



The CLRP

- Twenty-six year horizon out to 2040
- All regionally significant projects, \$243 billion
 - Operations & maintenance of highways, roads, and bridges, as well as local and regional transit systems and commuter rail services - \$201 billion
 - Capital improvements and expansion projects - \$42 billion
- Meets financial constraint requirement
- Meets air quality requirements set forth by EPA

CLRP - Capital Improvements

- More than 300 CLRP projects have impacts on the region's roadways and transit networks.
- All phases and segments are listed in the 2014 CLRP and FY 2015-2020 TIP Air Quality Conformity Inputs table
- Almost 650 additional lane-miles by 2020, and an additional 538 lane-miles by 2040
- Additional 44 miles of transit rail (Purple Line, Silver Line – Phase 2, DC & Columbia Pike streetcars) by 2020

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CLRP - Major Projects Update

- Silver Line
 - Phase 1 operational 2014
 - Phase 2 – complete in 2016
 - \$2.78 billion
- Corridor Cities Bus Rapid Transit
 - Complete 2020
 - \$1.04 billion
- Purple Line
 - Complete in 2020
 - \$2.37 billion

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CLRP - Major Projects Update

- DC Streetcar Project
 - Segments complete in 2014, 2015, 2016 and 2020
 - \$822 million
- Crystal City/Potomac Yards Busway
 - BRT from Crystal City to Braddock Road open 2014
 - Segment to Pentagon City Metro complete 2015
 - Crystal City Streetcar complete 2019
- Columbia Pike Streetcar
 - Complete in 2017
 - \$358 million

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CLRP - Major Projects Update

- I-270/US 15 Corridor
 - Complete 2030
 - \$5.47 billion
- I-95 HOV/Bus/HOT Lanes
 - Complete 2015
 - \$982 million
- South Capitol Street Bridge
 - Complete in 2015
 - \$823 million

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Major Additions and Changes for 2014

DISTRICT OF COLUMBIA

1. STREETCAR – UNION STATION TO GEORGETOWN
2. STREETCAR – M STREET SE/SW LINE
3. STREETCAR – MINNESOTA AVE. SPUR
4. REMOVAL OF PROPOSED H AND I STREETS NW PEAK-PERIOD BUS ONLY LANES (NOT MAPPED)
5. STUDIES: MANAGED LANES ON 14TH STREET/ROCHAMBEAU BRIDGE, I-395/I-695, AND I-295



MARYLAND

6. MARC GROWTH AND INVESTMENT PLAN (NOT MAPPED)
7. I-95/I-495 INTERCHANGE AT GREENBELT METRO STATION

VIRGINIA

8. VRE SYSTEM PLAN (NOT MAPPED)
9. WIDEN US ROUTE 1
10. ROUTE 123 WIDENING

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



Length: 3.4 miles
 Complete: 2020
 Cost: \$348million

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

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2. Streetcar - M Street SE/SW Line Good Hope Road SE to Maine Avenue SW



Length:	3 miles	Construct a streetcar line running from Good Hope Road SE, across the 11th Street Bridge, to M Street SE/SW, ending at Maine Avenue SW. This line will connect to the planned Anacostia Initial Streetcar Line at Good Hope Road SE.
Complete:	2020	
Cost:	\$250 million	

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3. Streetcar - Minnesota Avenue Spur from Benning Rd. NE to Minnesota Ave. Metro Station



Length:	< 1 mile	Construct a spur from the Benning Road Streetcar Line heading north along Minnesota Ave to the Minnesota Ave Metro Station.
Complete:	2018	
Cost:	\$40 million	

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

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



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

A. 14th Street/Rochambeau Bridge The first study will look at converting the two northbound lanes on the 14th Street/Rochambeau Bridge to HOV 3+ during morning peak periods on weekdays and the two southbound lanes on the same facility to HOV 3+ during the evening peak period on weekdays, to mirror existing HOV lanes in Virginia. The study will also consider a subsequent conversion of the HOV lanes into HOT lanes.

