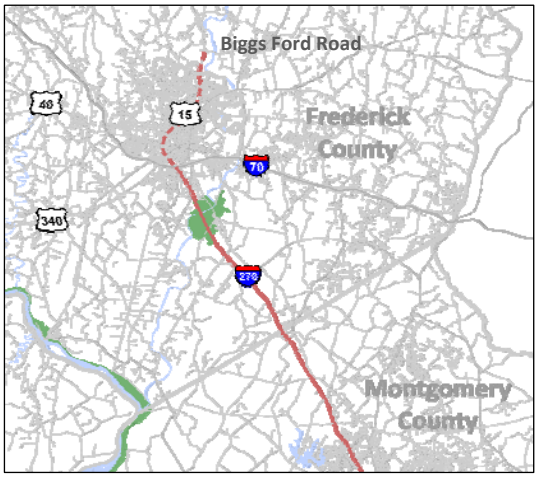
Maryland

Changes to Existing Projects

- I-270/US 15 from Shady Grove Metro Station to Biggs Ford Rd.

The limits of this project were previously defined from the Shady Grove Metro Station to I-70. MDOT is proposing to extend the project from I-70 to Biggs Ford Road. This project will implement highway improvements along the corridor.

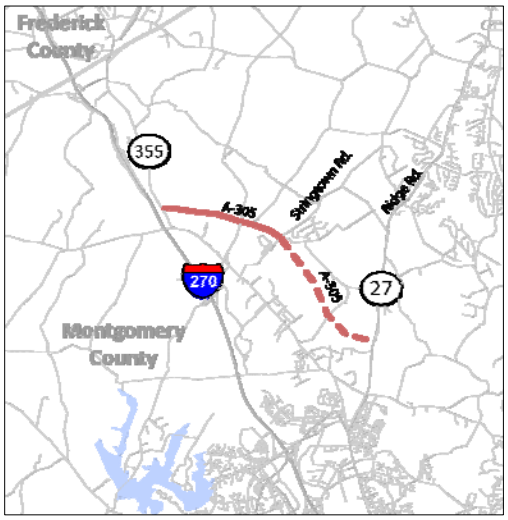
Length:	7 miles (28 miles total)
Complete:	2030
Cost:	$3.4 billion
Source:	Federal and State



- A-305, Mid-County Highway Extended from MD 355 to MD 27

The limits of this project were previously defined from MD 355 to Stringtown Road. MDOT is proposing to extend the project from Stringtown Road to MD 27. This will construct a new 2 lane roadway from MD 355 to Stringtown Road and a new 4 lane roadway from Stringtown Road to MD 27. This segment of the project was in the 2008 CLRP but had subsequently been removed.

Complete:	2012
Cost:	$12 million
Source:	Private



Maryland (continued)

Projects delayed 10 years or more	Old Date	New Date	Map # (page 10)
• MD 2/4, construct 3 lanes from MD 765 to MD 2/4 at Lusby (Calvert County)	2020	2040	not mapped
• MD 4, construct interchange at Westphalia Road	2010	2020	30
*Projects removed from the Plan**			
• I-95/495 interchange at Greenbelt Metro	2016		14
• US 29 Columbia Pike, upgrade from Sligo Creek Pkwy to Howard Co line	2020		44
• US 201 Kenilworth Ave from Rittenhouse Rd to Pontiac St	2020		22
• US 301, upgrade and widen from north of Mount Oak Road to US 50	2020		45

* The widening of Middlebrook Road and the Construction of M-83, Mid-County Highway were previously shown as being removed from the CLRP. They are no longer being removed and will remain in the Plan as originally scheduled.

Virginia

Changes to Existing Projects

- VA 411, Tri-County Parkway, construct 4 lanes from VA 234 at I-66 to US 50

The limits of this project were previously defined from VA 234 to the Loudoun County line. VDOT is proposing to extend the project from the Loudoun County line to US 50.

