

**ITEM 9 - Action**  
October 15, 2014

Approval of the 2014 Financially Constrained Long-Range  
Transportation Plan (CLRP)

**Staff Recommendation:** Adopt Resolution R6-2015 approving the 2014 CLRP.

**Issues:** None

**Background** On September 11, the draft 2014 CLRP and associated conformity analyses were released for public comment. At the September 17 meeting, the Board was briefed on the content of the Draft 2014 CLRP including the financial element and highlights of the major projects in the update. The public comment period ended October 11, 2014. The Board reviewed the comments and recommended responses under agenda item 7 today.



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

**RESOLUTION APPROVING**  
**THE 2014 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 Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area;

**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 17, 2013, the TPB approved the 2013 Constrained Long-Range Transportation Plan (CLRP) which was developed as specified in the Federal Planning Regulations; and

**WHEREAS**, on July 18, 2012, the TPB approved the FY 2013-2018 TIP which was developed as specified in the Federal Planning Regulations; and

**WHEREAS**, on November 14, 2013, the TPB issued a solicitation document for projects and strategies to be included in the 2014 CLRP and FY 2015-2020 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 2014 CLRP and inputs to the FY 2015-2020 TIP, and the TPB Technical Committee and the TPB reviewed the submissions at meetings in March and April 2014; and

**WHEREAS**, on April 16, 2014 the TPB approved the major projects submitted for inclusion in the air quality conformity assessment for the 2014 CLRP and FY 2015-2020 TIP; and

**WHEREAS**, on September 11, 2014 the draft 2014 CLRP and FY 2015-2020 TIP and the air quality 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 2014 CLRP are described in the attached memorandum of September 11, 2014 and on the CLRP website, and detailed information on all of the projects in the 2014 CLRP is provided on the CLRP website and in Appendix B of the Air Quality Conformity report as adopted October 15, 2014; and

**WHEREAS**, an updated financial plan for the 2014 CLRP entitled "Analysis of Financial Resources for the 2014 Financially Constrained Long-Range Transportation Plan," September 2014, 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**, the Passenger Rail Investment and Improvement Act of 2008 authorized \$150 million per year for 10 years in funding for WMATA's capital and preventive maintenance projects, and the legislatures of Maryland, Virginia, and District of Columbia have committed to the required dedicated local matching revenues, and this revenue was determined to be reasonably expected to be available through 2040 in the financial plan for the 2014 CLRP; and

**WHEREAS**, the transit ridership constraint to or through the core area was applied in the 2014 CLRP air quality conformity analysis as has occurred in past plans because capital funding for 100% eight-car trains and other core improvements was not identified for expansion of the Metrorail's core capacity; and

**WHEREAS**, during the development of the 2014 CLRP, the TPB Participation Plan was followed, and numerous opportunities were provided for public comment: (1) At the March 13, 2014 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis 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 March TPB meeting; (2) At the April 16 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 11, following the CAC meeting, a Public Forum was held on the development of the 2014 CLRP, the Financial Analysis, and the FY 2015-2020 TIP; (4) On July 24, the 2014 CLRP was presented to the TPB's Access for All Advisory Committee for their consideration and comment; (5) On September 11 in conjunction with the CAC meeting, the draft 2013 CLRP and the draft air quality conformity analysis were released for a 30-day public comment period which closed on October 11, (6) An opportunity for public

comment on these documents was provided on the TPB website and at the beginning of the September and October TPB meetings; and (7) the documentation of the 2014 CLRP will include summaries of all comments and responses; and

**WHEREAS**, on September 17, 2014, the TPB received a briefing on the performance analysis of the draft 2014 CLRP; and

**WHEREAS**, on September 17, 2014, the TPB received a briefing on an updated assessment of how the draft 2014 CLRP supports the priorities identified in the Regional Transportation Priorities Plan which was approved by the TPB in January 2014; and

**WHEREAS**, on October 15, 2014, the TPB determined that the 2014 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 2014 CLRP by the Board; and

**NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD** approves the 2014 Constrained Long-Range Transportation Plan for the National Capital Region, as described in the attached memorandum and the CLRP website, and Appendix B of the Air Quality Conformity report.





# NATIONAL CAPITAL REGION

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## TRANSPORTATION PLANNING BOARD

### MEMORANDUM

October 9, 2014

To: Transportation Planning Board

From: Kanti Srikanth  
Director, Department of  
Transportation Planning

Re: Briefing on the Draft 2014 CLRP

On September 11, the draft 2014 CLRP was released for public comment along with drafts of the FY 2015-2020 TIP, Air Quality Conformity Analysis and Financial Analysis. At its meeting on September 17, the TPB was briefed on these four items and was also given a presentation on the Performance Analysis of the CLRP and an Assessment of the CLRP with respect to the Regional Transportation Priorities Plan (RTPP). The public comment period will close at midnight on Saturday, October 11. Comments submitted to date may be reviewed online at [mwcog.org/TPBcomment](http://mwcog.org/TPBcomment).

Those capital improvement projects that have impacts on the capacity of the region's road and transit systems are listed in the "2014 CLRP and FY 2015-2020 TIP Air Quality Conformity Inputs" table, included in the Air Quality Conformity Analysis. That table includes more than 300 projects, and highlights more than 250 changes to limits and/or completion dates for previously approved projects or new projects. Included with this memo are highlights of 10 major new projects or changes to existing projects, summarized below.

### Summary of Major Additions and Changes to Projects In the CLRP

In the **District of Columbia**, DDOT is proposing three new transit projects; the Union Station to Georgetown Streetcar Line, the M Street SE/SW Streetcar Line, and the Benning Road Streetcar Spur. DDOT is proposing to remove the planned implementation of Peak Period Bus-Only Lanes on H Street NW and I Street NW from the CLRP, pending further study. DDOT is also proposing three studies to examine managed lanes on the 14th Street/ Rochambeau Bridge, I-395/I-695 (SE/SW Freeway), and I-295.

In **Maryland**, the Maryland Transit Administration is updating the MARC Growth and Investment Plan. The State Highway administration is resubmitting the construction of an interchange on I-95/I-495, the Capital Beltway at the Greenbelt Metro Station in Prince George's County. This project had previously been included in the CLRP, but was removed in 2010 to meet financial constraint requirements.

