



National Capital Region Transportation Planning Board

Significant Additions and Changes to the 2014 Update to the CLRP

Travel Forecasting Subcommittee

Item #4

March 20, 2014

Significant Additions and Changes to the 2014 CLRP

DISTRICT OF COLUMBIA

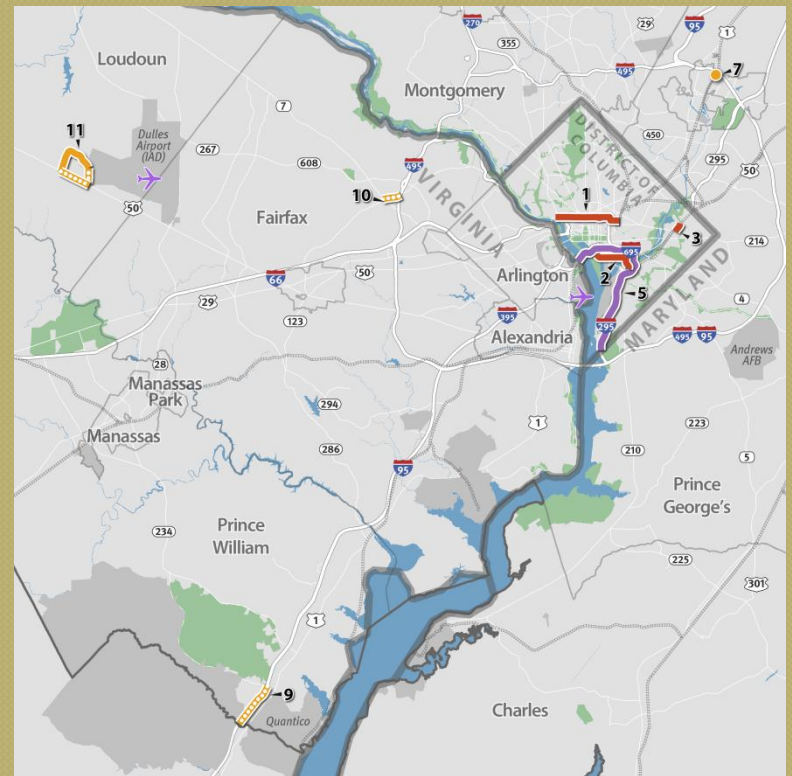
1. STREETCAR – UNION STATION TO GEORGETOWN
2. STREETCAR – M STREET SE/SW LINE
3. STREETCAR – MINNESOTA AVE. SPUR
4. REMOVAL OF PROPOSED H AND I STREETS NW PEAK-PERIOD BUS ONLY LANES (NOT MAPPED)
5. *STUDIES: MANAGED LANES ON 14TH STREET/ROCHAMBEAU BRIDGE, I-395/I-695, AND I-295*

MARYLAND

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

VIRGINIA

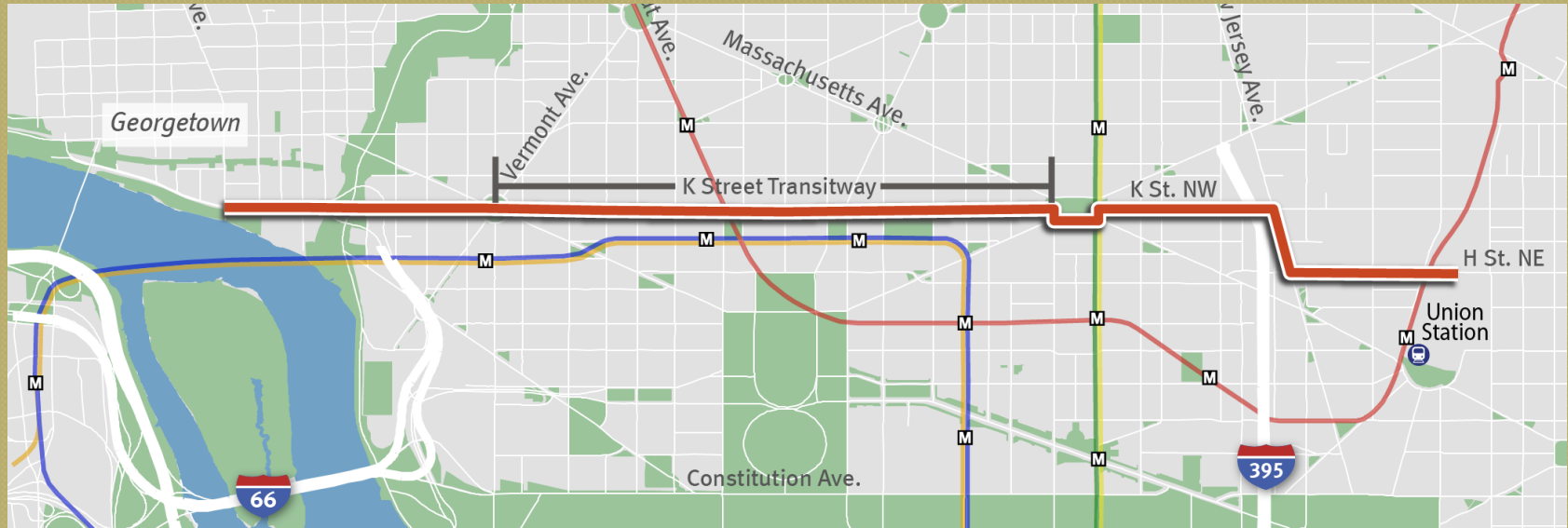
8. VRE SYSTEM PLAN (NOT MAPPED)
9. WIDEN US ROUTE 1
10. ROUTE 123 WIDENING
11. DULLES ACCESS ROAD





