

ITEM 9 - Action

April 19, 2006

Review of Comments Received and Approval of Project Submissions for the 2006 Financially Constrained Long Range Plan (CLRP) and FY 2007-2012 Transportation Improvement Program (TIP)

Staff

Recommendation: Receive briefing on the comments received and recommended responses, and adopt Resolution R18-2006 to approve the submissions for inclusion in the air quality conformity analysis for the 2006 CLRP and the FY 2007-2012 TIP.

Issues: None

Background: At the February 15 meeting, the Board was briefed on some of the project submissions for the 2006 CLRP and the FY 2007-2012 TIP, which were released for public comment and agency review at the TPB Citizens Advisory Committee (CAC) meeting on February 9. Because additional information on the submissions was received after February 9, the public comment period was extended by releasing the updated project submission information at the March 9 CAC meeting. This extended public comment period closed on April 10.

Public comments are posted as they are received on the COG web site at <http://www.mwcog.org/transportation/public/comments.asp> Board members are invited to review these comments on the web. Staff has prepared the attached draft responses to comments received through the close of the

public comment period on April 10. The Board will be briefed on the comments received and recommended responses at the April 19 meeting.

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

MEMORANDUM

April 13, 2006

TO: Transportation Planning Board

FROM: Ronald F. Kirby
Director of Transportation Planning

SUBJECT: Draft Response to Comments Received through the Close of the Public Comment Period on April 10, 2006 on Project Submissions for Inclusion in the Air Quality Conformity Assessment for the 2006 CLRP and FY 2007-2012 TIP

Below is a draft response to the attached comment received through the close of the public comment period on April 10.

Comment: The lack of significant project submissions from both Virginia and Maryland eviscerates public participation for the CLRP project selection process. This lack of new project submissions largely results from the fact that the CLRP's planning year horizon of 2030 has not changed since the 2000 CLRP update. To overcome this problem, it is proposed that the horizon year for each future CLRP update be extended by four years to include four more years of future funding.

Response: The federal planning regulations require that the long range plan horizon be at least 20 years. The dearth of new project submissions for the 24 year planning period of the 2006 CLRP (2007-2030) is due primarily to limited transportation funding, increasing project construction costs, and the necessity to devote increasing amounts of funding to operate and maintain the existing transit and highway systems. Since the approval of the 2000 CLRP, the TPB has undertaken numerous activities to inform local officials, state legislatures, representatives from Congress, and the general public about the region's short-term and longer-term transportation funding needs.

The TPB determines the plan horizon in consultation with the COG Metropolitan Development Policy Committee which is responsible for forecasting population, households, and jobs for the horizon year. For the next major update of the CLRP in 2010, it is anticipated that the planning horizon year will be extended to 2035 or 2040.

Comments Received Online

Submitted by: An Individual

Allen Muchnick

Arlington, VA 22204-4859

3/17/2006

CLRP Project Submissions

The near total absence of significant project submissions from both Virginia and Maryland for this triennial update to the region's CLRP eviscerates public participation for the CLRP project selection process. This lack of new project submissions largely results from the fact that the CLRP's year 2030 horizon has not changed since the 2000 CLRP update six years ago. To overcome this problem with future CLRP updates, which will presumably occur every four years, I propose that the horizon year for each future CLRP update be extended by four years to include four more years of future funding with each CLRP update. Thus, the 2010 CLRP update should only cover a 24-year period through 2034, and the 2014 CLRP update should only cover a 24-year period through 2038.

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 NORTH CAPITOL STREET, N.E.,
WASHINGTON, D.C. 20002-4239

RESOLUTION ON
INCLUSION IN AIR QUALITY CONFORMITY ANALYSIS
OF SUBMISSIONS FOR THE 2006 CONSTRAINED LONG RANGE PLAN (CLRP)
AND FY2007-2012 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the metropolitan planning organization for the Washington Metropolitan area, is responsible for developing and carrying out a comprehensive, continuing and coordinated transportation planning process for the metropolitan area; and

WHEREAS, the Joint Planning Regulations issued October 28, 1993 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require that the long range transportation plan be reviewed and updated at least triennially to comply with the Metropolitan Planning Rules of October 28, 1993; and

WHEREAS, the transportation plan, program and projects must be assessed for air quality conformity as required by the conformity regulations originally published by the Environmental Protection Agency in the November 24, 1993 *Federal Register* and with latest amendments published in the *Federal Register* on July 1, 2004; and