Length: 4 miles
Complete: 2035

Virginia (continued)

Projects delayed 10 years or more	Old Date	New Date	Map # (page 10)
• US 1, bus right turn lanes from VA 235 N to I-95	2025	2035	20
• VA 7/US 15 Bypass, widen to 6 lanes from VA 7 W to US 15 S	2025	2035	107
• US 15 (James Madison Highway), widen to 4 lanes from US 29 to I-66	2030	2040	71
• Tri-County Parkway, construct 4 lanes from I-66 to US 50	2025	2035	102
• VA 7 Bypass, widen/upgrade to 6 lanes from US 15 S to VA 7/US 15 E	2020	2035	107
Projects removed from the Plan			
• I-95, construct interchange at VA 7900 (Franconia-Springfield Pkwy)	2015		63
• US 1, widen to 6 lanes from Stafford Co line to Joplin Rd	2016		70
• VA 7, widen to 6 lanes from Rt 9 to Market St	2025		105
• US 15 (James Madison Hwy), widen to 4 lanes from VA 234 to Loudoun Co line	2030		71
• VA 28 (Centreville Road), widen to 6 lanes from NCL Manassas Park to Old Centreville Rd	2025		99
• US 50, widen to 8 lanes from I-66 to WCL Fairfax City	2020		81
• VA 7100 (Fairfax Co Pkwy), widen to 6 lanes from VA 636 to VA 640	2015		111
• VA 7100 (Fairfax Co Pkwy HOV), construct 2 lanes from VA 640 to VA 7900	2015		51
• VA 234 (Manassas Bypass), widen/upgrade to 6 lanes from VA 234 (South of Manassas) to I-66	2030		89
• VA 28, widen/upgrade to 6 lanes from VA 619 to VA 234 Bypass	2020		98
• US 29, widen to 6 lanes from US 50 to I-66	2010		79
• VA 123, widen to 6 lanes from Horner Rd. to Devil's Reach Rd.	2015		87

MAJOR HIGHWAY IMPROVEMENTS IN THE 2009 CLRP

As approved October 21, 2009

Project Number Key on Page 12.

MAJOR TRANSIT AND HOV/HOT IMPROVEMENTS IN THE 2009 CLRP

Project Number Key on Page 13.

As approved October 21, 2009

Major Highway Improvements
(map on page 10)

District of Columbia

1. 11th Street Bridge reconstruction, 2013
2. I-395, remove 3rd St SB exit ramp, reconfigure 3rd St SB entrance and 2nd St NB exit ramps, reconnect F St bet. 2nd & 3rd St, 2014
3. South Capitol Street/Bridge Reconstruction, including intersection with Martin Luther King Jr. Blvd, 2015
4. Baltimore Washington Parkway at MD 193, Intersection Improvement, 2025

Maryland

5. Cross-County Connector, widen to 4 lanes, 2009
6. Father Hurley Blvd, construct, widen, 4, 6 lanes, 2011
7. I-270, interchange at Watkins Mill Road Ext., 2020
8. I-270, reconstruct interchange at MD 121, 2010
9. I-270/US 15 Corridor, Shady Grove to I-70, widen and HOV or HOT, 2030
10. I-70, widen to 6 lanes, 2020
11. I-95, interchange and CD lanes at Contee Road , 2020
12. I-95, Woodrow Wilson Bridge , build 12 lane bridge, 2009, 2011
13. I-95/495, interchange at Arena Drive, 2009
14. I-95/495, interchange at Greenbelt Metro, 2015
15. I-95/495: Branch Avenue Metro Access, construct 8 lanes, 2020
16. Intercounty Connector, construct 6 lanes, 2012
17. M-83, construct 4, 6 lanes, 2020
18. MD 117, widen to 4 lanes, 2020
19. MD 118/Germantown Road, widen to 6 lanes, 2020
20. MD 124 extended, construct 2 lanes, 2011
21. MD 124, widen to 6 lanes, 2010, 2020
22. MD 201/Kenilworth Avenue widen to 6 lanes, 2020
23. MD 202, reconstruct 6 lanes, 2020
24. MD 210, upgrade 6 lanes and interchange improvement, 2030
25. MD 223, widen to 4 lanes, 2020
26. MD 27, widen to 6 lanes, 2010
27. MD 27, widen, MD-355 to A 305, 2010
28. MD 355, construct 6 lanes, interchange at Montrose/Randolph Road, 2010
29. MD 355/MD 80, Urbana Bypass, construct 4 lanes, 2010
30. MD 4, widen to 6 lanes, upgrade with interchanges at Westphalia Road and Suitland Parkway, 2010, 2011, 2020
31. MD 450, reconstruct, grade separate at Peace Cross, CSX, 2009
32. MD 450, widen to 4 lanes, 2020
33. MD 5, upgrade, widen to 6 lanes, including interchanges, 2015, 2030
34. MD 85, widen to 4, 6 lanes, 2020
35. MD 97, construct 2 lanes, 2030
36. MD 97, upgrade intersection at MD 28, 2020
37. MD 97, upgrade intersection at Randolph Road , 2015
38. Middlebrook Road Extended, widen, construct 6 lanes, 2015
39. Montrose Parkway East and West, construct 4 lanes, 2009, 2014
40. Randolph Road, widen to 5 lanes, 2010
41. Suitland Parkway, interchange at Rena/Forestville Road, 2025
42. US 1, reconstruct 4 lanes, 2020, widen to 6 lanes, 2010
43. US 15, construct interchange at Monocacy Blvd, 2010
44. US 29, upgrade, including intersections/interchanges, 2015, 2020, 2030
45. US 301, widen to 6 + 2 lanes, 2020
46. US 340/US 15, construct interchange at Jefferson Tech Park, 2010
47. US 50, westbound ramp to Columbia Park Road , 2025