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.

Length: ≈ 9
Complete: 2015
Cost: \$5.9 million





6. MARC Growth & Investment Plan

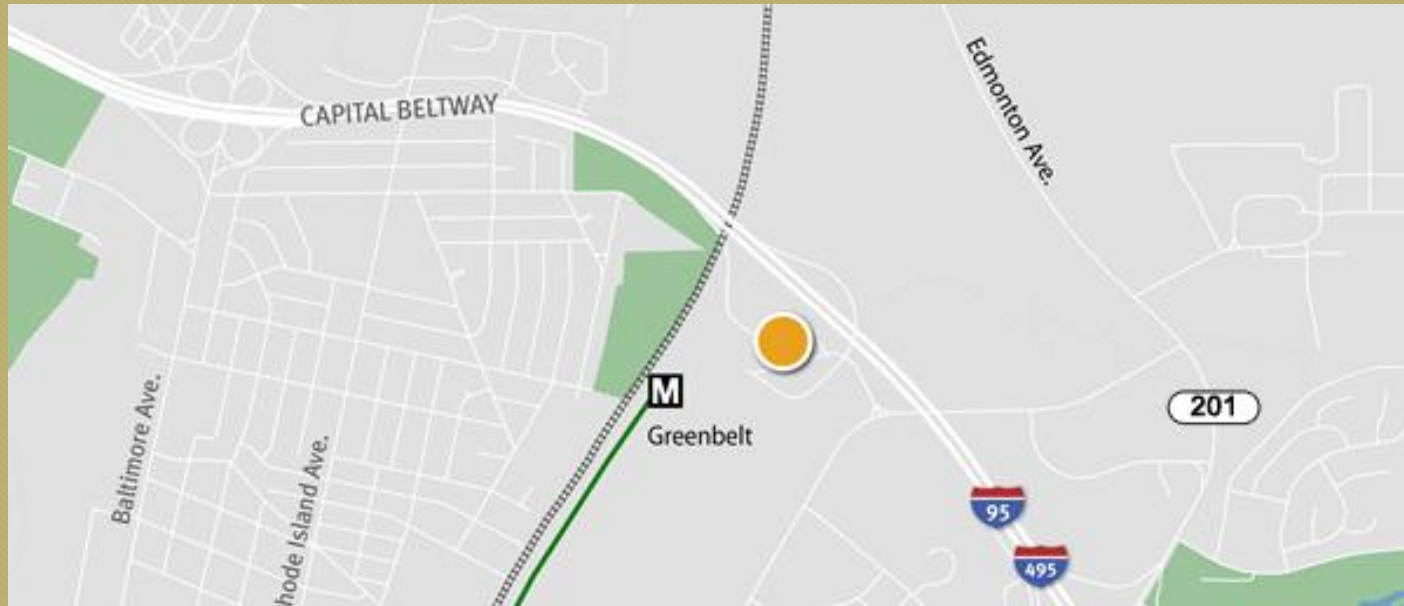
Primary objectives of the plan include providing better service for current riders and addressing existing problems with capacity, frequency and reliability. This package of projects will increase passenger-carrying capacity and increase share of trips by MARC during peak travel periods, among other benefits. The \$1.06 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:	\$1.06 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)