In **Virginia**, VDOT is proposing to widen a segment of US 1 in Prince William County and to widen a portion of VA 123, Chain bridge Road in Fairfax County. Virginia Railway Express is updating its System Plan as a part of the CLRP.

See the attached materials for further information on these projects and plans.



# Major Additions and Changes to the 2014 Update to the Financially Constrained Long-Range Transportation Plan



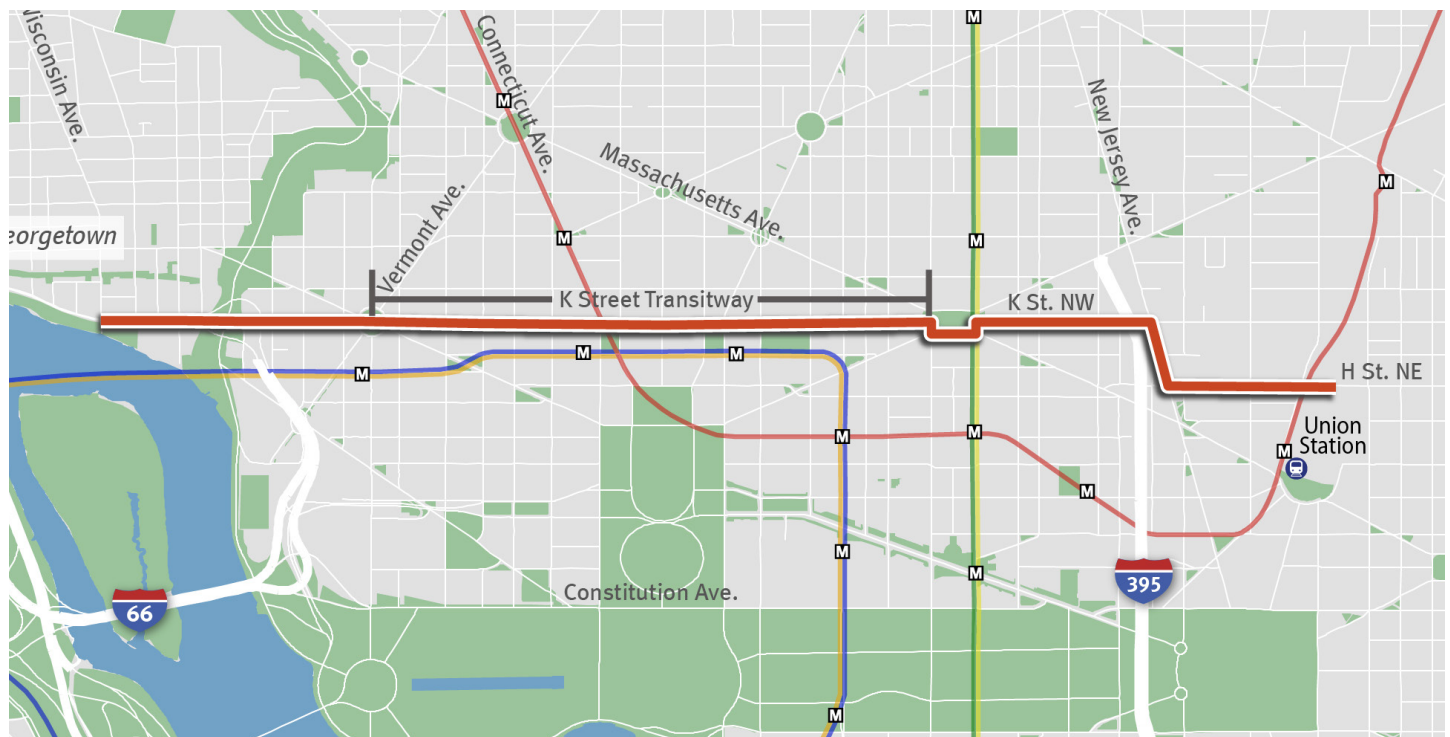
## District of Columbia

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

Length: 3.4 miles

Complete: 2020

Cost: \$348 million



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. This line will connect to the H Street NE - Benning Road line, already under construction. 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 Mount Vernon Square/9<sup>th</sup> Street NW and Washington Circle/23<sup>rd</sup> Street NW (a project previously approved in the CLRP called the "K Street Transitway").

See CLRP Project Description Form in Attachment A for more information.



