



Financially Constrained
**Long-Range
Transportation Plan**
For the National Capital Region

CLRPP
2014

2014 CLRPP AND FY 2015–2020 TIP

Presentation to the Transportation Planning Board
September 17, 2014

The 2014 CLRP

- Twenty-six year horizon out to 2040
- More than 500 regionally significant projects
- Financial Analysis
 - Project cost estimates (highway, transit, non-motorized)
 - Revenue amounts and sources (federal, state, regional, local, and private)
 - Revenue and expenditure amounts in Year-of-Expenditure dollars
 - \$201 billion for operations & maintenance of highway and transit systems
 - \$42 billion for capital improvements and expansion projects
- State of Good Repair – fully funded for WMATA, local transit, commuter rail and highways

The CLRP

- Call for Projects – November 2013
- Financial Analysis work since late 2013
- Inputs for Air Quality Conformity Analysis approved in April 2014
- Travel demand modeling and air quality analysis from April through August
- Additional Performance Analysis of CLRP since August
- Meets financial constraint requirement
- Meets air quality standards set 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 with details on changes
- 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

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



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



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



Major Additions and Changes for 2014

DISTRICT OF COLUMBIA

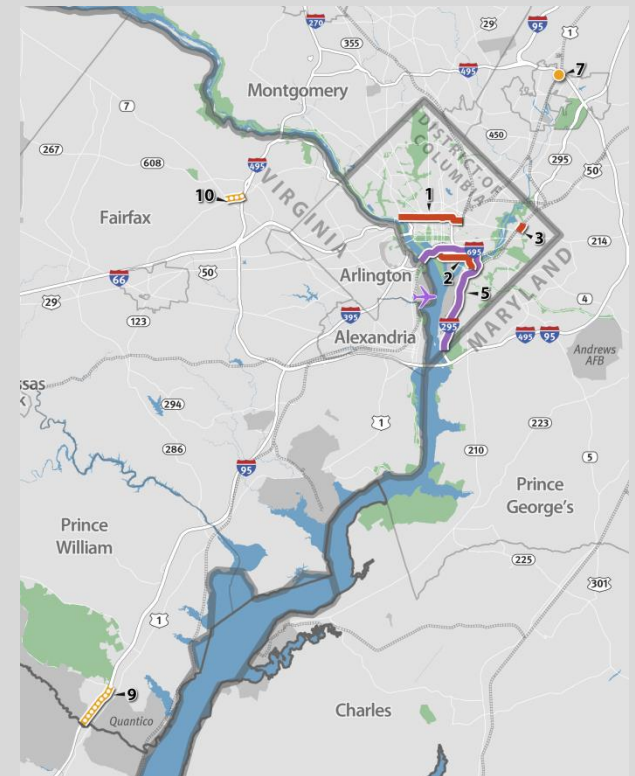
1. STREETCAR – UNION STATION TO GEORGETOWN
2. STREETCAR – M STREET SE/SW LINE
3. STREETCAR – MINNESOTA AVE. SPUR
4. REMOVAL OF PROPOSED H AND I STREETS NW PEAK-PERIOD BUS ONLY LANES (NOT MAPPED)
5. *STUDIES: MANAGED LANES ON 14TH STREET/ROCHAMBEAU BRIDGE, I-395/I-695, AND I-295*