Virginia

48. Battlefield Parkway, construct, widen, upgrade 4 lanes, 2009, 2010
49. Dulles Access Road, widen to 6 lanes including interchange reconstruct at I-495, 2017
50. Dulles Toll Road, reconstruct interchange at VA 674, 2012
51. Fairfax County Parkway HOV, construct 2 lanes, 2015
52. Fairfax County Parkway HOV, widen and upgrade, 6 to 8 lanes, 2010, 2015
53. Fort Belvoir EPG access improvements, 2011, 2013
54. Franconia/Springfield Parkway, HOV with interchange at Nueman Street, 2010, 2020
55. I-495 High Occupancy/Toll (HOT) lanes, Transit Service, 2013, 2030
56. I-495, construct 2 HOT lanes, 2030
57. I-66 HOV, includes interchange reconstruction at US 15, 2020
58. I-66 HOV, widen to 8-lanes, 2010
59. I-66, spot improvements inside the Beltway, 2013
60. I-66, reconstruct interchange at US 29, 2014
61. I-66/I-495, reconstruct interchange, 2013
62. I-66, interchange at Gallows Road and Cedar Lane, 2030
63. I-95, interchange at VA 7900, 2015
64. I-95, reconstruct interchange at VA 642, 2010
65. I-95, widen to 8 lanes from Newington to VA 123, 2011
66. I-95/395 HOT Lanes, widen, construct 2, 3 lanes with 14 ramps,2012, 2014
67. I-95/495, reconstruct interchange at VA 613, 2015
68. I-95/I-395/I-495, interchange access ramps to I-495 HOV, 2010
69. US 1, reconstruct interchange at Russell Road , 2010
70. US 1, widen to 6 lanes including interchange at VA 123, 2010,2011,2015, 2016, 2017, 2020
71. US 15, widen to 4 lanes, 2009, 2030

72. US 15, widen to 4 lanes, 2011
73. US 15 Bypass, interchange at Edwards Ferry Road, 2020
74. US 29, interchange at VA 55, 2014
75. US 29, widen to 5, 6 lanes, 2014, 2016
76. US 29, widen to 6 lanes, 2010
77. US 29, widen to 6 lanes, 2009, 2010, 2011
78. US 29, widen to 6 lanes, 2015, 2020
79. US 29, widen to 6 lanes, 2010
80. US 50, construct round-about at US 15, 2010
81. US 50, widen 3, 8 lanes, 2020
82. US 50, widen to 6 lanes, 2012, 2015
83. US 50, widen/reconstruct 6 lanes including interchanges, 2010, 2015, 2020
84. VA 120, reconstruct 2 lanes, 2020
85. VA 120, reconstruct 4 lanes, 2010
86. VA 123, widen 6 lanes, 2015, 2020
87. VA 123, widen to 6 lanes with interchange at US 1, 2015, 2017
88. VA 123, widen to 6 lanes, 2010
89. VA 234 Bypass, widen/upgrade, 6 lanes, 2020
90. VA 234, widen to 4 lanes, 2010
91. VA 234, widen to 5 lanes, 2010
92. VA 234, widen, upgrade 6 lanes, including interchange at US 1, 2016
93. VA 236, reconstruct intersection at Braddock Road, 2009
94. VA 236, widen and reconstruct to 4, 6 lanes, 2020
95. VA 244, reconstruct interchange at VA 27, 2011
96. VA 28 Bypass, construct 4, 6 lanes, 2020, 2025
97. VA 28, interchange at Wellington Road , RR tracks, 2009
98. VA 28, widen to 4, 6 lanes, 2020
99. VA 28, widen to 6 lanes, 2025
100. VA 28, widen to 6, 8 lanes, with interchanges, 2015
101. VA 3000, widen to 6 lanes, 2020
102. VA 411, (Tri-County Parkway), construct 4 lanes, 2025
103. VA 7, Leesburg Pike, widen to 6, 8 lanes, 2013, 2020
104. VA 7, construct interchanges, 2009, 2010, 2020
105. VA 7, widen to 6 lanes, 2020
106. VA 7, widen to 6 lanes, 2020
107. VA 7/US 15 Bypass, widen to 6 lanes, 2020, 2025
108. VA 7100, construct 6 lanes with interchanges at Rolling Road and Boudinot Drive, 2010, 2020
109. VA 7100, interchange at Fair Lakes Parkway, 2010
110. VA 7100, widen to 6 lanes, 2015
111. VA 7100, widen to 6 lanes (Hooes Rd to Sydenstricker Rd), 2015
112. Wilson Blvd., reconstruct 4 lanes, 2010