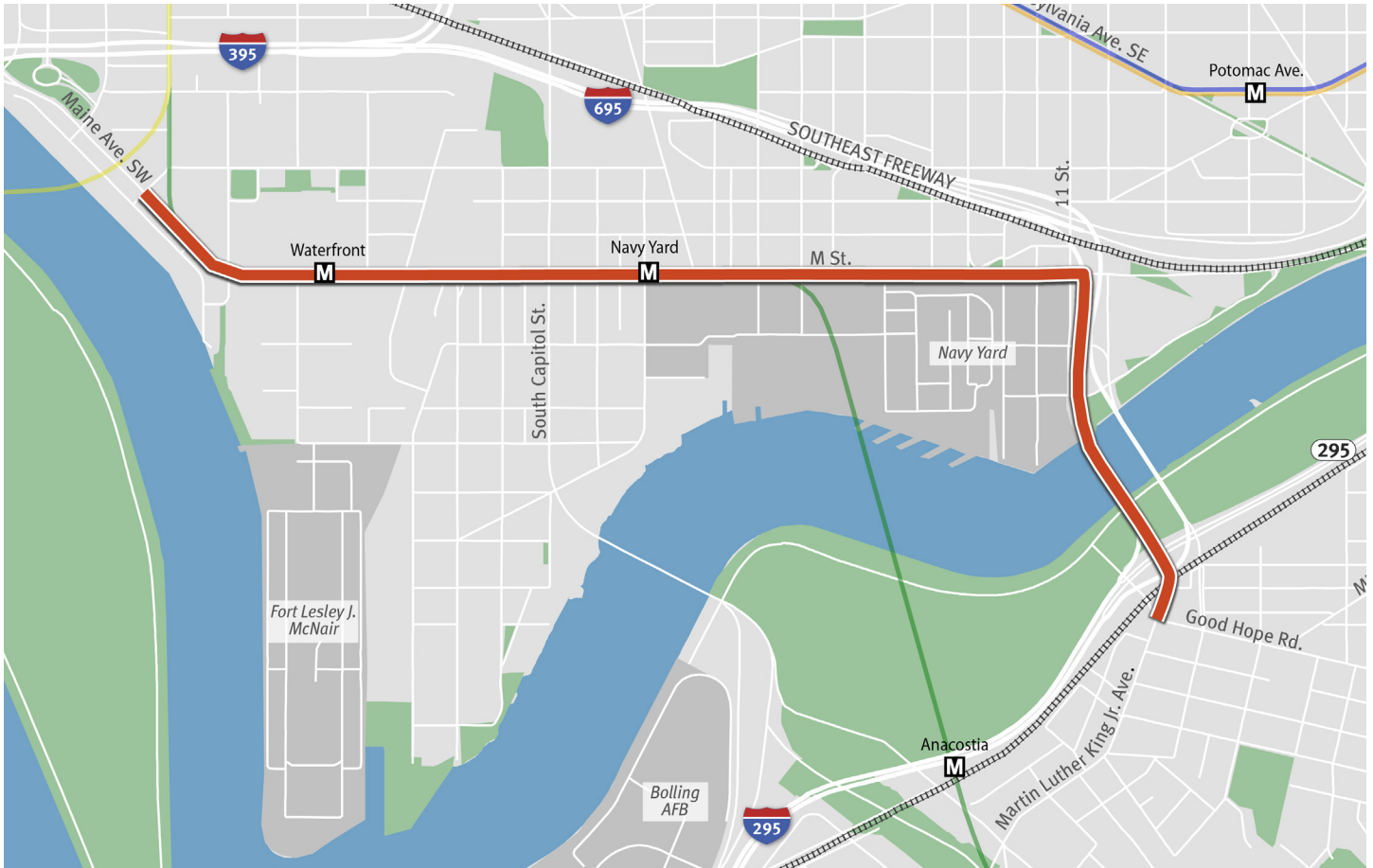
# Major Additions and Changes to the 2014 CLRP Update

## 2. M Street Southeast/Southwest Streetcar Line from 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 11<sup>th</sup> 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.

See CLRP Project Description Form in Attachment A for more information.



# Major Additions and Changes to the 2014 CLRP Update

### 3. Benning Road Streetcar Spur from Benning Road to Minnesota Avenue 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 Avenue 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.



# Major Additions and Changes to the 2014 CLRP Update

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

Length: ≈9 miles

Complete: 2015

Cost: \$5.9 million

### A. 14th Street/Rochambeau Bridge

The first study will look at converting the two northbound lanes on the 14th Street/ Rochambeau Bridge to High Occupancy Vehicle (HOV 3+) during the morning peak period 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 operations in Virginia. The existing four northbound lanes on the Arland Williams, Jr. Bridge and four southbound lanes on the George Mason Memorial Bridge would remain as general purpose lanes. The study will also consider a subsequent conversion of the HOV lanes into High Occupancy/Toll (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.

See CLRP Project Description Forms in Attachment A for more information.







# Major Additions and Changes to the 2014 CLRP Update

## Maryland

### 6. MARC Growth and Investment Plan

Complete: 2040

Cost: \$1.295 billion (Washington region)

MDOT is including \$1.06 billion of project improvements for MARC as identified in the MARC Growth and Investment Plan. The MARC Growth and Investment Plan is a multi-phased, multi-year plan to increase the capacity of MARC, Maryland's commuter rail system. MARC is a key component of Maryland's commuter network providing rail service for more than 30,000 commuters a day traveling between Washington's Union Station and northern, central and western Maryland.



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.

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

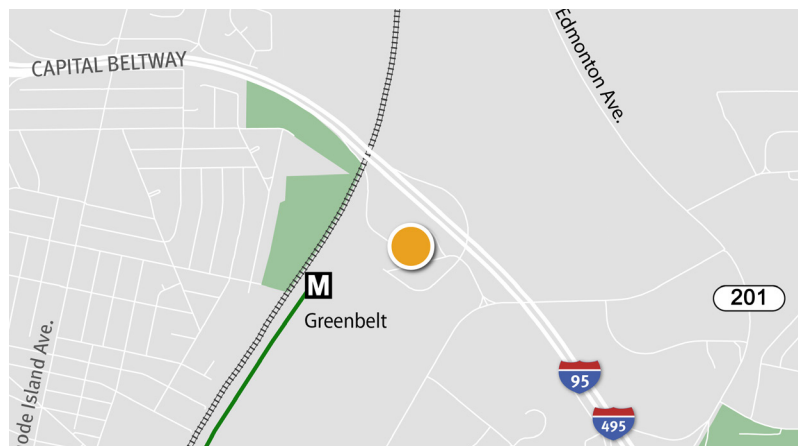
Length: <1 mile

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 the inner loop of the 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.

See CLRP Project Description Form in Attachment A for more information.





# Major Additions and Changes to the 2014 CLRP Update

## Virginia

### 8. Virginia Railway Express System Plan

Cost: 2040

Cost: \$977.4 million

The VRE System Plan provides a framework for VRE service expansion through 2040. 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.

The VRE System Plan outlines capital investments totaling \$3.2 billion to implement plan recommendations. It builds upon prior VRE growth plans included in the CLRP financial analysis and transit-modeling assumptions proposed for implementation by 2020, for which funding has been identified. Funding for projected VRE station, yards and equipment needs through 2040 has also been identified and is reflected in the \$977 million CLRP project cost. Full funding for long-term system investments in railroad capacity, including the expansion of the Long Bridge and Fredericksburg Line third main track, and service enhancements such as reverse-peak service, additional mid-day trains or the future run-through of VRE and MARC trains has not been identified. Those recommendations are included for information purposes. As funding is identified for those initiatives they will be added to the CLRP and air quality conformity analysis.





# Major Additions and Changes to the 2014 CLRP Update

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

Length: 2.38 miles

Complete: 2025

Cost: \$76 million



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

See CLRP Project Description Form in Attachment A for more information.

