

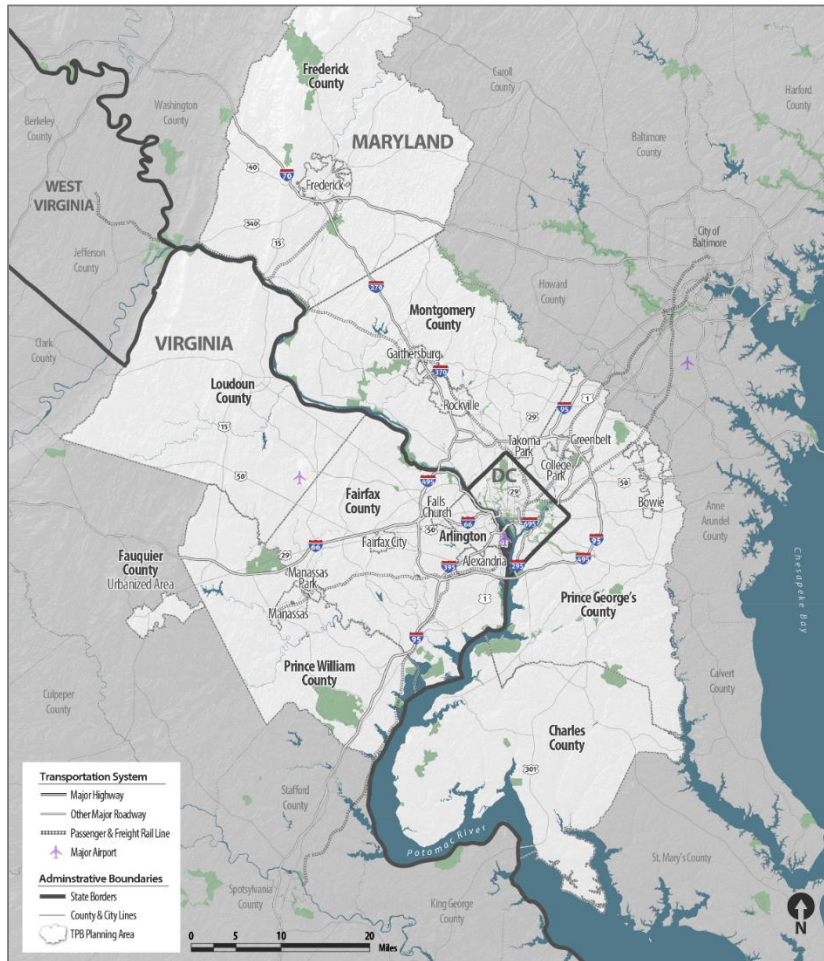
OVERVIEW OF THE CLRP AND THE 2016 CLRP AMENDMENT

Andrew Austin
TPB Transportation Planner

Transportation Planning Board
February 17, 2016



FEDERAL REQUIREMENTS



CLRP: Constrained Long-Range Transportation Plan

- All regionally significant highway, bridge, and transit projects planned in region
- Minimum 20-year horizon

TIP: Transportation Improvement Program

- Funding for implementation of projects over next 6 years



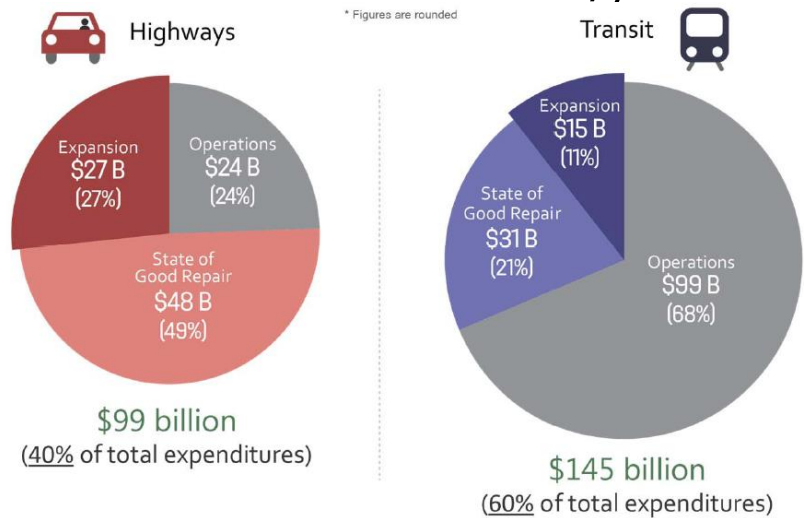
FEDERAL REQUIREMENTS

- ✓ **Financial Constraint:** Sufficient funding from existing or anticipated revenue sources must be “reasonably expected to be available” to build, operate, and maintain the planned transportation system.
- ✓ **Air Quality Conformity:** Future vehicle-related emissions of “criteria” air pollutants must remain below regional emissions budgets approved by the EPA.