MARYLAND

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

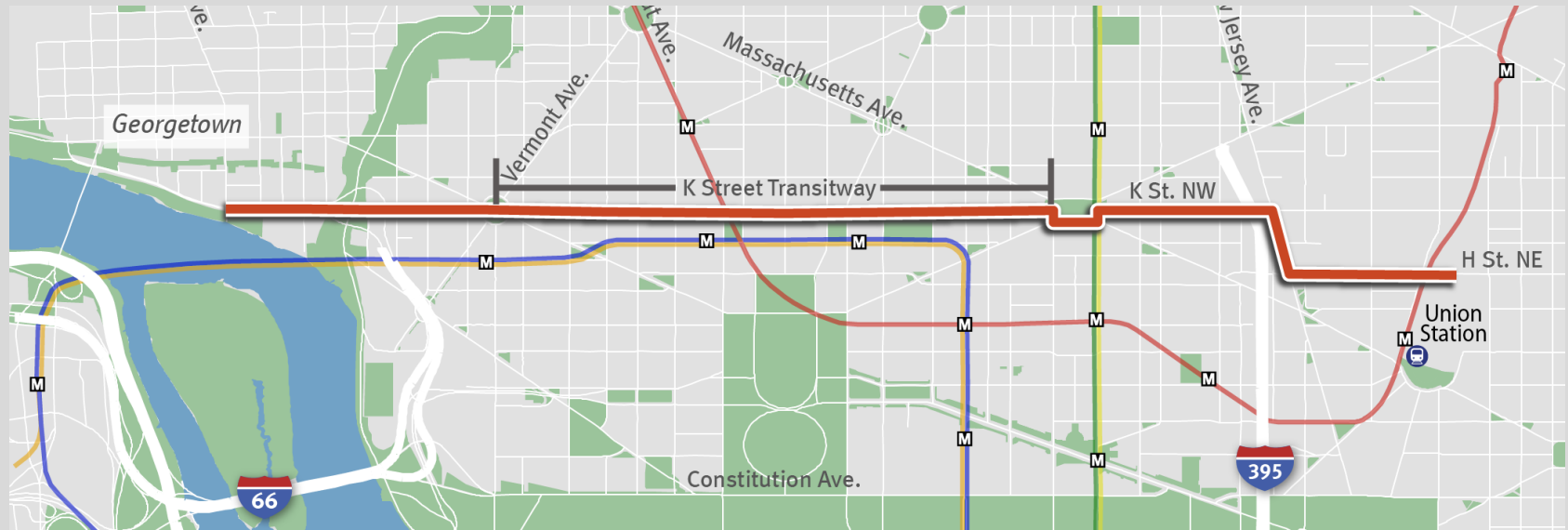
VIRGINIA

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



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").

2. Streetcar - M Street SE/SW Line

Good Hope Road SE to Maine Avenue SW



Length: 3 miles
Complete: 2020
Cost: \$250 million

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.

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



Length: < 1 mile
Complete: 2018
Cost: \$40 million

Construct a spur from the Benning Road Streetcar Line heading north along Minnesota Ave to the Minnesota Ave Metro Station.

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.



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



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)

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.

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)



9. Widen US Route 1

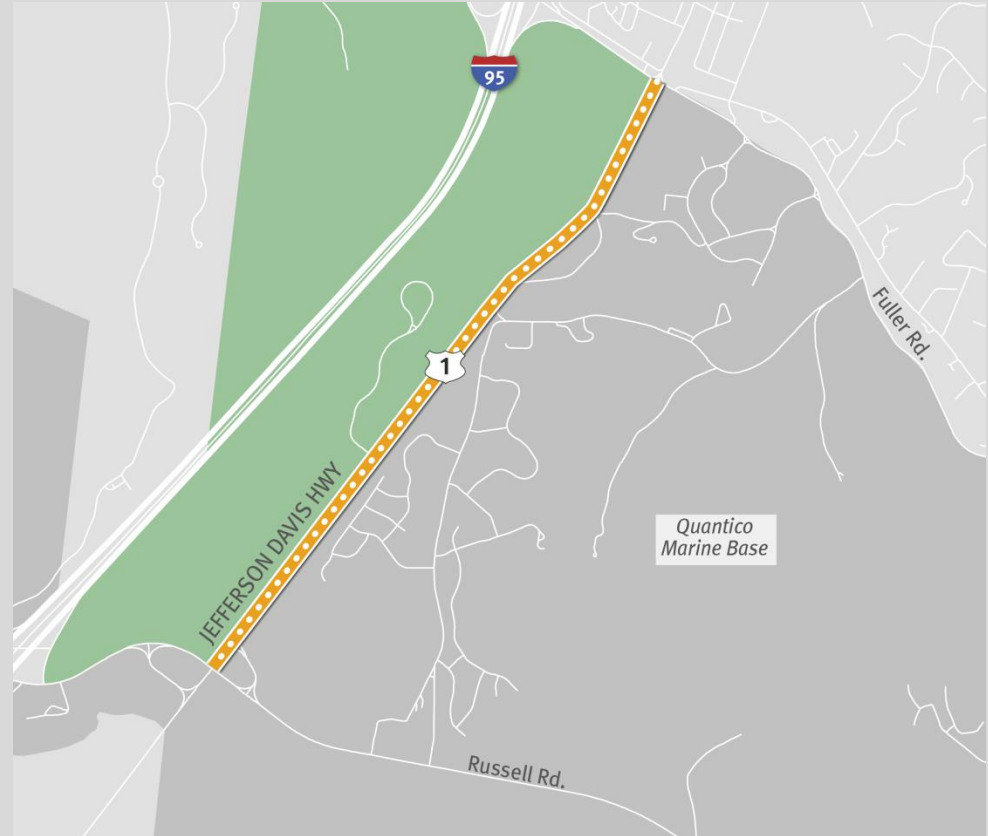
from Fuller Road to Russell Road Interchange

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

Length: 2.4 miles

Complete: 2025

Cost: \$76 million



10. Widen VA Route 123

from VA 7, Leesburg Pike to I-495, Capital Beltway



Length: < 1 mile
Complete: 2021
Cost: \$22 million

Widen VA Route 123 from Leesburg Pike to the Capital Beltway from 6 to 8 lanes.