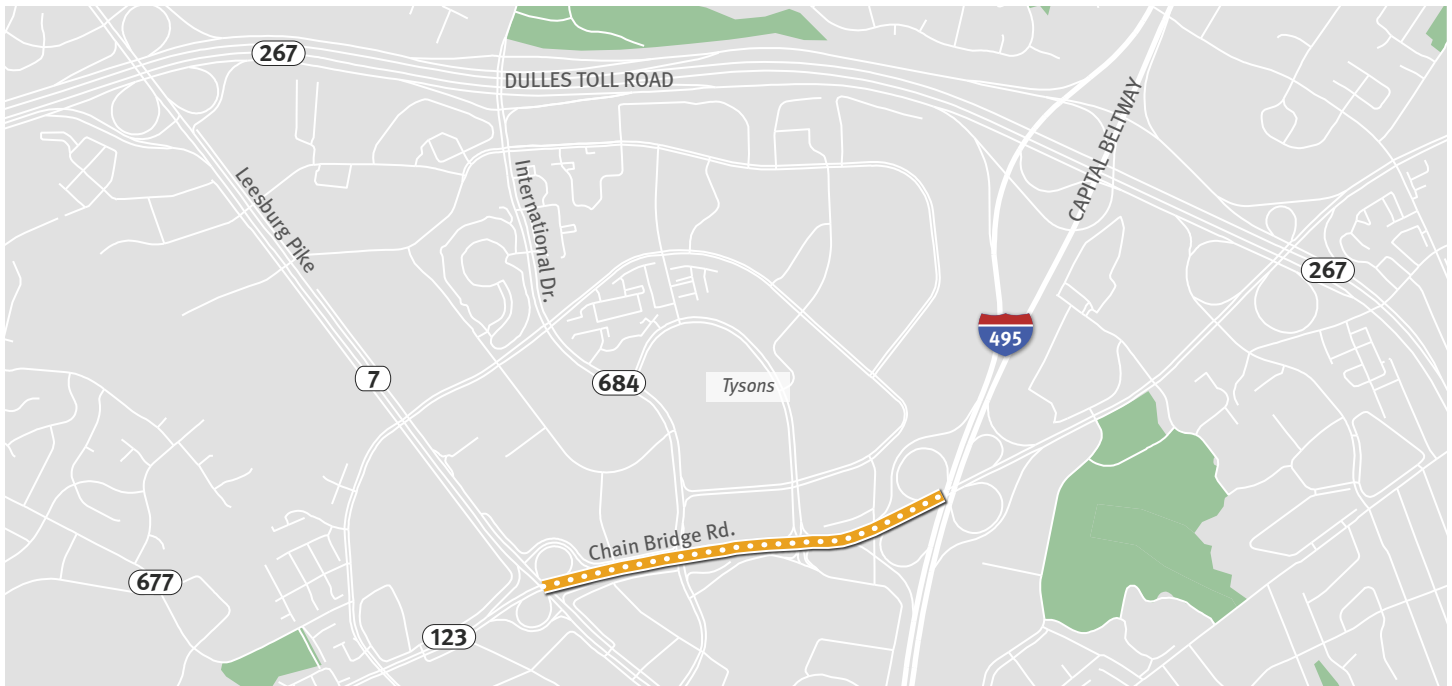
# Major Additions and Changes to the 2014 CLRP Update

## 10. Widen VA 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.

See CLRP Project Description Form in Attachment A for more information.





# **Attachment A**

## **Project Description Forms**



# FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



## 1. Union Station to Georgetown Streetcar Line

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: STC12A, SA306C
4. Project Type:  Interstate  Primary  Secondary  Urban  Bridge  Bike/Ped  X Transit  CMAQ  
 ITS  Enhancement  Other  Federal Lands Highways Program  
 Human Service Transportation Coordination  TERMS
5. Category:  System Expansion;  System Maintenance;  Operational Program;  Study;  X Other (Intermodal Improvement)
6. Project Name: Union Station to Georgetown Streetcar Line

	Prefix	Route	Name	Modifier
7. Facility:				
8. From ( _ at):			3 <sup>rd</sup> / H Street NE	
9. To:			Wisconsin Avenue under Whitehurst Freeway NW	

10. Description: DDOT is proposing a transportation improvement and the introduction of streetcar along the K Street NW corridor from Union Station to Georgetown. This project will provide an efficient east-west connection for transit and improve transportation mobility, and improve transit reliability. The streetcar alignment is primarily located along K Street, NW, New Jersey Avenue NW, and H Street, NE. Below are the proposed station locations and corridor links (to be finalized in the NEPA process):

### Station locations:

Location	Platform	Serves
H Street @ Hopscotch Bridge	side platform	Union Station
K Street between 3rd and 4th Streets	side platform	NoMa
Mount Vernon Square	side platform	Mount Vernon 14th and 15th Streets
K Street @ McPherson Square	side platform	17th and 18th Streets
K Street @ Farragut Square	side platform	19th and 20th Streets
K Street @ 19th and 20th Streets	side platform	Foggy Bottom / GU
K Street @ 25th and 26th Streets	split center	Georgetown
K Street @ Wisconsin Avenue	center	

# CLRP PROJECT DESCRIPTION FORM

## Link-by-link connection:

Link	Roadway	shared/exclusive	streetcar
Georgetown to Washington Circle	Along K Street NW	shared lanes	center
At Washington Circle	Under circle	shared lanes	center
Washington Circle to Mount Vernon Square	Along K Street NW	exclusive	center
At Mount Vernon Square	WB: north side	shared lanes	curb
Mount Vernon Square to Union Station	EB: south side		curb
	K Street	shared lanes	curb
At Union Station	New Jersey	shared lanes	center
	H Street	shared lanes	curb
	Hopscotch Bridge	shared lanes	curb
Connection to existing tracks	at 3rd Street NE	shared lanes	curb

The streetcar program will operate with a 10 minute headway.

NEPA Status: DDOT will begin NEPA in the first quarter of CY 2014; it will be 12 – 18 months.

Map of preferred alternative from Alternatives Analysis. The NEPA process will build from this alternative and information gathered in the AA.