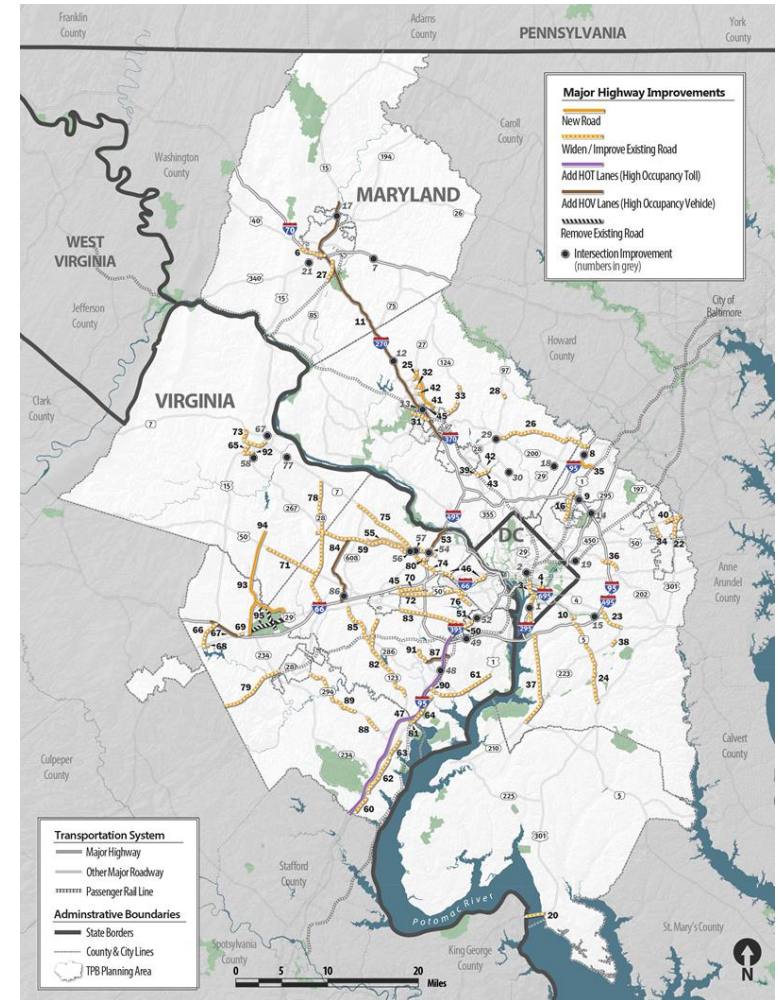
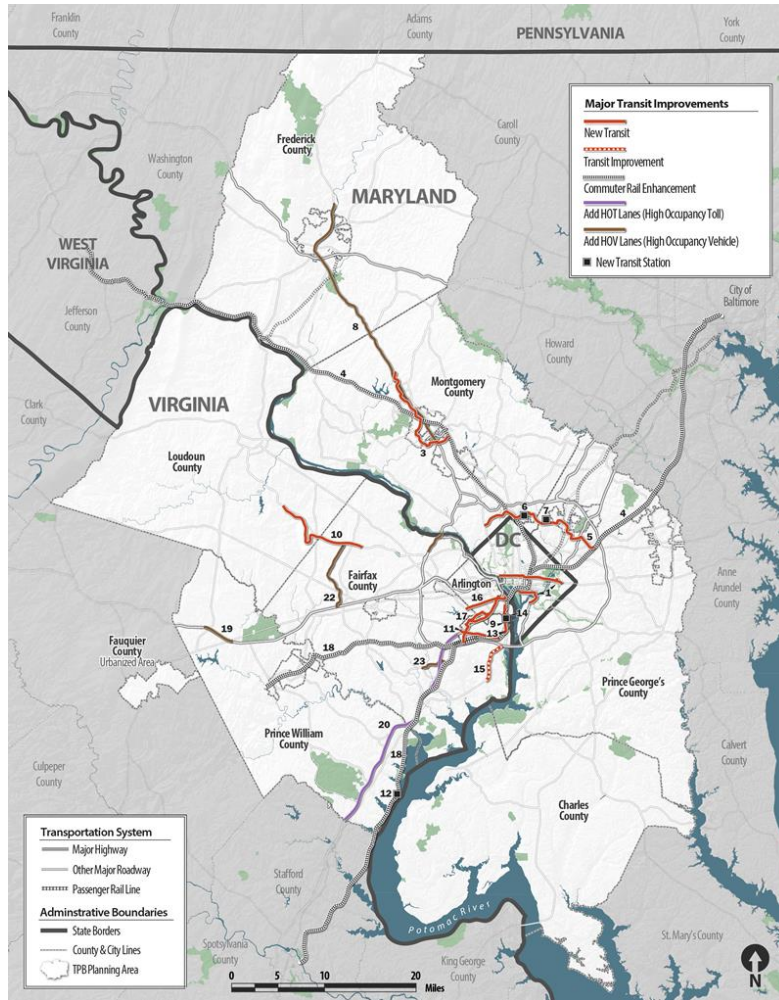


WHAT'S IN THE CLRP?

- 500+ regionally significant highway, bridge, transit, bicycle, and pedestrian improvement projects
- 1,188 new lane-miles of roadway (7% increase from today)
- 44 new miles of rail transit (15% increase from today)
- \$244 billion in spending



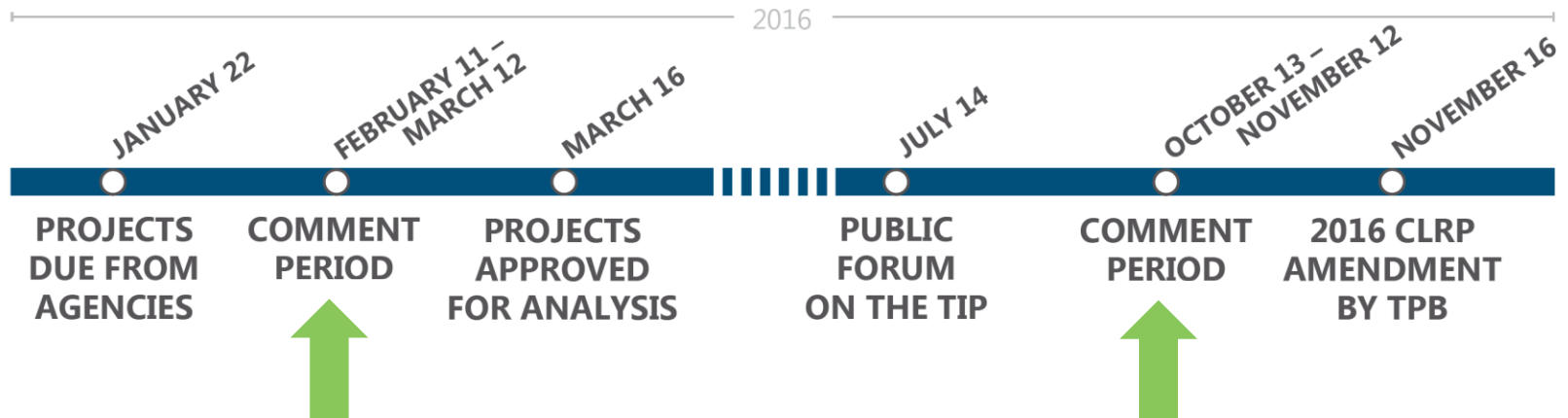
WHAT'S IN THE CLRP?