WHEREAS, on October 19, 2005, the TPB adopted resolution R5-2006 determining that the 2005 CLRP and the TIP for FY 2006-2011 conform with the 8-Hour Ozone Standard requirements of the Clean Air Act Amendments of 1990, and on October 19, 2005 adopted resolution R6-2006 approving the 2005 CLRP and resolution R7-2006 approving the FY2006-2011 TIP; and

WHEREAS, on December 21, 2005, the TPB adopted resolution R9-2006 determining that the 2005 CLRP and the TIP for FY 2006-2011 conform with the Fine Particles (PM2.5) requirements of the Clean Air Act Amendments of 1990; and

WHEREAS, the transportation implementing agencies in the region have provided submissions for 2006 CLRP and inputs to the FY2007-2012 TIP, which are in response to the December 2005 solicitation document issued by the TPB, and the Technical Committee has reviewed these submissions at its meetings on February 3, March 3 and April 7, 2006; and

WHEREAS, at the TPB Citizens Advisory Committee (CAC) meeting on February 9, 2006 the submissions for the 2006 CLRP and FY2007-2012 TIP were released for public comment and interagency consultation; and

WHEREAS, on February 15, 2006, the TPB was briefed on additional information received on the project submissions for the 2006 CLRP amendments and FY2007-2012 TIP, and decided that the public comment period should be extended through April 10, 2006 by releasing the updated project information at the March 9 CAC meeting; and

WHEREAS, on April 19, 2006, the TPB was briefed on the project submissions for the 2006 CLRP amendments and FY2007-2012 TIP, the public comments received on the submissions, and the recommended responses to the public comments; and

WHEREAS, the air quality conformity analysis, the 2006 CLRP and the FY2007-2012 TIP are scheduled to be released for public comment on September 14, 2006 and approved by the TPB at its October 18, 2006 meeting; and

WHEREAS, the submissions have been developed to meet the financial plan requirements in the Metropolitan Planning Rules and show the consistency of the proposed projects with already available and projected sources of transportation revenues;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves for inclusion in the air quality conformity analysis of the 2006 Constrained Long Range Plan and FY2007-2012 TIP the project submissions as described in the attached memorandum of April 13, 2006 and its supporting materials.

National Capital Region Transportation Planning Board

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M E M O R A N D U M

April 13, 2006

TO: Transportation Planning Board

FROM: Ronald F. Kirby
Director of Transportation Planning

SUBJECT: Proposed Significant Changes for the Air Quality Conformity Analysis of the 2006 CLRP and FY 2007-2012 TIP

The attachment describes the proposed significant changes reflected in the air quality conformity inputs for the 2006 CLRP and the FY 2007-2012 TIP. Significant highway changes are those relating to facility types 1, 2 and 5 (interstates, principal arterials, and other limited access parkways and roadways). Figure 1 shows the general locations of the projects with significant changes, as well as the locations of significant new studies. Project descriptions of the significant changes and new studies are then presented. The detailed locations of the projects with significant changes are shown in Figures 2-4.

There are modifications to two of the project descriptions which were released for public comment on March 9. For project 3 - Anacostia Streetcar Project, the completion date was changed from 2011 to 2007. For project 5- Widen MD 201, Kenilworth Avenue the source of funding was changed from "the University of Maryland" to "a group of developers including the University of Maryland." These changes are shown in bold on page 2 of the attachment.

Two appendices to this memorandum are bound separately. Appendix A contains maps and summary descriptions of projects in the approved 2005 CLRP (as of October 19, 2005). Appendix B provides a table listing all projects to be included in the air quality conformity analysis for the 2006 CLRP and FY 2007-2012 TIP, with shading to highlight proposed changes from the approved 2005 CLRP and FY 2006-2011 TIP.

Attachment

PROJECT DESCRIPTIONS
2006 CLRP – SIGNIFICANT PROPOSED CHANGES

April 19, 2006

PROJECTS PROPOSED FOR CONSTRUCTION

DISTRICT OF COLUMBIA

1. South Capitol Street Corridor with Frederick Douglas Memorial Bridge Improvements

Between Independence Avenue and Martin Luther King, Jr. Avenue

Convert South Capitol Street from an urban highway to a grand six-lane boulevard. Construct a newly aligned, six-lane Frederick Douglas Bridge.