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
- Snapshot of funding, constantly updated

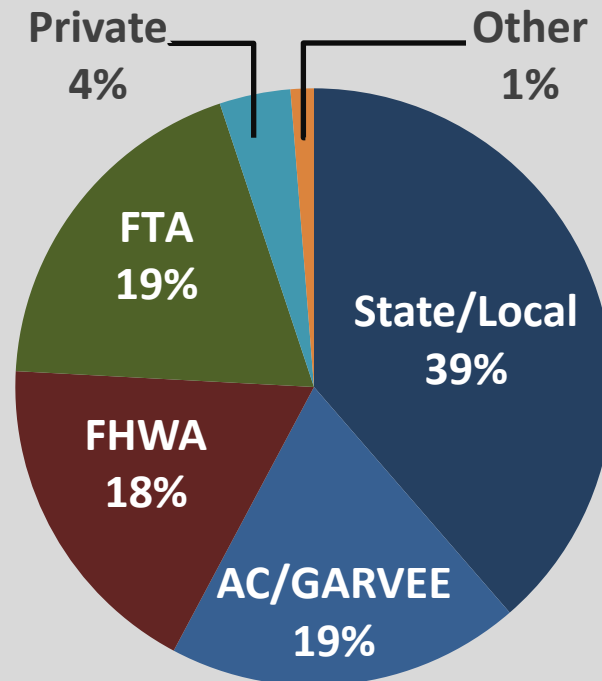
FY 2015-2020 TIP

- Six year total - \$17.97 billion
- Focus on the first two years of the TIP
 - \$6.71 billion in FY 2015 (annual element)
 - \$3.22 billion in FY 2016

Project Type	FY 2015	FY 2016	FY 17-20	Total
Roads/Bridges	\$3,479	\$867	\$1,941	\$6,035
Transit	\$1,831	\$1,854	\$4,736	\$8,423
Bike/Ped	\$84	\$62	\$199	\$344
Other	\$1,315	\$438	\$1,162	\$2,915
	\$6,709	\$3,221	\$8,038	\$17,968

FY 2015-2020 TIP

- Six year total - \$17.97 billion
- Largest share from state and local governments - \$7.82 billion



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

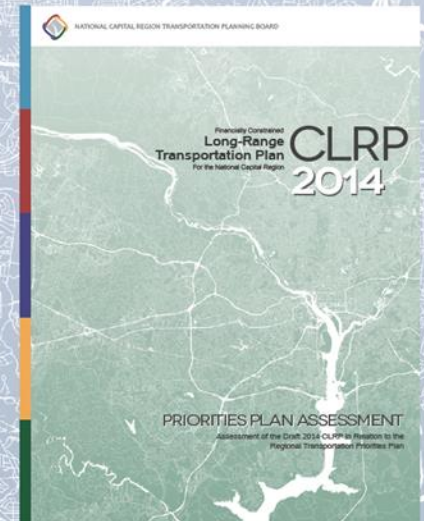
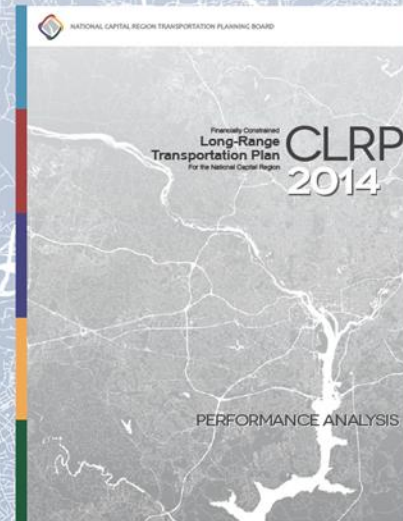
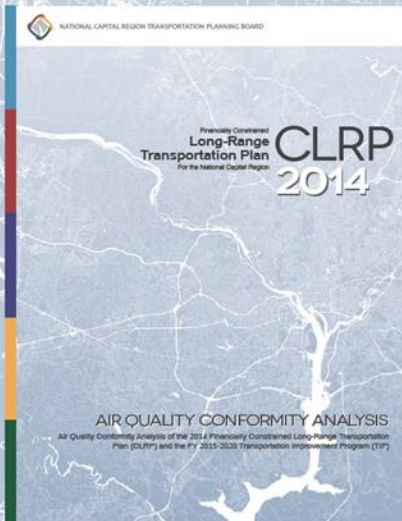
Schedule

- 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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FOR MORE INFORMATION:

WWW.MWCOG.ORG/CLRP2014

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