THE 2016 CLRP AMENDMENT SCHEDULE

- Call for Projects approved in December 2015
- Propose new projects to add to the plan or propose changes to projects already in the plan before analysis begins

Schedule for Development and Adoption of the 2016 CLRP Amendment



PROJECT DESCRIPTION FORM

Edit CLRP Project Information

TIP (0) AQC (3)

red color - denotes required fields

Basic Project Information		COG CLRP ID = 3522
1. Submitting Agency:	DDOT	
2. Secondary Agency:		
3. Agency Project ID:		
4. Project Type:	Transit	
5. Project Category:		
6. CLRP Project Name:	16th Street NW Transit Priority Implementation	
7. Facility:	Prefix Number Location Modifier	
		16th Street NW
8. Facility From:	Prefix Number Location Modifier	
		H Street NW
@ (at):	<input type="checkbox"/>	
9. Facility To:	Prefix Number Location Modifier	
		Arkansas Avenue NW
10. Description:	<p>This project is the implementation of the recommended alternative from the 16th Street NW Transit Priority Planning Study. The corridor will be reconstructed as shown in the recommended alternative (attached). The reconstruction will add peak-hour peak-direction bus lanes and a fifth lane from W Street to O Street and K Street to H Street. The curb-to-curb street width is anticipated to remain unchanged. The existing center reversible lane will be extended the full length of the corridor. Improvements will be made at the bus stops, including installation of additional shelters, creation of additional waiting areas, and the installation of off-board fare payment kiosks. Pedestrian improvements will also be made, including installation of ADA ramps and the addition of several crosswalks, to improve safe access to the bus stops.</p>	
Short Description:		
11. Projected Completion:	2021	
12. Project Manager:	Megan Kanagy	
13. Project Manager Email:	Megan.Kanagy@dc.gov	

18. Jurisdictions:
Hold Down
CTRL to Select
Multiple Values

- Arlington County
- City of Alexandria
- Fairfax County
- City of Fairfax
- City of Falls Church
- Loudoun County
- Montgomery County
- Prince George's County
- District of Columbia
- Frederick County
- Charles County
- Calvert County
- City of Manassas
- City of Manassas Park
- Town of Herndon
- Prince William County
- Town of Leesburg
- Town of Dumfries
- City of Frederick
- Town of Purcellville
- Town of Clifton
- Town of Hamilton
- Town of Haymarket
- Town of Lovettsville
- Town of Occoquan
- Town of Quantico
- Town of Vienna
- Baltimore Washington Region
- Statewide MD
- Statewide VA
- Suburban MD
- Suburban VA
- City of Rockville
- Stafford County
- Region-wide
- Fauquier County
- Town of Warrenton



PROJECT PROFILE

16TH STREET BUS PRIORITY

From H Street NW to Arkansas Avenue NW

PROPOSED
MAJOR ADDITION
2016 CLRP AMENDMENT

Basic Project Information

Project Length.....2.7 miles
 Anticipated Completion.....2021
 Estimated Cost of Construction.....\$6 million
 Submitting Agency.....District of Columbia DOT
 Anticipated Funding Sources.....
 Federal State Local Private Bonds Other
 CLRP ID.....3522



Geographic Location
DISTRICT OF COLUMBIA

NOW AVAILABLE FOR COMMENT

February 11–March 12, 2016

See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

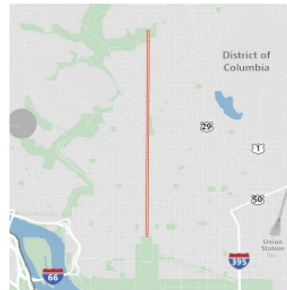
This project will convert general purpose lanes on 16th Street NW into peak-period, peak-direction bus-only lanes from Arkansas Avenue to H Street, and implement a new reversible center lane from W Street to O Street and K Street to H Street. The project will also improve bus stops in the corridor, including installation of additional shelters, creation of additional waiting areas, and installation of off-board fare payment kiosks, as well as pedestrian improvements, including crosswalks and ADA ramps.

Existing Support for this Project

This project has undergone review at the local, state, and/or sub-regional levels and is included in the following approved plans:

- Move DC
- 16th Street Transit Priority Study

See official CLRP Project Description Form for more information about this project, or visit the project website at: <http://ddot.dc.gov/page/16th-street-nw-transit-priority-planning-study>



Goals in the Regional Transportation Priorities Plan that this project supports or advances

 GOAL 1 Provide a Range of Transportation Options	 GOAL 2 Promote Dynamic Activity Centers	 GOAL 3 Ensure System Maintenance, Preservation, and Safety	 GOAL 4 Maximize Operational Effectiveness and Safety	 GOAL 5 Protect and Enhance the Natural Environment	 GOAL 6 Support Interregional and International Travel and Commerce
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See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

www.mwcog.org/CLRP2016

ICLRP2016

16TH STREET BUS PRIORITY

PROPOSED
MAJOR ADDITION
2016 CLRP AMENDMENT

How this project supports or advances goals in the Regional Transportation Priorities Plan

By providing reliable express bus service for nearly three miles in the congested 16th Street Corridor, this project will expand travel options (Goal 1) and improve connections between Activity Centers and circulation within them

(Goal 2). The project also enhances system efficiencies (Goal 4) by reducing transit travel times without expanding capacity, supports emissions reductions by reducing congestion (Goal 5), and improves safety (Goal 4).

- GOAL 1: PROVIDE A RANGE OF TRANSPORTATION OPTIONS**
 Provides, enhances, supports, or promotes the following travel mode options:
- | | | |
|--|---|---|
| <input type="checkbox"/> Single Driver (SOV) | <input type="checkbox"/> Carpool/HOV | <input type="checkbox"/> Streetcar/Light Rail |
| <input type="checkbox"/> Motorist | <input type="checkbox"/> Commuter Rail | <input type="checkbox"/> Local Bus |
| <input type="checkbox"/> BIF | <input type="checkbox"/> Express/Commuter Bus | <input checked="" type="checkbox"/> Metrobus |
| <input type="checkbox"/> Bicycling | <input checked="" type="checkbox"/> Walking | <input type="checkbox"/> Other |
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)

- GOAL 2: PROMOTE DYNAMIC ACTIVITY CENTERS**
- Begins or ends in an Activity Center
 - Connects two or more Activity Centers
 - Promotes non-auto travel within one or more Activity Centers

- GOAL 3: ENSURE SYSTEM MAINTENANCE, PRESERVATION, AND SAFETY**
- Contributes to enhanced system maintenance, preservation, or safety