Major Transit, HOV, and HOT Improvements

(map on page 11)

District of Columbia

1. Anacostia Street Car Project Phase I, 2010
2. K Street Busway, 2017

Maryland

3. Corridor Cities Transitway, from Shady Grove to COMSAT, 2016
4. I-270/US 15 Corridor, Shady Grove to I-70, HOV or HOT, 2030
5. Purple Line, Bethesda to New Carrollton, 2018
6. University Blvd Bus Enhancements, 2020
7. Veirs Mill Road Bus Enhancements, 2020

Virginia

8. Cherryhill VRE Station, 2010
9. Crystal City Potomac Yard Busway, 2010
10. Dulles Corridor Rapid Transit, 2014, 2015
11. Fairfax County Parkway HOV, widen and upgrade, 6 to 8 lanes, 2010, 2015
12. Fairfax County Parkway HOV, construct 2 lanes, 2015
13. Franconia/Springfi eld Parkway HOV, 2010, 2020
14. I-495 High Occupancy/Toll (HOT) lanes, Transit Service, 2013, 2030
15. I-495, construct 2 HOT lanes, 2030
16. I-66 HOV, widen to 8-lanes, 2010, includes interchange reconstruction at US 15, 2020
17. I-95/395 HOT Lanes, widen, construct 2, 3 lanes with 14 ramps, 2012, 2014
18. Potomac Yard Metro Station, 2030
19. Potomac Yard Transitway, Arlington and Alexandria, 2011
20. US-1 bus right turn lanes, 2025
21. VA 244 Columbia Pike Streetcar from Skyline to
22. Pentagon City, 2016

ATTACHMENT A

CLRP PROJECT DESCRIPTION FORMS

CLRP Project Description Form

CLRP ID **1669**

PROJECT INFORMATION

Submitting Agency: **DDOT** Agency ID: **SA306C**

Project Name: **DC Streetcar Project**

Project Type: **Transit** **System Expansion**

Jurisdiction(s): District of Columbia

Description: **This project will build three new segments of a larger streetcar network that is currently being planned by the District Department of Transportation. The streetcar system will consist of modern low-floor vehicles operating on surface tracks that are embedded in the street pavement. Currently, the District is planning to conduct additional planning and environmental review process for streetcar extensions as proposed in the District of Columbia Analysis DC Streetcar Phase 1 proposed network plan, that include:**

- Continuation of the initial Anacostia line along Martin Luther King, Jr. Avenue SE from Howard Road to Good Hope Road.
Length: 0.5 miles
Complete: 2012

- H Street/Benning Road NE from Union Station to Oklahoma Avenue
Length: 2 miles
Complete: 2012

- Benning Road NE from Oklahoma Avenue to 45th Street/Benning Road Metro Station
Length: 1.8 miles
Complete: 2015

Two additional segments are being submitted to the CLRP as studies:

- Union Station to Mt. Vernon Square, via H Street, New Jersey Avenue and K Street

- K Street NW from Mt. Vernon Square to Wisconsin Avenue

Project Length: **4.3** miles Bicycle/Pedestrian Accommodations: **No bicycle/pedestrian accommodations included**

Project expected to be complete in: **2015** This project was completed in:

Cost (in $1,000s): **$183,800 (Capital only)** Sources: General obligaionbonds, FTA/Urban Circulator Program Capital Grant

Project Manager: **Scott Kubly** **scott.kubly@dc.gov** Website:

Remarks: **See attached letter for further financial information for two of the segments (MLK Extension and Benning Road Extension) totalling $103.2 million. The third segment (H Street/Benning Road) was calculated based on an estimated cost of $40 million per mile, provided by DDOT.**

CONGESTION MANAGEMENT INFORMATION

Do traffic congestion conditions necessitate the proposed project? No

Is this a capacity-increasing project on a limited access highway or other principal arterial? No

SAFETEA-LU PLANNING FACTORS

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 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.
- [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.
- [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.
- [x] Increase the safety of the transportation system for all motorized and non-motorized users.