- Length: 3.5 miles
- Complete: 2015
- Cost: \$625 million
- Funding: Federal earmarks and local funds

2. 11th Street Bridges and Interchange Reconstruction

Between the Anacostia Freeway (I-295) and the Southeast Freeway (I-395)

Replace and reconfigure the 11th Street Bridges. The current two spans—carrying four inbound lanes on one span and four outbound lanes on the other—would be reconfigured so that each span carries traffic in both directions, with one span carrying freeway traffic and the other, local traffic. The freeway span would be four lanes in each direction; the local span would be two lanes in each direction. New ramps east of the Anacostia River would connect both directions of the Anacostia Freeway (I-295) with each span.

- Length: 1 mile
- Complete: 2011
- Cost: \$377 million
- Funding: Federal earmarks and local funds

3. Anacostia Streetcar Project

Phase I: From Firth Sterling Avenue and South Capitol Street to Howard Road and Martin Luther King, Jr. Avenue

Build the first phase of the streetcar line from Firth Sterling Avenue and South Capitol Street to Howard Road and Martin Luther King, Jr. Avenue. The remaining three phases of the project will be included in the CLRP for study (see S1 in “Studies” below). This project replaces the Anacostia Demonstration Rail Line (the CSX Shepard Branch Light Rail Project) previously in the CLRP.

- Length: Approximately ½ mile (Phase I only)
- Complete: **2007**
- Cost: \$21 million
- Funding: Bonds and local funds

VIRGINIA

4. Upgrade VA 28 at I-66 Interchange

Between VA 28/I-66 interchange and Braddock/Walney Roads

Eliminate turn movements and implement signal timing/phasing changes near the interchange of VA 28 and I-66 at three locations:

- VA28 and Braddock/Walney Road: Eliminate through and left turn movement from eastbound Braddock Road and from westbound Walney Road. Also eliminate left turn movements from southbound VA 28. The affected movements will be redirected towards the recently completed, grade separated interchange at VA 28 and Westfields Boulevard.
- VA 28 and ramps to westbound I-66: Eliminate left turn movements from northbound VA 28 to westbound I-66. The affected movements will be redirected to the VA 28 and VA 29 interchange.
- VA 28 and ramps from eastbound I-66: Eliminate left turn movements from eastbound I-66 off-ramp to southbound VA 28. The affected movements will be redirected to the I-66 and VA 29 interchange.

- Length: Operational improvements within a half-mile area
- Complete: 2008
- Cost: \$750,000
- Funding: Federal, state, local, private and bonds

MARYLAND

5. Widen MD 201, Kenilworth Avenue

Between River Road and Pontiac Street

Widen Kenilworth Avenue from 4 to 6 lanes between River Road and Pontiac Street, in the vicinity of Greenbelt Park. This project will support the planned development within the Riverside subdivision and the College Park – Riverdale Transit District.

- Length: 2 miles
- Complete: 2010
- Cost: \$3 million
- Funding: **A group of developers including the University of Maryland**

STUDIES

DISTRICT OF COLUMBIA

S1. Anacostia Streetcar Study (Phases II-IV)

Phase II: Firth Sterling Avenue and South Capitol Street to Malcolm X Avenue

Phase III: Howard Road and Martin Luther King, Jr. Avenue to Good Hope Road and Minnesota Avenue

Phase IV: Martin Luther King, Jr. Avenue over the 11th Street Bridge on M Street, SE to South Capitol Street.

Phases II-IV of this project are included for study in the 2006 CLRP, while Phase I is included for construction (see description above). This project replaces the Anacostia Demonstration Rail Line (the CSX Shepard Branch Light Rail Project) previously in the CLRP.

- Length: Approximately 4 miles (all four phases, including half-mile in Phase I)
- Complete: 2011
- Cost: \$3 million