- GOAL 4: MAXIMIZE OPERATIONAL EFFECTIVENESS AND SAFETY**
- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
 - Enhances safety for motorists, transit users, pedestrians, and/or bicyclists

- GOAL 5: PROTECT AND ENHANCE THE NATURAL ENVIRONMENT**
- Expected to contribute to reductions in emissions of:
- Criteria Pollutants (NO_x, VOCs, PM_{2.5})
 - Greenhouse Gases

- GOAL 6: SUPPORT INTERREGIONAL AND INTERNATIONAL TRAVEL AND COMMERCE**
- Enhances, supports, or promotes the following freight carrier modes:
- Long-haul Truck
 - Local Delivery
 - Rail
 - Air
- Enhances, supports, or promotes the following passenger carrier modes:
- Air
 - Amtrak Inter-city Passenger Rail
 - Intercity Bus

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of the CLRP:

- Support Economic Vitality
- Increase Safety for All Users
- Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
- Enhance System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable—This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet available—Agencies have until May 6, 2016 to complete the required Congestion Management Documentation.

See the CLRP Congestion Management Documentation Form for more information.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in the CLRP. The information on this form was last updated on February 8, 2016.



Comment on this project or the 2016 CLRP Amendment

- February 11–March 12, 2016**
 Comment on projects before they are included in the federally required Air Quality Conformity Analysis.

- October 13–November 12, 2016**
 Comment on projects and any other aspect of the draft 2016 CLRP Amendment before final TPB adoption.

- www.mwcog.org/TPBcomment
- TPBcomment@mwcog.org
- (202) 962-3262
- 777 North Capitol Street NE, Suite 300
 Washington DC 20002
- At the beginning of the monthly TPB meeting

www.mwcog.org/CLRP2016

ICLRP2016



ADVANCING REGIONAL GOALS

TABLE 1
THE 2016 CLRP AMENDMENT PROJECT SUBMISSIONS AND THE REGIONAL TRANSPORTATION PRIORITIES PLAN GOALS

This matrix provides a visual summary of the responses provided by the relevant implementing agencies as to how their proposed projects support the goals identified in the RTPP.

Estimated Cost	Projected Completion	SOV	HOV/Carpool	Metrolink	Commuter Rail	Streetcar/LL Rail	BRT	Express Bus	Metrobus	Local Bus	Bicycling	Walking	Other	Disadvantaged Groups	Begin/End in AC	Connect AC	Non-Auto win AC	Maintenance	Reduce Time w/o Capacity	Enhance Safety	Criteria Pollutants	Greenhouse Gases	Long Haul Truck	Local Delivery	Freight Rail	Freight Air	Air passenger	Amtrak	Intercity Bus	
MAJOR* ADDITIONS AND CHANGES																														
● 16th Street Bus Priority	\$6 million	2021	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									
● DC Dedicated Bike Lanes	\$1.35 million	2016								<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									
△ DC Streetcar	\$438 million	2022			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
● VRE: Haymarket Extension	\$433 million	2022	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>					
● Crystal City Transitway	\$24 million	2023				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>								
● I-395 Express Lanes	\$220 million	2019	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	
△ I-66 Inside the Beltway	\$375 million	2017, 2040	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	
△ I-66 Outside the Beltway	\$2-3 billion	2021, 2040	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	
△ VA 28 Widening and HOV	\$10 million	2025, 2040	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>										<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
OTHER PROJECTS																														
● VA Route 643 Extended	\$50 million	2020	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>								
● VA Route 645 Extended	\$44 million	2020	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
● Riverside Parkway	\$15 million	2018	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
● VA 7 at Battlefield Parkway	\$58 million	2022	<input checked="" type="checkbox"/>											<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>			



ADDRESSING FEDERAL PLANNING FACTORS

TABLE 2
THE 2016 CLRP AMENDMENT PROJECT SUBMISSIONS
AND THE FEDERAL PLANNING FACTORS

This matrix provides a visual summary of the responses provided by the relevant implementing agencies as to how their proposed projects support the federal planning factors.

	Estimated Cost	Projected Completion	Economic Vitality	Safety	Homeland Security	Accessibility/Mobility	People	Environment	Integration/Connectivity	Management & Operation	Preservation
MAJOR PROJECTS*											
● 16th Street Bus Priority	\$6 million	2021	✓	✓	✓	✓	✓	✓	✓		
● DC Dedicated Bike Lanes	\$1.35 million	2016	✓	✓	✓	✓	✓				
△ DC Streetcar	\$438 million	2022	✓		✓	✓	✓	✓			
● VRE: Haymarket Extension	\$433 million	2022	✓	✓	✓	✓	✓	✓			
● Crystal City Transitway	\$24 million	2023	✓	✓	✓	✓	✓	✓	✓		
● I-395 Express Lanes	\$220 million	2019	✓	✓	✓	✓		✓	✓		
△ I-66 Inside the Beltway	\$375 million	2017, 2040	✓	✓	✓	✓	✓	✓	✓	✓	✓
△ I-66 Outside the Beltway	\$2-3 billion	2021, 2040	✓	✓	✓	✓	✓	✓	✓	✓	✓
△ VA 28 Widening and HOV	\$100 million	2025, 2040			✓	✓		✓	✓		
OTHER PROJECTS											
● VA Route 643 Extended	\$50 million	2020	✓	✓	✓	✓	✓	✓	✓	✓	✓
● VA Route 645 Extended	\$44 million	2020	✓		✓	✓	✓	✓	✓	✓	✓
● Riverside Parkway	\$15 million	2018	✓	✓	✓	✓	✓	✓	✓	✓	✓
● VA 7 at Battlefield Parkway	\$58 million	2022	✓	✓	✓	✓	✓	✓	✓	✓	✓