Is this project being proposed specifically to address a safety issue?

ENVIRONMENTAL MITIGATION

Have any potential mitigation activities been identified for this project? No

INTELLIGENT TRANSPORTATION SYSTEMS

Is this an ITS project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? **No**

RECORD INFORMATION

Created by: **Lezlie Rupert** on: **5/8/2006 4:17:52 PM**

Updated by: **Lezlie Rupert** on: **3/31/2010 4:23:41 PM**

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

April 13, 2010

The Honorable David Snyder, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, NW, Suite 300
Washington, DC 20002

Dear Chairman Snyder:

The District Department of Transportation (DDOT) is pursuing the implementation of a Streetcar Transit system throughout the District. The Streetcar Proposed System plan is detailed in the District of Columbia Transit Improvements Alternatives Analysis (DCAA), also referred to as DC's Transit Future, and can be found on DDOT's website. The Streetcar will operate on rails embedded in the pavement and can operate with mixed traffic and features stops spaced every 1/3 – 1/2 mile. The purpose of the project is to provide high-capacity and high-quality transit service to District residents and invest in infrastructure that will catalyze economic development in an emerging commercial and residential corridor. This project is also one of many projects that encompass the District's solutions for the projected growing population and need to improve transit connectivity throughout the District supporting other transit services such as Metrobus, Metrorail, Metro Extra/Express, Bus Rapid Transit, and the DC Circulator.

The first 2.75 miles of the system are currently under construction and are scheduled to initiate operations in 2012. DDOT requests the inclusion of two additional segments as part of the short-term implementation segments from its Streetcar Transit plan in the 2010 Constrained Long Range Plan (CLRP). The first segment (Benning Road Extension) will extend the existing H St./Benning Road line from its current terminus at Benning Road and Oklahoma Avenue to 45th Street NE (the Benning Road Metro Station). DDOT will complete construction and initiate operations of this segment in 2015. The second segment (Anacostia Initial Line Segment (ILS) Phase II) will extend the Anacostia ILS from the Anacostia Metro Station at the intersection of Howard Road and Firth Sterling Avenue to the intersection of Martin Luther King Jr. Avenue and Good Hope Road. DDOT will complete construction and initiate service on this segment in 2017.

Capital Costs

DDOT estimates these projects will cost $73.4 million for the Benning Road Extension and $29.8 million for the Anacostia ILS Phase II. These project cost estimates for the Benning Road Extension were developed for each major work element (stops, yards and shops, guideway, systems, vehicles, etc) and are based on unit costs for current streetcar projects. DDOT based the cost estimate for the Anacostia ILS Phase II on a unit cost of $40 million per mile. The

estimate was derived by reviewing the current cost of construction for existing streetcar segments in the District and for streetcar projects around the country. These costs are in Year-of-Expenditure dollars. DDOT used the U.S. National RS Means Construction Cost Index produced by Moody's Economy.com in February 2009 (2.75%) to inflate costs from constant dollars.

Capital Funding

The District will fund the Benning Road Extension with a mix of local and federal funding. DDOT has applied for $24.99 million in Urban Circulator Grant funding through the Federal Transit Administration (FTA). The award of the grant is schedule for announcement June 2010. DDOT will use General Obligation Bonds (GO Bonds) to pay for the remaining $48.41 million in project cost. The Anacostia ILS Phase II will be paid entirely with GO Bonds. In total the District will utilize $78.21 million in GO Bonds.

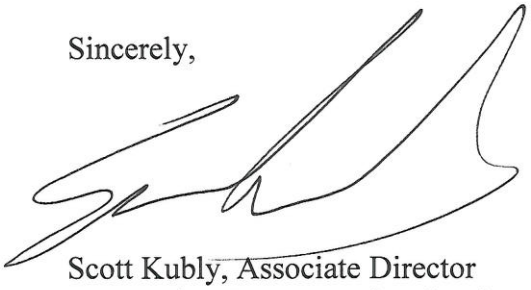
The District of Columbia finances its capital projects using GO Bonds. These bonds are issued by the District on a regular basis and used to pay for projects across multiple agencies. A project is not typically directly tied to an individual debt issuance.