11. Projected Completion Year: 2020
12. Project Manager: Lezlie Rupert
13. Project Manager E-Mail: [lezlie.rupert@dc.gov](mailto:lezlie.rupert@dc.gov)
14. Project Information URL: [www.unionstationtogeorgetown.com](http://www.unionstationtogeorgetown.com)
15. Total Miles: 3.41 miles
16. Schematic:
17. Documentation: Union Station to Georgetown Alternatives Analysis (September 2013)
18. Jurisdictions: DDOT
19. Baseline Cost: \$348 million cost estimate as of 09/30/2013
20. Amended Cost: cost estimate as of MM/DD/YYYY
21. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

# CLRP PROJECT DESCRIPTION FORM

## MAP-21 PLANNING FACTORS

22. Please identify any and all planning factors that are addressed by this project:
- a.  Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
  - b.  Increase the **safety** of the transportation system for all motorized and non-motorized users.
    - i. Is this project being proposed specifically to address a safety issue?  Yes;  No
    - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
  - c.  Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
  - d.  Increase **accessibility and mobility** of people.
  - e.  Increase accessibility and mobility of **freight**.
  - f.  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.
  - g.  Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
  - h.  Promote efficient system **management and operation**.
  - i.  Emphasize the **preservation** of the existing transportation system.

## ENVIRONMENTAL MITIGATION

23. Have any potential mitigation activities been identified for this project?  Yes;  No
- a. If yes, what types of mitigation activities have been identified?
    - Air Quality;  Floodplains;  Socioeconomics;  Geology, Soils and Groundwater; Vibrations;
    - Energy;  Noise;  Surface Water;  Hazardous and Contaminated Materials;  Wetlands

## CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program?  Yes;  No
  - b. If so, is the congestion recurring or non-recurring?  Recurring;  Non-recurring
  - c. If the congestion is on another facility, please identify it:
25. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial?  Yes;  No
  - b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
    - None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
    - The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
    - The number of lane-miles added to the highway system by the project totals less than one lane-mile
    - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    - The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
    - The project consists of preliminary studies or engineering only, and is not funded for construction
    - The construction costs for the project are less than \$10 million.
  - c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.



# FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



## 2. M Street Southeast/Southwest Streetcar Line

1. Submitting Agency:DDOT
2. Secondary Agency:
3. Agency Project ID:
4. Project Type:  Interstate  Primary  Secondary  Urban  Bridge  Bike/Ped  Transit  CMAQ  
 ITS  Enhancement  Other  Federal Lands Highways Program  
 Human Service Transportation Coordination  TERMS
5. Category:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other
6. Project Name: Streetcar - M Street Southeast/Southwest Streetcar Line

	Prefix	Route	Name	Modifier
7. Facility:		M	DC streetcar – M Street SE/SW	
8. From ( _ at):			11 <sup>th</sup> Street Bridge	
9. To:			Maine Avenue SW	

10. Description: 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.
11. Projected Completion Year: 2020
12. Project Manager: Thomas Perry
13. Project Manager E-Mail:Thomas.Perry@dc.gov
14. Project Information URL:www.dcstreetcar.com
15. Total Miles:3
16. Schematic:
17. Documentation:NEPA Phase
18. Jurisdictions: Washington, DC
19. Baseline Cost (in Thousands): \$250 million cost estimate as of 1/23/2014
20. Amended Cost (in Thousands):TBD cost estimate as of MM/DD/YYYY
21. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

### **MAP-21 PLANNING FACTORS**

22. Please identify any and all planning factors that are addressed by this project:
  - a.  Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
  - b.  Increase the **safety** of the transportation system for all motorized and non-motorized users.
    - i. Is this project being proposed specifically to address a safety issue?  Yes;  No
    - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
  - c.  Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
  - d.  Increase **accessibility and mobility** of people.

# CLRP PROJECT DESCRIPTION FORM

- e.  Increase accessibility and mobility of **freight**.
- f.  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.
- g.  Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- h.  Promote efficient system **management and operation**.
- i.  Emphasize the **preservation** of the existing transportation system.

## ENVIRONMENTAL MITIGATION

23. Have any potential mitigation activities been identified for this project?  Yes;  No
- a. If yes, what types of mitigation activities have been identified?  
 Air Quality;  Floodplains;  Socioeconomics;  Geology, Soils and Groundwater; Vibrations;  
 Energy;  Noise;  Surface Water;  Hazardous and Contaminated Materials;  Wetlands

## CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program?  Yes;  No
  - b. If so, is the congestion recurring or non-recurring?  Recurring;  Non-recurring
  - c. If the congestion is on another facility, please identify it:
25. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial?  Yes;  No
  - b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
    - None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
    - The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
    - The number of lane-miles added to the highway system by the project totals less than one lane-mile
    - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    - The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
    - The project consists of preliminary studies or engineering only, and is not funded for construction
    - The construction costs for the project are less than \$10 million.
  - c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.



# FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



## 3. Benning Road Streetcar Spur – Minnesota Avenue Metro Station

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: CD052A
4. Project Type:  Interstate  Primary  Secondary  Urban  Bridge  Bike/Ped  Transit  CMAQ  
 ITS  Enhancement  Other  Federal Lands Highways Program  
 Human Service Transportation Coordination  TERMS
5. Category:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other
6. Project Name: Streetcar – Benning Road/Minnesota Avenue Spur

	Prefix	Route	Name	Modifier
7. Facility:			Minnesota Avenue	
8. From ( _ at):			Benning Road	
9. To:			Minnesota Avenue Metro Station	

10. Description:

This will be an addition to the DC Streetcar Project which was part of the 2010 CLRP. This addition will have a spur at the Benning/Minnesota Ave intersection and proceed along Minnesota Ave to the Minnesota Ave Metro Station.