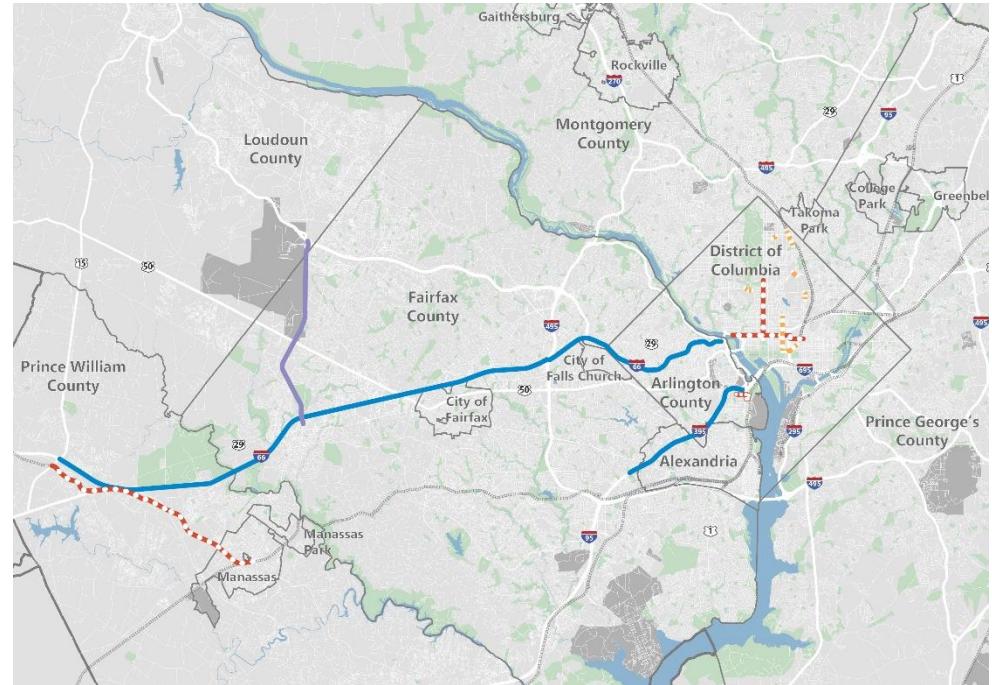
Federal Planning Factors

- 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.
- 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**.
- Increase accessibility and mobility of **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.



2016 AMENDMENT: MAJOR ADDITIONS & CHANGES

- 16th Street Bus Priority Project
- DC Dedicated Bicycle Lane Network
- △ DC Streetcar: Union Station to Georgetown
- VRE Haymarket Extension
- Crystal City Transitway: Northern Extension
- I-395 Express Lanes
- △ I-66 Multimodal Improvements
- △ I-66 Corridor Improvements
- △ VA 28 HOV and Widening



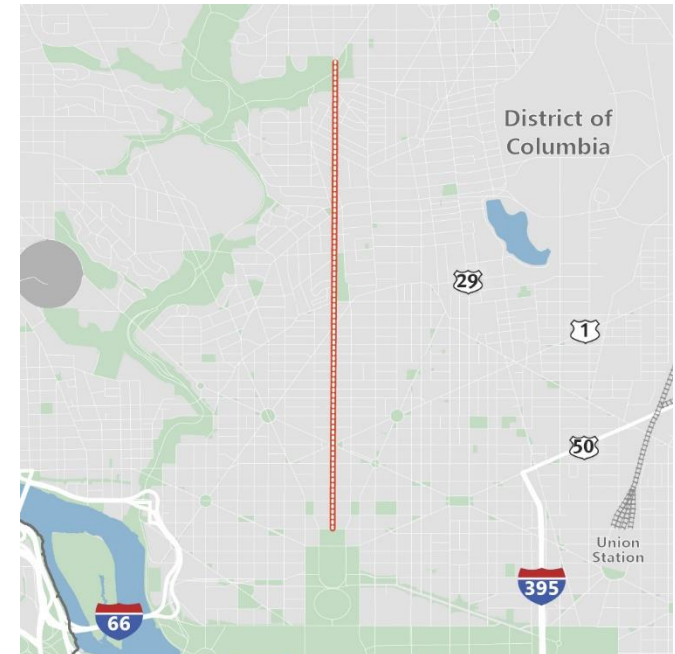
DC: PROPOSED MAJOR ADDITION

16th Street Bus Priority

From H Street NW to Arkansas Avenue NW

Project Length:	2.7 miles
Anticipated Completion:	2021
Estimated Cost of Construction:	\$6 million
Submitting Agency:	District of Columbia DOT
Anticipated Funding Sources:	Federal

- Convert general purpose lanes on 16th St NW into peak-period, peak direction, bus-only lanes from H St to Arkansas Ave
- Implement a reversible, center lane from H St to K St and from O St to W St
- Bus stop and shelter improvements
- Off-board fare payment kiosks



DC: PROPOSED MAJOR ADDITION

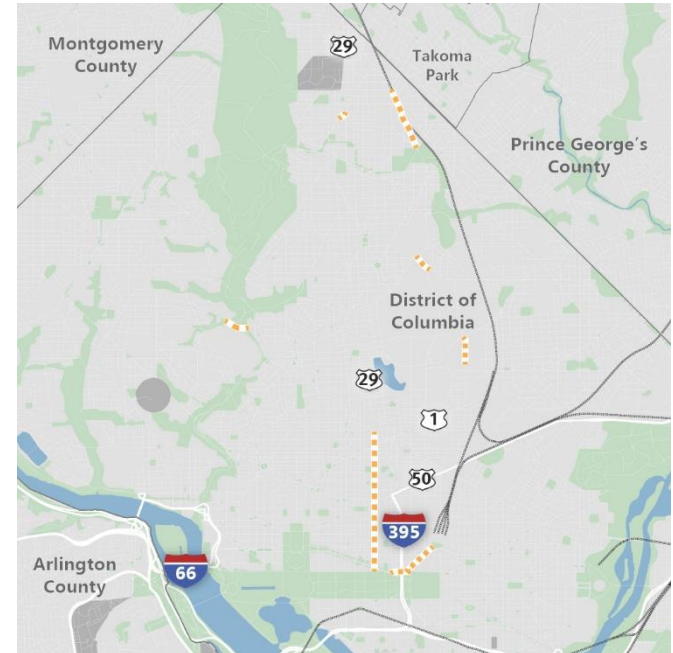
DC Dedicated Bicycle Lane Network

Multiple Street Segments Throughout City

Project Length:	3.9 miles
Anticipated Completion:	2016, 2017
Estimated Cost of Construction:	\$1.35 million
Submitting Agency:	District of Columbia DOT
Anticipated Funding Sources:	Local

Construct bicycle lanes by removing one or more travel lanes on:

- **4th St NE**, from Lincoln Rd to Harewood Rd
- **Blair Rd NW**, from Peabody St to Aspen St
- **Constitution Ave NW**, from 1st St to Pennsylvania Ave
- **Eastern Downtown Study**, alternatives on 5th, 6th or 9th St. NW
- **Harewood Rd NW**, from Rock Creek Church Rd to North Capitol St
- **Klingle Rd NW**, from Adams Mill Rd to Porter St
- **Louisiana Ave NW**, from Columbus Circle to Constitution Ave NW
- **Piney Branch Rd NW**, from Georgia Ave to Underwood St



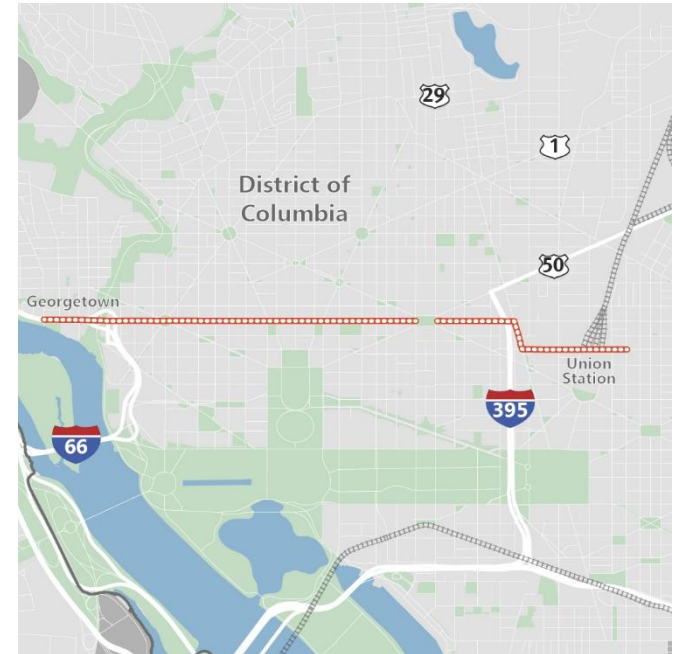
DC: PROPOSED MAJOR CHANGE

DC Streetcar: Union Station to Georgetown

Primarily Along the K Street Corridor

Project Length:	3.5 miles
Anticipated Completion:	2022
Estimated Cost of Construction:	\$348 million
Submitting Agency:	District of Columbia DOT
Anticipated Funding Sources:	Federal

- In CLRP since 2014
- Construct following additions/reductions to allow streetcar to run on an exclusive Transitway:
 - H St from 3rd St NE to New Jersey Ave NW, reduce 6 to 4 lanes
 - New Jersey Ave NW from H St to K St, add lanes for transit
 - K St NW:
 - Add lanes for transit: New Jersey Ave to 7th St, 12th St to 21st St, 25th St to 29th St
 - Reduce 4 to 2 lanes: 9th St to 12th St, 21st St to 25th St, 29th to Wisconsin Ave



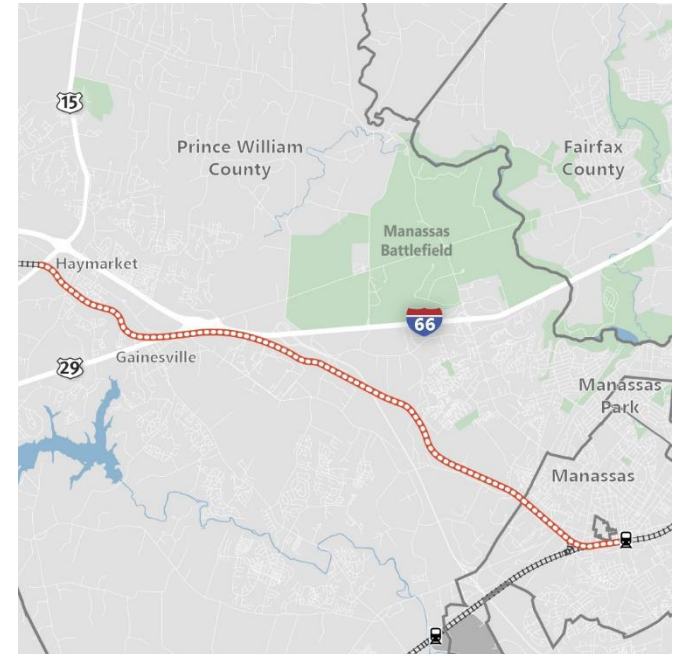
VIRGINIA: PROPOSED MAJOR ADDITION

VRE Haymarket Extension

From Manassas VRE Station to Gainesville/Haymarket

Project Length:	11 miles
Anticipated Completion:	2022
Estimated Cost of Construction:	\$433 million
Submitting Agency:	Virginia DOT
Anticipated Funding Sources:	Federal, State, Local, Private, Other

- Up to 3 new stations with platforms, park-and-ride lots, and bicycle/pedestrian access
- Purchase additional railcars, expand storage facilities
- Widen existing right-of-way
- Environmental Impact Study underway, analyzing alternatives



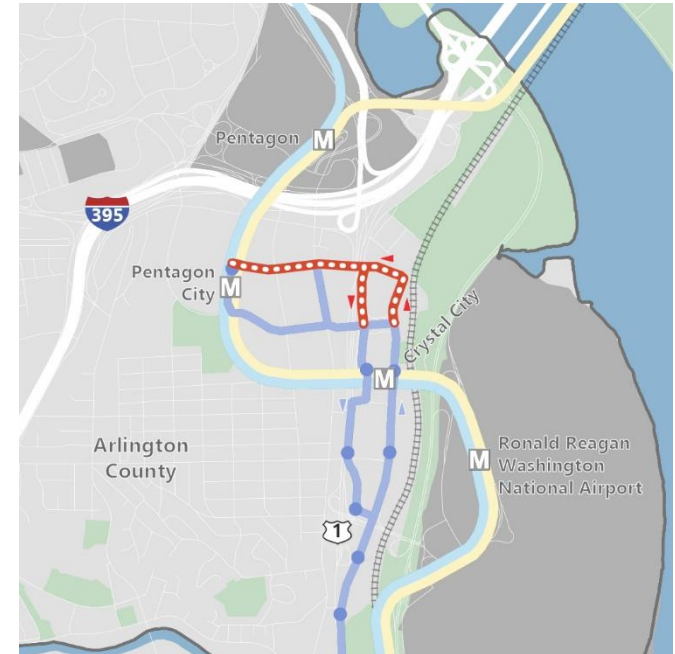
VIRGINIA: PROPOSED MAJOR ADDITION

Crystal City Transitway: Northern Extension

From Crystal City Metro Station to Pentagon City Metro Station

Project Length:	1 mile
Anticipated Completion:	2023
Estimated Cost of Construction:	\$24 million
Submitting Agency:	Virginia DOT
Anticipated Funding Sources:	Federal, State, Local, Private, Other