Operating Cost and Funding

In order to estimate the annual operating cost of the streetcar, DDOT assumed an operating cost per hour of $211.23 per hour for both extensions. This cost is based on the unit costs of similar streetcar systems in the U.S. For the Benning Road Extension, DDOT anticipates operating 12,892 hours of service per year for a total operating cost of $2.7 million. For the Anacostia ILS Phase II, DDOT anticipates operating 9,828 hours of service per year for a total operating cost of $2.1 million. The District further assumes at 30% cost recovery. This is consistent with existing Metrobus and DC Circulator cost recovery. Based on these assumptions, the District will need to provide $3.5 million in operating funding in the first year of operations. The District pays its annual transit operating cost out of its general fund. This is budgeted on an annual basis and therefore not be available until approval of that year's budget. Please reference the attached table to see the projected expenditures (DDOT inflated costs at 2.75% per year to derive estimated YOE).

If you have any questions, please contact me at 202-369-5886.

Sincerely,



Scott Kubly, Associate Director
Progressive Transportation Services Administration
District Department of Transportation

Attachment: Projected Expenditures: Streetcar (2.75% inflation per year)

	2010	2011	2012	2013	2014	2015	2016	2017
Benning Road Extension								
FY2010 $						$ 2.70	$ 2.70	$ 2.70
YOE						$ 3.09	$ 3.18	$ 3.26
Anacostia Initial Line Segment Phase 2								
FY2010 $								$ 2.10
YOE								$ 2.54
Total (YOE)								
Cost						$ 3.09	$ 3.18	$ 5.80
Revenue						$ 0.93	$ 0.95	$ 1.74
Subsidy						$ 2.16	$ 2.22	$ 4.06

CLRP Project Description Form

CLRP ID **2865**

PROJECT INFORMATION

Submitting Agency: **DDOT** Agency ID:

Project Name: **Bike Lane Pilot Project**

Project Type: **Bike/Ped** **System Expansion**

Jurisdiction(s): District of Columbia

Description: **This pilot project* will add barrier-protected bike lanes on five streets in downtown DC. The bike lanes will be protected from automobile traffic by either a lane of parking or buffer zone. To accommodate the bike lanes, one lane of automobile traffic will be removed from 9th, 15th, L and M Streets. Two lanes will be removed from Pennsylvania Avenue and the bike lanes will travel down the center median.**

a) 9th Street NW from Constitution Avenue NW to K Street NW (0.7 mile)
b) 15th Street NW from Constitution Avenue NW to W Street NW (2 miles)
c) L Street from 11th Street NW to 25th Street NW (1.3 miles)
d) M Street from 15th Street NW to 29th Street NW (1 mile)
e) Pennsylvania Avenue NW from 3rd Street NW to 14th Street NW (1 mile)

Because this is a "pilot project", it will not be considered permanent until the District Department of Transportation (DDOT) has evaluated the effectiveness and impacts of the proposed changes. If DDOT decides to make them permanent, they will be required to submit them again for air quality conformity testing next year.

Project Length: **6** miles Bicycle/Pedestrian Accommodations: **Primarily a bicycle/pedestrian project**

Project expected to be complete in: **2010** This project was completed in:

Cost (in $1,000s): **$1,200** Sources: Local

Project Manager: **Jim Sebastian** **jim.sebastian@dc.gov** Website:

Remarks:

CONGESTION MANAGEMENT INFORMATION

Do traffic congestion conditions necessitate the proposed project? No

Is this a capacity-increasing project on a limited access highway or other principal arterial? No

SAFETEA-LU PLANNING FACTORS

Planning factors that are addressed by this project:

- ☐ Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- ☐ 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.
- ☑ Increase the safety of the transportation system for all motorized and non-motorized users.
  Is this project being proposed specifically to address a safety issue?

ENVIRONMENTAL MITIGATION

Have any potential mitigation activities been identified for this project? No

INTELLIGENT TRANSPORTATION SYSTEMS

Is this an ITS project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? **No**

RECORD INFORMATION

Created by: **Lezlie Rupert** on: **3/31/2010 4:17:31 PM**

Updated by: on:

CLRP Project Description Form

CLRP ID **2860**

PROJECT INFORMATION

Submitting Agency: **DDOT** Agency ID:

Project Name: **St. Elizabeth's Campus Access Improvements**

Project Type: **Primary** **System Expansion**

Jurisdiction(s):

Description: **The following improvements are proposed to address the increased traffic expected when the Department of Homeland Security moves to the St. Elizabeth's campus.**

a) Reconfigure the I-295/Malcolm X Avenue SE Interchange
b) Construct a new 3-lane access road to the West Campus, parallel to I-295 from Firth Sterling Avenue SE to Malcolm X Avenue SE
c) Reconstruct Martin Luther King, Jr. Avenue SE from Pomoroy Road SE to Milwaukee Place SE to add a 5th lane
d) Construct a 2-lane extension of 13th Street SE from Congress Heights Metro Station to Pecan Street SE
e) Reconstruct and reconfigure Pecan and Sycamore Streets to accommodate bus/transit