11. Projected Completion Year: 2018
12. Project Manager: Clarence Dickerson
13. Project Manager E-Mail: Clarence.dickerson@dc.gov
14. Project Information URL:
15. Total Miles: 2/10 of a mile
16. Schematic:
17. Documentation: DC Streetcar Project (2010 CLRP)
18. Jurisdictions: District of Columbia
19. Baseline Cost: \$40 million cost estimate as of MM/DD/YYYY
20. Amended Cost: cost estimate as of MM/DD/YYYY
21. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

### MAP-21 PLANNING FACTORS

22. Please identify any and all planning factors that are addressed by this project:
  - a.  Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
  - b.  Increase the **safety** of the transportation system for all motorized and non-motorized users.
    - i. Is this project being proposed specifically to address a safety issue?  Yes;  No
    - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
  - c.  Increase the ability of the transportation system to support **homeland security** and to

## CLRP PROJECT DESCRIPTION FORM

safeguard the personal security of all motorized and non-motorized users.

- d.  Increase **accessibility and mobility** of people.
- e.  Increase accessibility and mobility of **freight**.
- f.  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.
- g.  Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- h.  Promote efficient system **management and operation**.
- i.  Emphasize the **preservation** of the existing transportation system.

### ENVIRONMENTAL MITIGATION

23. Have any potential mitigation activities been identified for this project?  Yes;  No
- a. If yes, what types of mitigation activities have been identified?  
 Air Quality;  Floodplains;  Socioeconomics;  Geology, Soils and Groundwater; Vibrations;  
 Energy;  Noise;  Surface Water;  Hazardous and Contaminated Materials;  Wetlands

### CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program?  Yes;  No
  - b. If so, is the congestion recurring or non-recurring?  Recurring;  Non-recurring
  - c. If the congestion is on another facility, please identify it:
25. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial?  Yes;  No
  - b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
    - None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
    - The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
    - The number of lane-miles added to the highway system by the project totals less than one lane-mile
    - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    - The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
    - The project consists of preliminary studies or engineering only, and is not funded for construction
    - The construction costs for the project are less than \$10 million.
  - c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

# FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



## 5A. Study: Managed Lanes on the 14<sup>th</sup> Street/Rochambeau Bridge

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: PM0A4A
4. Project Type:  Interstate  Primary  Secondary  Urban  Bridge  Bike/Ped  Transit  CMAQ  
 ITS  Enhancement  Other  Federal Lands Highways Program  
 Human Service Transportation Coordination  TERMS
5. Category:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other
6. Project Name: Study: Managed Lanes Conversion to HOV Lanes/HOT Lanes

	Prefix	Route	Name	Modifier
7. Facility:			Rochambeau Bridge (I-395)	
8. From ( _ at):			Va State Line	
9. To:			Southeast/Southwest Freeway (I-395/I-695)	
10. Description:				

The managed lanes study consists of a network of three independent corridors linked to provide access into and through the District of Columbia to provide a predictable travel time. The project will promote multi-modal and High Occupancy Vehicle (HOV) use and promote the reduction of Single Occupancy Vehicle (SOV) travel into the District. The project utilizes the existing transportation network and makes improvements to that network as appropriate and required to provide a managed lane facility. Eventually HOV will be converted to HOT.

The District Department of Transportation completed a feasibility study on the Managed Lanes Corridor, which consisted of Rochambeau Bridge/I-395 (Corridor I); Southeast Southwest Freeway/I-395,I-695 (Corridor II); I-295 (Corridor III). Corridors II and III will have additional NEPA needs.

There are currently three bridges that cross into the District of Columbia from Virginia along the I-395 corridor. The Arland Williams Jr Memorial Bridge (Route 1/I-395) carries the northbound traffic coming into DC, has four General Purpose Lanes. These lanes will remain as GP Lanes and are not being changed.

The George Mason Memorial Bridge (Route 1/I-395) carries the southbound traffic coming into Va, has four GP Lanes, which will remain as GP Lanes and are not being changed.

The Rochambeau Bridge carries in total four lanes, two northbound and two southbound lanes. Traffic from these lanes feed into or come out of the existing HOV system in Va.

The operation of HOV will mirror the existing operation in Va, which is HOV 3+, 6am to 9am/3:30pm to 6pm Mon-Fri.

We are planning to convert the HOV to HOT by March 2015, with the NEPA being a Documented Categorical Exclusion. Corridor 2 and 3 will go through NEPA process.

There have been continuous and on-going coordination with state dot's and jurisdictions.

# CLRP PROJECT DESCRIPTION FORM

11. Projected Completion Year: 2015
12. Project Manager: Clarence Dickerson
13. Project Manager E-Mail: Clarence.dickerson@dc.gov
14. Project Information URL:
15. Total Miles: ≈9 miles
16. Schematic:
17. Documentation: Managed Lanes Corridor Project Feasibility Study (December 2013)
18. Jurisdictions: Virginia, District of Columbia
19. Baseline Cost: \$5.9 million cost estimate as of 12/31/2013
20. Amended Cost: cost estimate as of MM/DD/YYYY
21. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

## MAP-21 PLANNING FACTORS

22. Please identify any and all planning factors that are addressed by this project:
  - a.  Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
  - b.  Increase the **safety** of the transportation system for all motorized and non-motorized users.
    - i. Is this project being proposed specifically to address a safety issue?  Yes;  No
    - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
  - c.  Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
  - d.  Increase **accessibility and mobility** of people.
  - e.  Increase accessibility and mobility of **freight**.
  - f.  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.
  - g.  Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
  - h.  Promote efficient system **management and operation**.
  - i.  Emphasize the **preservation** of the existing transportation system.

## ENVIRONMENTAL MITIGATION

23. Have any potential mitigation activities been identified for this project?  Yes;  No
  - a. If yes, what types of mitigation activities have been identified?  
 Air Quality;  Floodplains;  Socioeconomics;  Geology, Soils and Groundwater; Vibrations;  
 Energy;  Noise;  Surface Water;  Hazardous and Contaminated Materials;  Wetlands

## CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions
  - a. Do traffic congestion conditions necessitate the proposed project or program?  Yes;  No
  - b. If so, is the congestion recurring or non-recurring?  Recurring;  Non-recurring
  - c. If the congestion is on another facility, please identify it:

# CLRP PROJECT DESCRIPTION FORM

## 25. Capacity

- a. Is this a capacity-increasing project on a limited access highway or other principal arterial?  Yes;  No
- b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
- None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
  - The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
  - The number of lane-miles added to the highway system by the project totals less than one lane-mile
  - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
  - The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
  - The project consists of preliminary studies or engineering only, and is not funded for construction
  - The construction costs for the project are less than \$10 million.
- c. If the project is not exempt and requires a Congestion Management Documentation Form, click [here](#) to open a blank Congestion Management Documentation Form.



# FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



## ***5B/C. Study: Managed Lanes on the 14<sup>th</sup> Street/Rochambeau Bridge***

1. Submitting Agency: DDOT
2. Secondary Agency: DDOT
3. Agency Project ID: PM0A4A
4. Project Type:  Interstate  Primary  Secondary  Urban  Bridge  Bike/Ped  Transit  CMAQ  
 ITS  Enhancement  Other  Federal Lands Highways Program  
 Human Service Transportation Coordination  TERMS
5. Category:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other
6. Project Name: Managed Lanes Corridor II and III NEPA

	Prefix	Route	Name	Modifier
7. Facility:			{Corridor 2 SE/SW Freeway (I-395/I-695)}	
8. From ( _ at):			{Corridor 3 (I-295)}	
9. To:			{Corridor 2 At Case Bridge}	
10. Description:			{Corridor 3 at the junction of (I-295/I-695)}	
			{Corridor 2 11 <sup>th</sup> Street Bridge}	
			{Corridor 3 DC/MD Line}	

The managed lanes project consists of a network of three independent corridors linked to provide access into and through the District of Columbia to provide a predictable travel time. The project will promote multi-modal and High Occupancy Vehicle (HOV) use and promote the reduction of Single Occupancy Vehicle (SOV) travel into the District. The project utilizes the existing transportation network and makes improvements to that network as appropriate and required to provide a managed lane facility.

DDOT has plans to perform an environmental study on the Managed Lanes Corridor II and III. The study level of the NEPA document will be determined at later time but it will be at a higher level NEPA document.

Corridor II will be along SE/SW Freeway (I-395/I-695) beginning near the Case Bridge to the 11<sup>th</sup> Street Bridge. Corridor III will be along I-295 beginning near the 11<sup>th</sup> Street Bridge to the DC/MD line. The lanes along these corridors would either be converted to HOV/HOT or built into HOV/HOT lanes.

11. Projected Completion Year:
12. Project Manager: Clarence Dickerson
13. Project Manager E-Mail: Clarence.dickerson@dc.gov
14. Project Information URL:
15. Total Miles: 5.5 miles
16. Schematic:
17. Documentation: Managed Lanes Corridor Project Feasibility Study (December 2013)
18. Jurisdictions: Virginia, District of Columbia and Maryland
19. Baseline Cost (in Thousands): cost estimate as of MM/DD/YYYY
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
21. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

# CLRP PROJECT DESCRIPTION FORM

## MAP-21 PLANNING FACTORS

22. Please identify any and all planning factors that are addressed by this project:
- a.  Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
  - b.  Increase the **safety** of the transportation system for all motorized and non-motorized users.
    - i. Is this project being proposed specifically to address a safety issue?  Yes;  No
    - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
  - c.  Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
  - d.  Increase **accessibility and mobility** of people.
  - e.  Increase accessibility and mobility of **freight**.
  - f.  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.
  - g.  Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
  - h.  Promote efficient system **management and operation**.
  - i.  Emphasize the **preservation** of the existing transportation system.

## ENVIRONMENTAL MITIGATION

23. Have any potential mitigation activities been identified for this project?  Yes;  No
- a. If yes, what types of mitigation activities have been identified?
    - Air Quality;  Floodplains;  Socioeconomics;  Geology, Soils and Groundwater; Vibrations;
    - Energy;  Noise;  Surface Water;  Hazardous and Contaminated Materials;  Wetlands

## CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program?  Yes;  No
  - b. If so, is the congestion recurring or non-recurring?  Recurring;  Non-recurring
  - c. If the congestion is on another facility, please identify it:
25. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial?  Yes;  No
  - b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
    - None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
    - The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
    - The number of lane-miles added to the highway system by the project totals less than one lane-mile
    - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    - The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
    - The project consists of preliminary studies or engineering only, and is not funded for construction
    - The construction costs for the project are less than \$10 million.
  - c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.



# FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



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

1. Submitting Agency: MDOT
2. Secondary Agency:
3. Agency Project ID:
4. Project Type:  Interstate  Primary  Secondary  Urban  Bridge  Bike/Ped  Transit  CMAQ
5. Category:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other
6. Project Name: I-95/I-495 Interchange at the Greenbelt Metro Station

	Prefix	Route	Name	Modifier
7. Facility:	I	495/95	Capital Beltway	
8. From ( _ at):			Greenbelt Metro Station	
9. To:				

10. Description: 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 auxilliary lanes on I-95/I-495 between the Greenbelt metro and MD 201 interchanges.
11. Projected Completion Year: 2020
12. Project Manager:
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles:
16. Schematic:
17. Documentation:
18. Jurisdictions: District of Columbia
19. Baseline Cost: \$78.21 million cost estimate as of 12/11/2013
20. Amended Cost: cost estimate as of MM/DD/YYYY
21. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

### **MAP-21 PLANNING FACTORS**

22. Please identify any and all planning factors that are addressed by this project:
  - a.  Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
  - b.  Increase the **safety** of the transportation system for all motorized and non-motorized users.
    - i. Is this project being proposed specifically to address a safety issue?  Yes;  No
    - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
  - c.  Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

## CLRP PROJECT DESCRIPTION FORM

- d.  Increase **accessibility and mobility** of people.
- e.  Increase accessibility and mobility of **freight**.
- f.  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.
- g.  Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- h.  Promote efficient system **management and operation**.
- i.  Emphasize the **preservation** of the existing transportation system.