- Extension of existing Metroway bus rapid transit (BRT) line
- Construct three new BRT stations along route
- Construct one block of 12th St between S Eads St and S Fern St



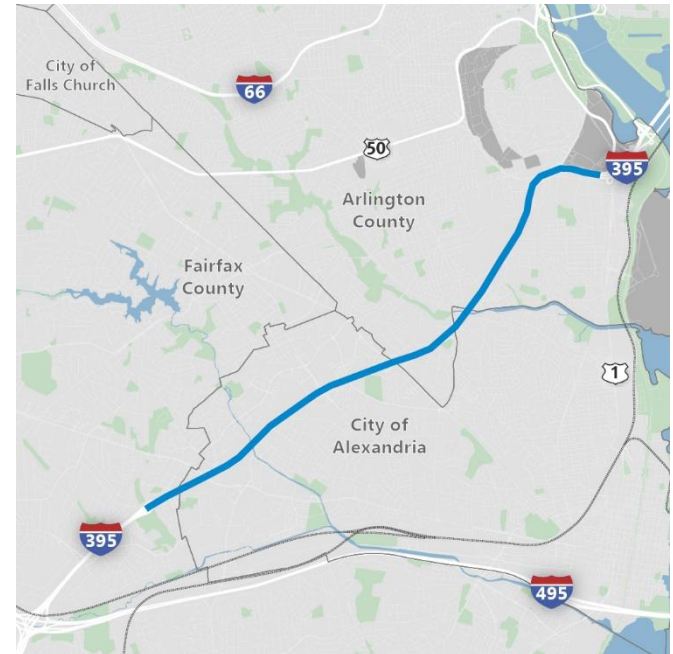
VIRGINIA: PROPOSED MAJOR ADDITION

I-395 Express Lanes

**Inside the Capital Beltway
(Turkeycock Run to Vicinity of Eads St)**

Project Length: **8 miles**
Anticipated Completion: **2019**
Estimated Cost of Construction: **\$220 million**
Submitting Agency: **Virginia DOT**
Anticipated Funding Sources: **Private**

- Reconfigure and convert existing two HOV lanes to three High-Occupancy/Toll (HOT) lanes
- Connect to existing I-95 HOT lanes
- Future updates will include transit services funded in part by tolls and travel demand management measures
- Was amended into CLRP in 2007, but removed in 2011



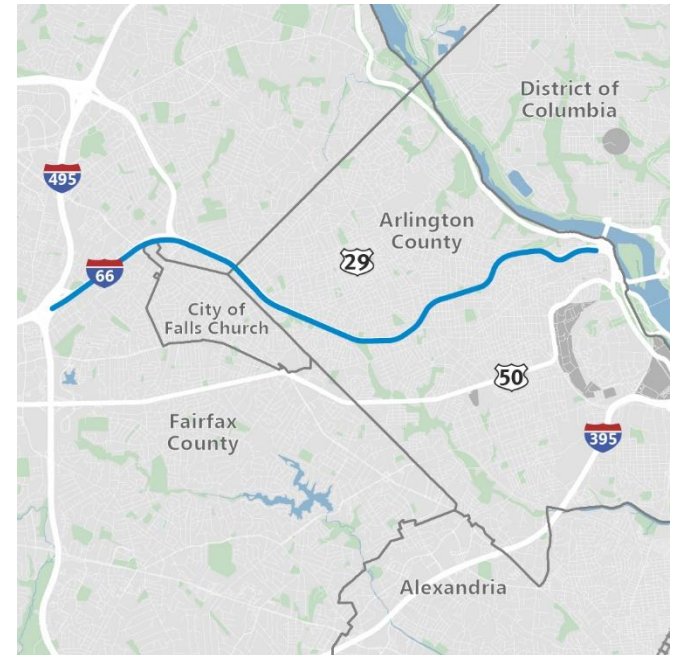
VIRGINIA: PROPOSED MAJOR CHANGE

I-66 Multimodal Improvements

Inside the Capital Beltway

Project Length:	10 miles
Anticipated Completion:	2017, 2020, 2040
Estimated Cost of Construction:	\$375 million
Submitting Agency:	Virginia DOT
Anticipated Funding Sources:	Federal, State, Bonds, Other

- In CLRP since 2015
- In 2017: Begin HOT-2+ during peak periods in peak direction
- By 2020: Widen EB I-66 from Dulles Toll Rd to Fairfax Dr (near Ballston)
- In 2021: Begin HOT-3+ during peak periods in peak direction
- In 2040: Expand HOT-3+ during peak periods to both directions
- By 2040: Widen WB I-66 from Sycamore St to Washington Blvd



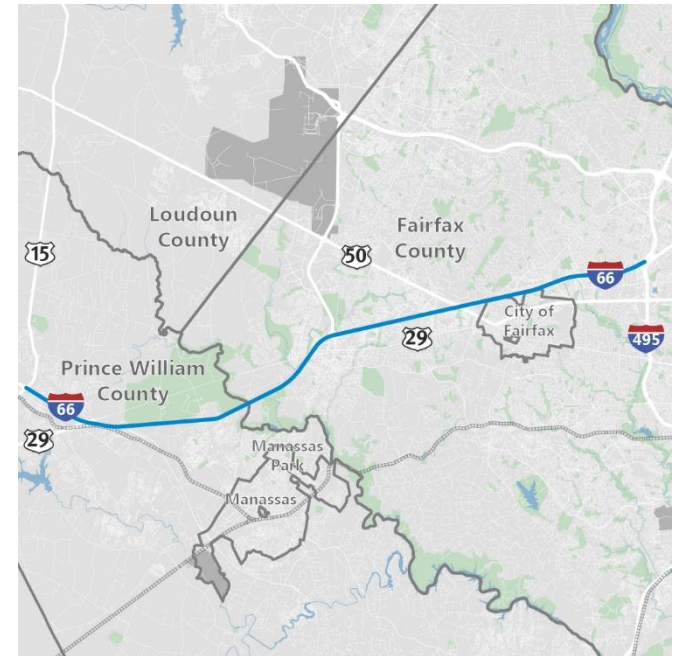
VIRGINIA: PROPOSED MAJOR CHANGE

I-66 Corridor Improvements

Outside the Capital Beltway

Project Length:	26 miles
Anticipated Completion:	2021, 2040
Estimated Cost of Construction:	\$2-3 billion
Submitting Agency:	Virginia DOT
Anticipated Funding Sources:	Federal, State, Local Private, Bonds