VIRGINIA

S2. Study Proposal to Build and Operate HOV/HOT Lanes on I-95/I-395

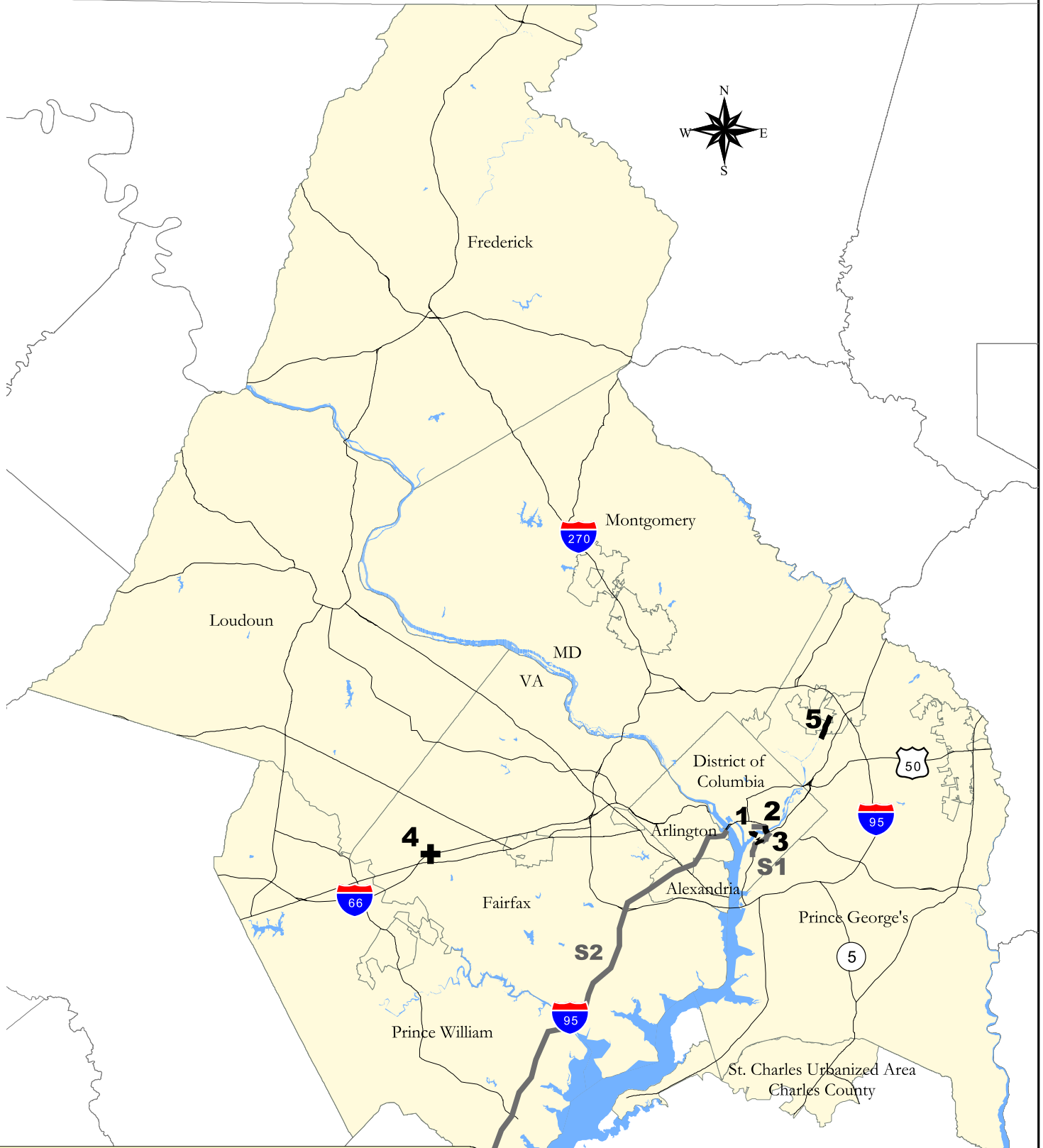
Between the District of Columbia line and the I-95 Massaponax exit in Spotsylvania County

The CLRP already includes the extension of HOV lanes from Quantico Creek to the Stafford County line and the re-striping to 3 lanes of existing HOV lanes from the District of Columbia line to Quantico Creek. The proposed change for the 2006 CLRP would provide for the development of environmental documents, consistent with federal (NEPA) and state requirements, for a proposal to build high occupancy/toll (HOT) lanes. The HOT lanes have been proposed by the private sector under Virginia's Public/Private Transportation Act (PPTA). The PPTA proposal consists of two actions: 1) Re-stripe two existing HOV lanes to three HOT lanes between the District of Columbia line and VA 234 in Dumfries; and 2) Construct two new HOT lanes on I-95 between VA 234 and the Massaponax exit. The study will be coordinated with the TPB and with the Fredericksburg MPO.