Project Length: miles Bicycle/Pedestrian Accommodations: **Bicycle/pedestrian accommodations included**

Project expected to be complete in: **2016** This project was completed in:

Cost (in $1,000s): **$158,200** Sources: Federal

Project Manager: Website:

Remarks:

CONGESTION MANAGEMENT INFORMATION

Do traffic congestion conditions necessitate the proposed project? No

Is this a capacity-increasing project on a limited access highway or other principal arterial? No

SAFETEA-LU PLANNING FACTORS

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.
- [x] 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.
- [x] Increase the safety of the transportation system for all motorized and non-motorized users.

Is this project being proposed specifically to address a safety issue?

ENVIRONMENTAL MITIGATION

Have any potential mitigation activities been identified for this project? No

INTELLIGENT TRANSPORTATION SYSTEMS

Is this an ITS project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? **No**

RECORD INFORMATION

Created by: **Lezlie Rupert** on: **3/31/2010 8:05:56 AM**

Updated by: on:

CLRP Project Description Form

CLRP ID **2869**

PROJECT INFORMATION

Submitting Agency: **DDOT** Agency ID:

Project Name: **Glover Park Streetscape/Wisconsin Avenue Reconfiguration**

Project Type: **Primary**

Facility: **Wisconsin Avenue NW**

From: **34th Street NW**

To: **Garfield Street NW**

Jurisdiction(s):

Description: **The purpose of the "Glover Park Streetscape and Pedestrian Improvements" project is to improve the attractiveness of the Glover Park commercial district and to address pedestrian and vehicular safety on the segment of Wisconsin Avenue between Garfield Street and 34th Street.**

The primary measures / components include:

- **Replace overhead streetlights with pedestrian scale Washington Globe streetlights**
- **Upgrade traffic signals at three intersections**
- **Repair / expand sidewalk facilities at spot locations**
- **Reconfigure lane distribution to provide for two travel lanes in each direction and one center turn lane through Glover Park**
- **Install enhanced markings and signage to improve the safety of pedestrian crossings**

Note: The lane redistribution is intended to provide for arterial traffic calming and more orderly vehicle operations – while maintaining roadway capacity. Adding the center turn lane addresses left turn movements, a source of congestion and accidents in Glover Park.

Project Length: **1** miles Bicycle/Pedestrian Accommodations: **Bicycle/pedestrian accommodations included**

Project expected to be complete in: **2011** This project was completed in:

Cost (in $1,000s): **$4,700** Sources: General obligation bonds and federal

Project Manager: Website:

Remarks:

CONGESTION MANAGEMENT INFORMATION

Do traffic congestion conditions necessitate the proposed project? No

Is this a capacity-increasing project on a limited access highway or other principal arterial? No

SAFETEA-LU PLANNING FACTORS

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 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.
- [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.
- [ ] 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.
- [x] Increase the safety of the transportation system for all motorized and non-motorized users.

  Is this project being proposed specifically to address a safety issue?

ENVIRONMENTAL MITIGATION

Have any potential mitigation activities been identified for this project? No

INTELLIGENT TRANSPORTATION SYSTEMS

Is this an ITS project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? **No**

RECORD INFORMATION

Created by: **Andrew Austin** on: **4/9/2010**

CLRP Project Description Form

CLRP ID **2250**

PROJECT INFORMATION

Submitting Agency: **MDOT/State Highway Administration** Agency ID: **FR5801**

Project Name: **I 70, Baltimore National Pike**

Project Type: **Interstate** **System Expansion**

Facility: **I 70 Meadow Road/Ijamsville Road**

Jurisdiction(s): Frederick County

Description: **Provide missing ramp movement at interchange at I-70 and Meadow Road/Ijamsville Road.**

Project Length: miles Bicycle/Pedestrian Accommodations: **Bicycle/pedestrian accommodations included**

Project expected to be complete in: **2016** This project was completed in:

Cost (in $1,000s): **$27,135** Sources:

Project Manager: Website:

Remarks: **Project planning already underway in 2007-2008. SHA and county to share planning cost. Project on hold.**

CONGESTION MANAGEMENT INFORMATION

Do traffic congestion conditions necessitate the proposed project? Yes

If Yes, is the congestion recurring or non-recurring? Recurring

If the congestion is on another facility, please identify it: MD 144

Is this a capacity-increasing project on a limited access highway or other principal arterial? No

SAFETEA-LU PLANNING FACTORS

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 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.
- [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.
- [ ] Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- [x] Promote efficient system management and operation.
- [x] Emphasize the preservation of the existing transportation system.
- [ ] Increase the safety of the transportation system for all motorized and non-motorized users.