- In CLRP since 2015
- Project updated to reflect VDOT's preferred alternative that was selected last year, after the CLRP was amended
- Access points from general purpose lanes to HOT lanes
- Ramp locations to other facilities



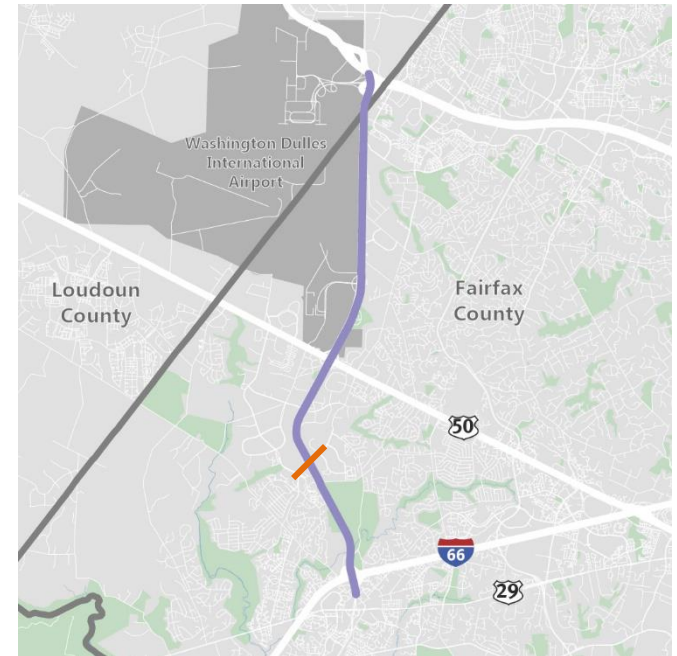
VIRGINIA: PROPOSED MAJOR CHANGE

VA 28 HOV and Widening

From I-66 to the Dulles Toll Road

Project Length:	8 miles
Anticipated Completion:	2021, 2025, 2040
Estimated Cost of Construction:	\$100 million
Submitting Agency:	Virginia DOT
Anticipated Funding Sources:	State, Local, Other

- In CLRP since 2004
- Convert one general purpose lane in each direction to HOV from I-66 to Dulles Toll Road
- Add one auxiliary lane in each direction between I-66 and Westfields Blvd (2 miles)
- Part of a larger project to widen I-66 from 6 to 8 lanes from I-66 to VA 7



CLRP WEBSITE: INTERACTIVE MAP

Visit the CLRP page

2016 CLRP Amendment: Proposed Major Additions and Changes

National Capital Region
Transportation Planning Board

VRE Haymarket Extension

From Manassas VRE Station to Gainesville/Haymarket

PROPOSED MAJOR ADDITION
2016 CLRP AMENDMENT

[Home](#)

Basic Project Information

Project Length: **11 miles**
 Anticipated Completion: **2022**
 Estimated Cost of Construction: **\$433 million**
 Submitting Agency: **VDOT**
 Anticipated Funding Sources: **Federal, State, Local, Private, Other**
 CLRP ID: **2420**

Project Description

This project will extend the Virginia Railway Express (VRE) Manassas Line by approximately 11 miles to Gainesville and Haymarket. The project includes up to three new stations with platforms, bicycle and pedestrian access, and park-and-ride lots. The project also includes the purchase of additional railcars, expansion of equipment storage and yard facilities, widening of existing right-of-way, and real-time information on parking availability and train arrival. An alternatives analysis and environmental impact study are currently underway.

Goals in the Regional Transportation Priorities Plan that this project supports or advances

- GOAL 1 - Provide a Range of Transportation Options
- GOAL 2 - Promote Dynamic Activity Centers
- GOAL 3 - Ensure System Maintenance, Preservation, and Safety
- GOAL 4 - Maximize Operational Effectiveness and Safety
- GOAL 5 - Protect and Enhance the Natural Environment
- GOAL 6 - Support Interregional and International Travel and Commerce

[Full Project Summary \(PDF\)](#)

[CLRP Project Description Form](#)

[Comment on this Project or the 2016 CLRP Amendment](#)

LEGEND

2016 CLRP Amendment
Proposed Major Additions and Changes

- Transit Improvement
- HOT or HOV Improvement
- HOT Improvement
- Roadway Improvement
- Lane Reduction

VRE Haymarket Extension

Subtitle: From Manassas VRE Station to Gainesville/Haymarket

Addition/Change: Proposed Major Addition

Project Length, in miles: 11.00

Anticipated Completion: 2022

Estimated Cost of Construction: \$433 million

Submitting Agency: VDOT

Facebook Twitter

VITA, Esri, HERE, DeLorme, NGA, USGS | Esri, HERE, DeLorme

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www.mwcog.org/CLRP2016



PUBLIC COMMENT OUTREACH

- Presented to Citizens Advisory Committee
- TPB Meeting Announcement & Public Comment Notice Email
- Newspaper Ads
 - Washington Post
 - Afro-American News
 - Washington Hispanic
- COG and CLRP Websites
- Media Advisory
- Social Media



HOW TO COMMENT

- Find all documents and information available for public comment at **www.mwcog.org/TPBcomment**.
- Submit comments:
 - **On the web** at www.mwcog.org/TPBcomment
 - **By email** at TPBcomment@mwkog.org
 - **In writing:**
Chairman Tim Lovain
National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington DC 20002
- **Deadline is March 12, 2016.**



THE 2016 CLRP AMENDMENT NEXT STEPS

- Present TPB with comments and responses
- Conduct air quality and system performance analyses
- Final public comment period October 13 – November 12
- TPB asked to approve November 16

Schedule for Development and Adoption of the 2016 CLRP Amendment