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

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

Complete: 2015
 Cost: \$5.9 million



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6. MARC Growth & Investment Plan

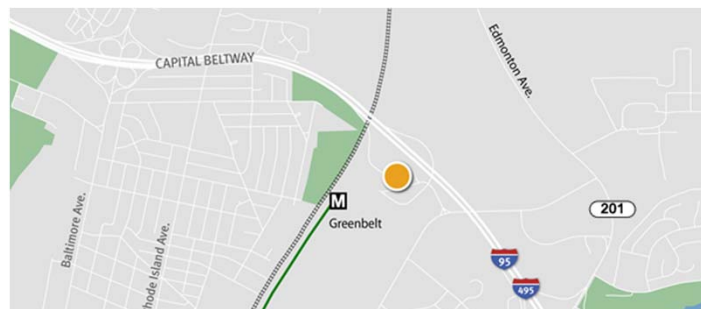
Primary objectives of the plan include providing better service for current riders and addressing existing problems with capacity, frequency and reliability. This package of projects will increase passenger-carrying capacity and increase share of trips by MARC during peak travel periods, among other benefits. The \$1.295 billion shown reflects the Washington region's proposed contribution towards projects in the larger \$2.3 billion Growth and Investment Plan, which also includes the Baltimore area.



Complete: 2040
 Cost: \$1.295 billion
 (Washington Region)

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



Length: < 1 mile
 Complete: 2020
 Cost: \$78.21 million

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

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8. VRE System Plan

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



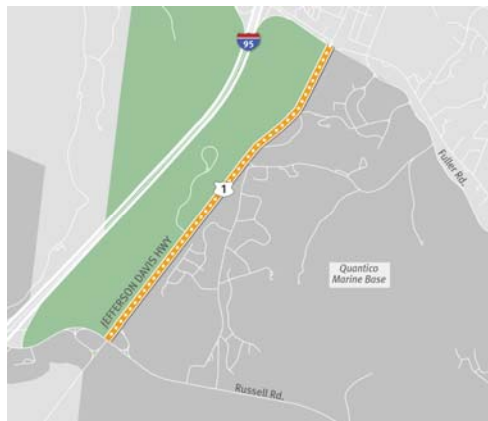
Complete: 2040
 Cost: \$997.4 million
 (Washington Region)

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

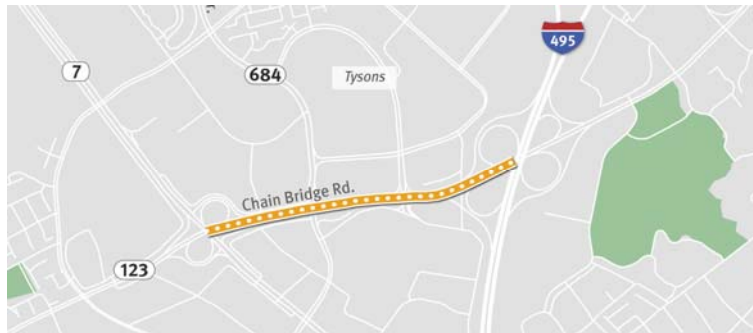
Widen US 1 from Fuller Road to Russell Road from 4 to 6 lanes.

Length: 2.4 miles
 Complete: 2025
 Cost: \$76 million



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



Length:	< 1 mile	Widen VA Route 123 from Leesburg Pike to
Complete:	2021	the Capital Beltway from 6 to 8 lanes.
Cost:	\$22 million	

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FY 2015-2020 TIP

- Obligation of federal funds to state and local projects
- Covers all modes – road, transit, and bicycle/ pedestrian projects
- Capital projects, and operations and maintenance

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FY 2015-2020 TIP

- Six year total - \$17.88 billion
- “Annual Element” – The first year of the TIP
– \$6.71 billion programmed in FY 2015

Annual Element Funding by Type

\$3.48 billion for Roads
\$1.83 billion for Transit
\$83 million for Bike/Ped

Annual Element Funding by Source

\$1.86 billion State/Local and Federal Match
\$1.37 billion Federal Highway Administration
\$550 million Federal Transit Administration

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Public Comment

- The 2014 CLRP, Financial Plan, FY 2015-2020 TIP, and Air Quality Conformity Analysis will be released for a 30-day public comment period on Thursday, September 11.
- Newspaper ads placed in Washington Post (9/11), Afro-American (9/12), and El Pregonero (9/4)
- Web and Social Media:
 - www.mwcog.org/TPBcomment
 - TPBcomment@mwkog.org
 - www.mwcog.org/CLRP2014

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Schedule

- September 11 – Public comment period begins
- September 17 – TPB briefed on CLRP & TIP
- October 11 – Public comment period ends
- October 15 – TPB asked to approve CLRP and FY 2015-2020 TIP, as well as Financial Plan and Air Quality Conformity Analysis

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