ENVIRONMENTAL MITIGATION

Have any potential mitigation activities been identified for this project? No

INTELLIGENT TRANSPORTATION SYSTEMS

Is this an ITS project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? **No**

RECORD INFORMATION

Created by: on: **2/13/2007 8:53:37 AM**

Updated by: **Eric Becket** on: **3/30/2010 10:00:24 AM**

CLRP Project Description Form

CLRP ID **1195**

PROJECT INFORMATION

Submitting Agency: **MDOT/State Highway Administration** Agency ID: **AT1981**

Project Name: **MD 3, Robert Crain Highway**

Project Type: **Primary** **System Expansion**

Facility: **MD 3 Robert Crain Highway**

From: **US 50**

To: **Anne Arundel County Line**

Jurisdiction(s): Prince George's County

Description: **Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns. Wide curb lanes and shoulders will accomodate bicycles.**

Project Length: miles Bicycle/Pedestrian Accommodations: **Bicycle/pedestrian accommodations included**

Project expected to be complete in: **2030** This project was completed in:

Cost (in $1,000s): **$399,000** Sources: Federal
State

Project Manager: Website:

Remarks: **Project planning is expected to be complete by Summer 2009. Cost includes construction in Prince George's County only.**

CONGESTION MANAGEMENT INFORMATION

Do traffic congestion conditions necessitate the proposed project? Yes

If Yes, is the congestion recurring or non-recurring? Recurring

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

Is this a capacity-increasing project on a limited access highway or other principal arterial? No

SAFETEA-LU PLANNING FACTORS

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 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.
- [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.
- [ ] 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.
- [x] Increase the safety of the transportation system for all motorized and non-motorized users.

  Is this project being proposed specifically to address a safety issue?

ENVIRONMENTAL MITIGATION

Have any potential mitigation activities been identified for this project? Yes

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

Air Quality
Floodplains
Noise
Socioeconomics
Surface Water
Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

Is this an ITS project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? **No**

RECORD INFORMATION

Created by: **Original Import** on: **5/8/2006 4:17:52 PM**

Updated by: **Eric Becket** on: **3/30/2010 1:32:27 PM**

CLRP Project Description Form

CLRP ID **1462**

PROJECT INFORMATION

Submitting Agency: **MDOT/State Highway Administration** Agency ID: **MO8861**

Project Name: **MD 28 (Norbeck Road)/MD 198 (Spencerville Road)**

Project Type: **Secondary** **System Expansion**

Facility: **MD 28/198 Norbeck Road/Spencerville Road**

From: **MD 97**

To: **I 95**

Jurisdiction(s): Prince George's County
Montgomery County

Description: **Study to develop alternatives for capacity improvments in the MD 28 and MD 198 corridors in Montgomery and Prince George's Counties (10.5 miles). Wide curb lanes will be included to accommodated bicycles. Sidewalks to be included where appropriate.**

Project Length: **10.5** miles Bicycle/Pedestrian Accommodations: **Bicycle/pedestrian accommodations included**

Project expected to be complete in: **2025** This project was completed in:

Cost (in $1,000s): **$351,603** Sources: Federal
State

Project Manager: Website:

Remarks:

CONGESTION MANAGEMENT INFORMATION

Do traffic congestion conditions necessitate the proposed project? Yes

If Yes, is the congestion recurring or non-recurring? Recurring

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

Is this a capacity-increasing project on a limited access highway or other principal arterial? No

SAFETEA-LU PLANNING FACTORS

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 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.
- [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.
- [x] Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- [x] Promote efficient system management and operation.
- [ ] Emphasize the preservation of the existing transportation system.
- [x] Increase the safety of the transportation system for all motorized and non-motorized users.

Is this project being proposed specifically to address a safety issue?

ENVIRONMENTAL MITIGATION

Have any potential mitigation activities been identified for this project? No

INTELLIGENT TRANSPORTATION SYSTEMS

Is this an ITS project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? **No**

RECORD INFORMATION

Created by: **Original Import** on: **5/8/2006 4:17:52 PM**

Updated by: **Eric Becket** on: **3/30/2010 12:40:32 PM**