- Length: 47 miles
- Complete: 2007
- Cost: \$380,000

Figure 1: Significant Proposed Changes for the 2006 CLRP (Financially Constrained Long-Range Transportation Plan)

March 9, 2006

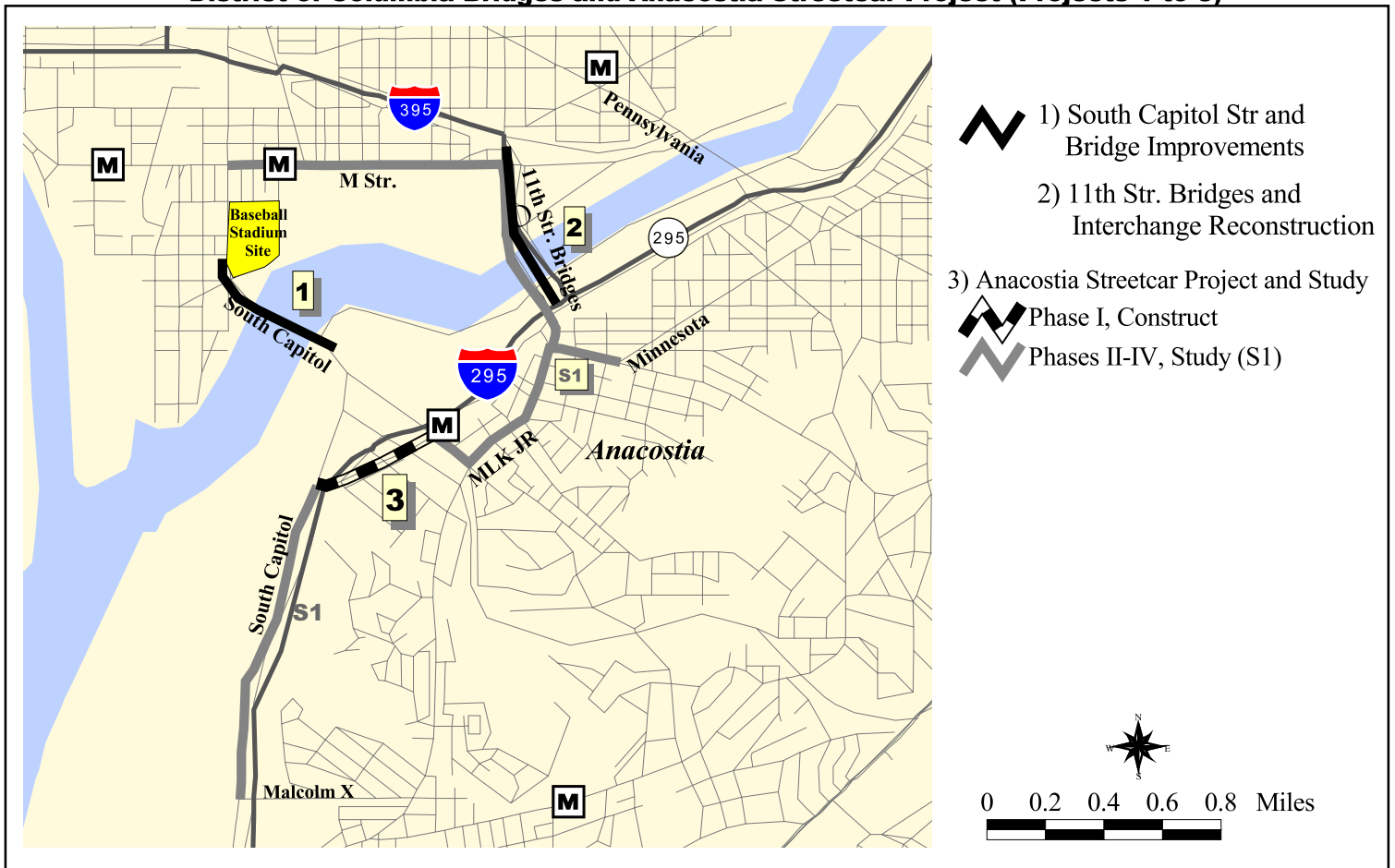


Legend

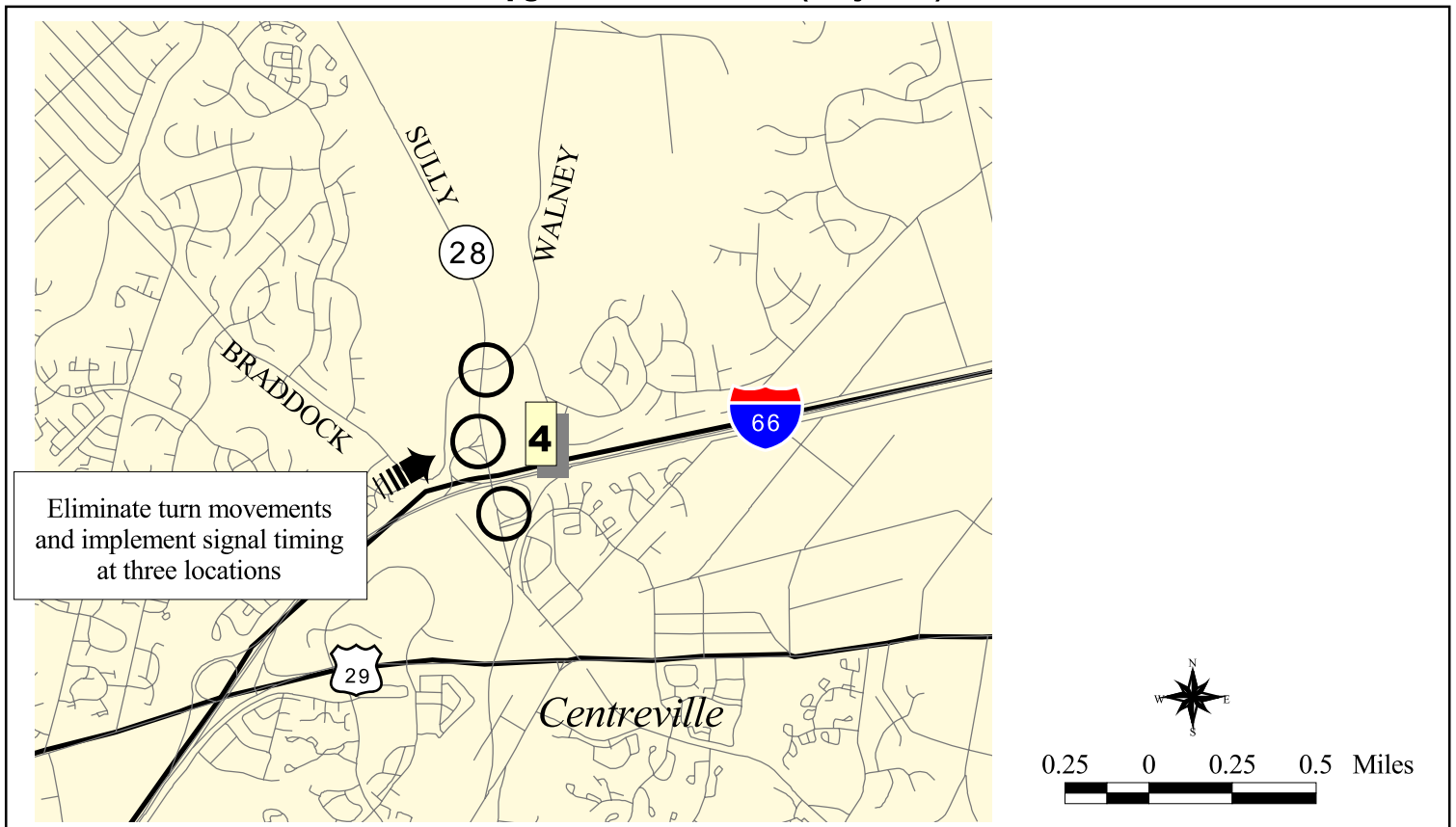
-  1, 2) D.C. Bridge & Interchange Improvements
-  3) Anacostia Streetcar Project
-  4) Upgrade VA 28 at I-66 Interchange
-  5) Widen MD 201/ Kenilworth Ave from 4 to 6 Lanes
-  S1 and S2) Significant New Studies

5 0 5 10 15 Miles

**Figure 2:
District of Columbia Bridges and Anacostia Streetcar Project (Projects 1 to 3)**



**Figure 3:
Upgrade VA 28 at I-66 (Project 4)**



**Figure 4:
Widen MD 201 / Kenilworth Avenue (Project 5)**