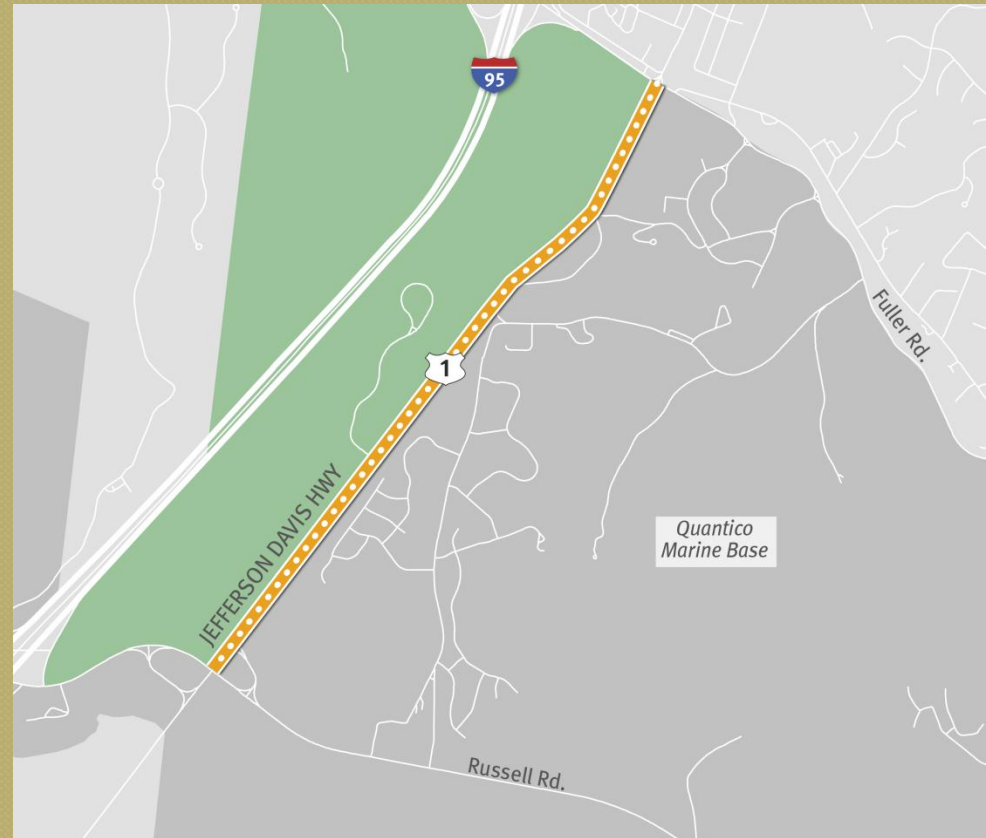
9. Widen US Route 1 from Fuller Road to Russell Road Interchange