### ENVIRONMENTAL MITIGATION

23. Have any potential mitigation activities been identified for this project?  Yes;  No
- a. If yes, what types of mitigation activities have been identified?  
 Air Quality;  Floodplains;  Socioeconomics;  Geology, Soils and Groundwater; Vibrations;  
 Energy;  Noise;  Surface Water;  Hazardous and Contaminated Materials;  Wetlands

### CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program?  Yes;  No
  - b. If so, is the congestion recurring or non-recurring?  Recurring;  Non-recurring
  - c. If the congestion is on another facility, please identify it:
25. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial?  Yes;  No
  - b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
    - None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
    - The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
    - The number of lane-miles added to the highway system by the project totals less than one lane-mile
    - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    - The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
    - The project consists of preliminary studies or engineering only, and is not funded for construction
    - The construction costs for the project are less than \$10 million.
  - c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

# FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



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

1. Agency Project ID: N/A Secondary Agency:
2. Project Type:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other  
(check all  Freeway;  Primary;  Secondary;  Urban;  Bridge;  Bike/Ped;  Transit;  CMAQ;  
that apply)  ITS;  Enhancement;  Other
3. Project Title: Widen US 1 from Fuller Road to Russell Road Interchange
4. Facility: 

	Prefix	Route	Name	Modifier
4. Facility:	US	1	Jefferson Davis	
5. From ( _ at):			Fuller Road	
6. To:			Russell Road	Interchange
5. From ( \_ at):
6. To:
7. Jurisdiction(s): Prince William County
8. Description: Widen Route 1 from Fuller Road to Russell Road from 4 to 6 lanes
9. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A
10. Total Miles:
11. Project Manager: 12. E-Mail: mbackmon@pwcgov.org
13. Project Information URL:
14. Projected Completion Year: 2025
15. Actual Completion Year:  Project is ongoing. Year refers to implementation.
16.  This project is being withdrawn from the Plan as of:
17. Total cost: \$76 million
18. Remaining cost (in Thousands):
19. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

### **CONGESTION MANAGEMENT INFORMATION**

20. Do traffic congestion conditions necessitate the proposed project?  Yes;  No
21. If so, describe those conditions:  Recurring congestion;  Non-site specific congestion;  
 Frequent incident-related, non-recurring congestion;  Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial?  Yes;  No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)?  Yes;  No
24. If not, please identify the criteria that exempt the project here:
  - The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
  - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
  - The project will not allow motor vehicles, such as a bicycle or pedestrian facility
  - The project consists of preliminary studies or engineering only, and is not funded for construction
  - The project received NEPA approval on or before April 6, 1992
  - The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.

# CLRP PROJECT DESCRIPTION FORM

The construction costs for the project are less than \$5 million.

## **SAFETEA-LU PLANNING FACTORS**

25. Please identify any and all 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 safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue?  Yes;  No

b. Please identify issues:  High accident location;  Pedestrian safety;  Other  
 Truck or freight safety;  Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

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.

## **ENVIRONMENTAL MITIGATION**

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

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

Air Quality;  Floodplains;  Socioeconomics;  Geology, Soils and Groundwater; Vibrations;

Energy;  Noise;  Surface Water;  Hazardous and Contaminated Materials;  Wetlands

## **INTELLIGENT TRANSPORTATION SYSTEMS**

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements?  Yes;  No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project?  Not Started;  Ongoing, not complete;  Complete

30. Under which Architecture:

DC, Maryland or Virginia State Architecture

WMATA Architecture

COG/TPB Regional ITS Architecture

Other, please specify:

31. Other Comments

# FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



## 10. Widen VA 123 from VA 7 to I-495

1. Agency Project ID: N/A Secondary Agency:
2. Project Type:  System Expansion;  System Maintenance;  Operational Program;  Study;  Other  
 (check all that apply)  Freeway;  Primary;  Secondary;  Urban;  Bridge;  Bike/Ped;  Transit;  CMAQ;  
 ITS;  Enhancement;  Other
3. Project Title: Widen VA 123 from VA 7, Leesburg Pike to I-495, Capital Beltway

	Prefix	Route	Name	Modifier
4. Facility:	VA	123	Chain bridge Road	
5. From (_ at):	VA	7	Leesburg Pike	
6. To:	I	495	Capital Beltway	

7. Jurisdiction(s): Fairfax County, VA
8. Description: Widen VA Route 123 from Leesburg Pike to the Capital Beltway from 6 to 8 lanes.
9. Bicycle or Pedestrian Accommodations:  Not Included;  Included;  Primarily a Bike/Ped Project;  N/A
10. Total Miles: 0.35 miles
11. Project Manager: Tad Borkowski 12. E-Mail: Tad.Borkowski@Fairfaxcounty.gov
13. Project Information URL: <http://www.fairfaxcounty.gov/tysons/transportation>
14. Projected Completion Year: 2021
15. Actual Completion Year:  Project is ongoing. Year refers to implementation.
16.  This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): \$22 million
18. Remaining cost (in Thousands):
19. Funding Sources:  Federal;  State;  Local;  Private;  Bonds;  Other

### **CONGESTION MANAGEMENT INFORMATION**

20. Do traffic congestion conditions necessitate the proposed project?  Yes;  No
21. If so, describe those conditions:  Recurring congestion;  Non-site specific congestion;  
 Frequent incident-related, non-recurring congestion;  Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial?  Yes;  No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)?  Yes;  No
24. If not, please identify the criteria that exempt the project here:
- The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
  - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
  - The project will not allow motor vehicles, such as a bicycle or pedestrian facility
  - The project consists of preliminary studies or engineering only, and is not funded for construction
  - The project received NEPA approval on or before April 6, 1992
  - The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.

## CLRP PROJECT DESCRIPTION FORM

The construction costs for the project are less than \$5 million.

### **SAFETEA-LU PLANNING FACTORS**

25. Please identify any and all 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 safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue?  Yes;  No

b. Please identify issues:  High accident location;  Pedestrian safety;  Other  
 Truck or freight safety;  Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

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.

### **ENVIRONMENTAL MITIGATION**

26. Have any potential mitigation activities been identified for this project?  Yes;  No

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

Air Quality;  Floodplains;  Socioeconomics;  Geology, Soils and Groundwater; Vibrations;

Energy;  Noise;  Surface Water;  Hazardous and Contaminated Materials;  Wetlands

### **INTELLIGENT TRANSPORTATION SYSTEMS**

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements?  Yes;  No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project?  Not Started;  Ongoing, not complete;  Complete

30. Under which Architecture:

DC, Maryland or Virginia State Architecture

WMATA Architecture

COG/TPB Regional ITS Architecture

Other, please specify:

31. Other Comments