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

Length: 2.4 miles

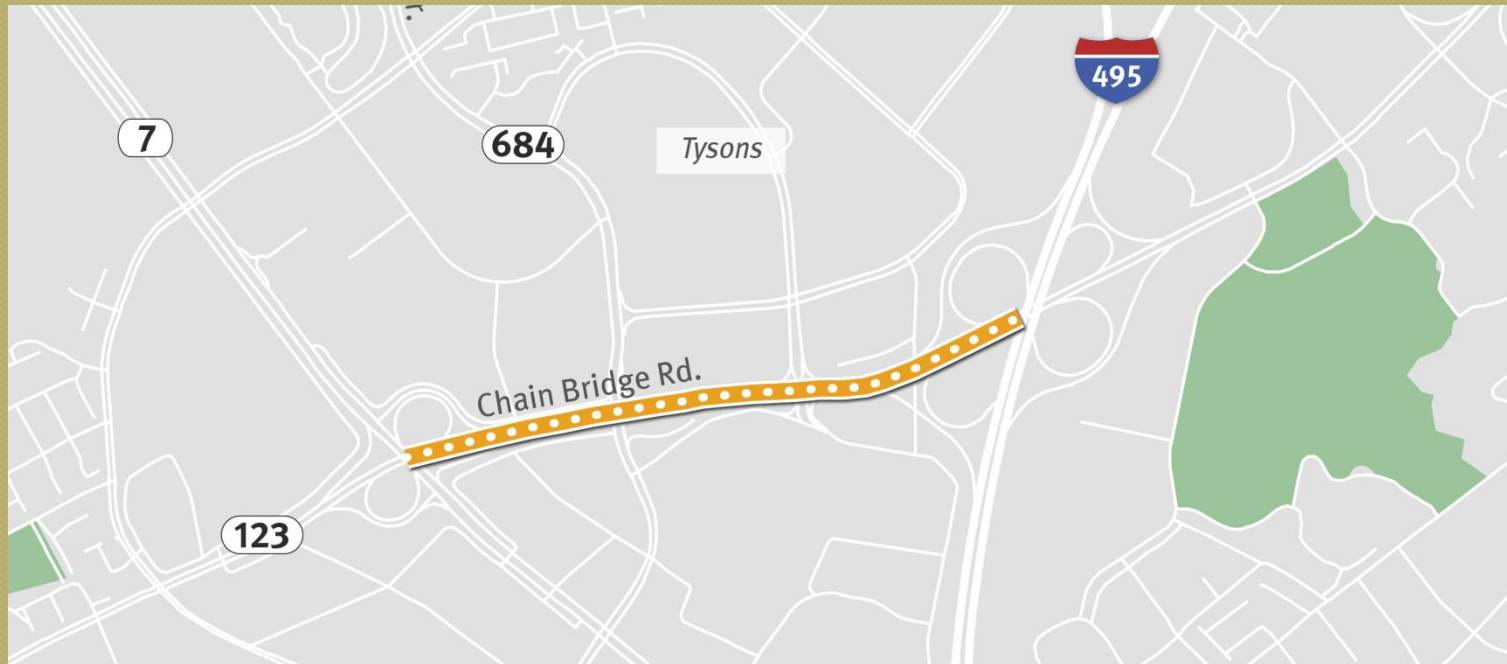
Complete: 2025

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.



11. Dulles Air Cargo, Passenger and Metro Access Highway Alternatives

VDOT is proposing three alternatives to improve access to the western side of Dulles Airport, particularly for cargo. VDOT will select one preferred alternative by April 16, when the TPB is scheduled to approve the inputs to the Air Quality Conformity Analysis. These alternatives are labeled 2, 3B and 3C to remain consistent with their nomenclature in the Draft Environmental Assessment.

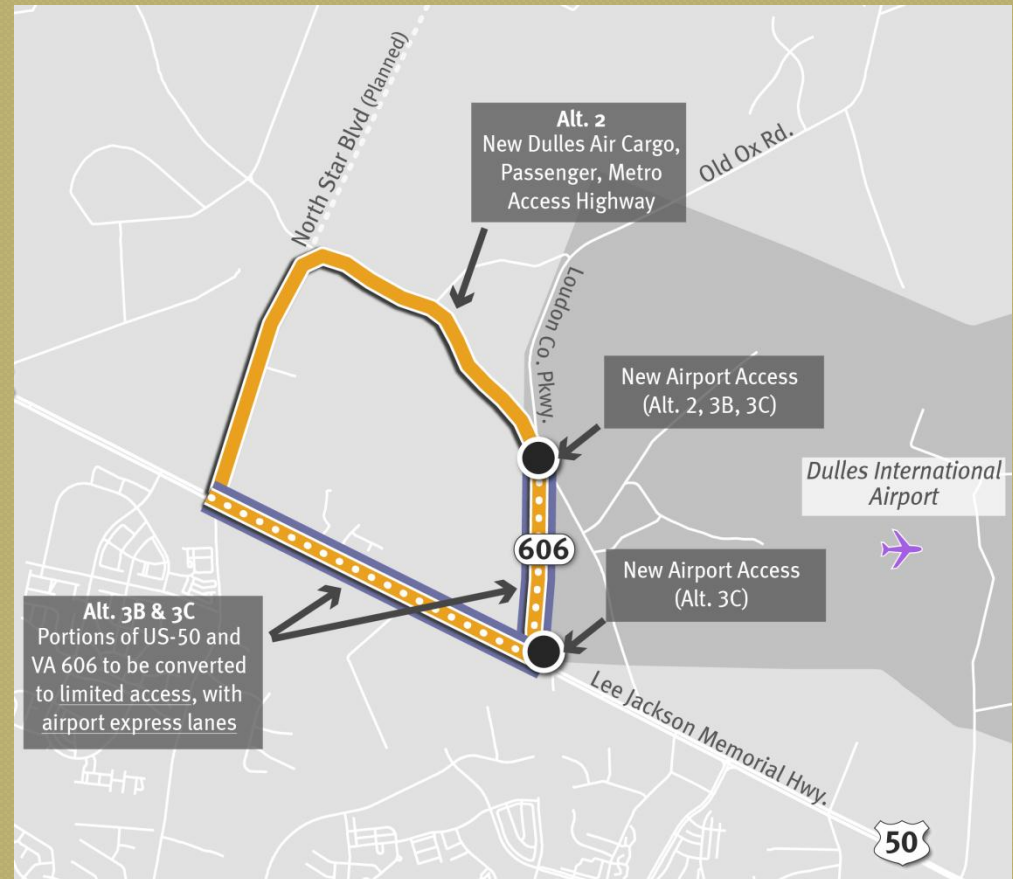




Alt. 2: New Dulles Air Cargo, Passenger, Metro Access Highway (North Star alignment)

Construct a new four-lane facility from US 50 at Northstar Boulevard/Bi-County Parkway to VA 606, Loudoun County Parkway at New Dulles Airport Access.

Length: 2.5 miles
Complete: 2025
Cost: \$240 million

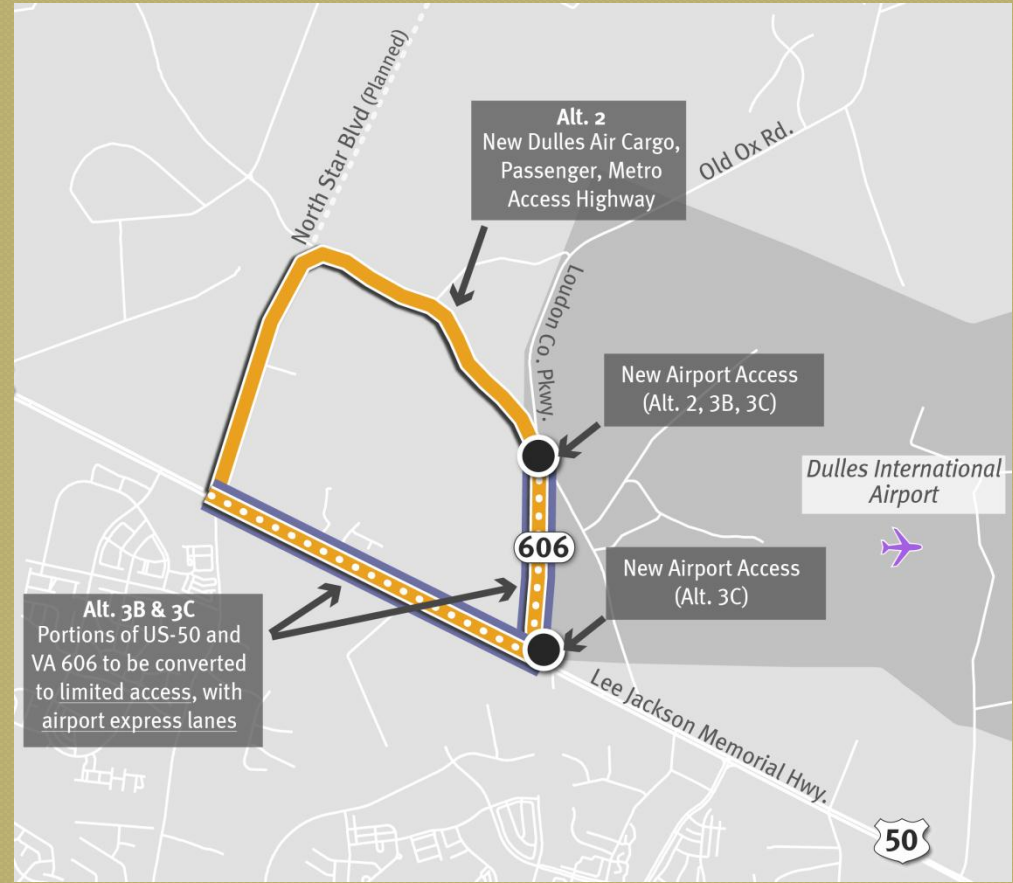




Alt. 3B: Convert US 50 and VA 606 to Limited Access

Convert US 50 to limited access and widen from 4 to 6 lanes from Bi-County Parkway/Northstar Boulevard to VA 606, Loudoun County Parkway, and Convert VA 606, Loudoun County Parkway, to limited access and widen from 4 to 8 lanes from US 50 to 1.5 miles north of US 50/new access to Dulles Airport.

Length:	3.75 miles
Complete:	2025
Cost:	\$330 million

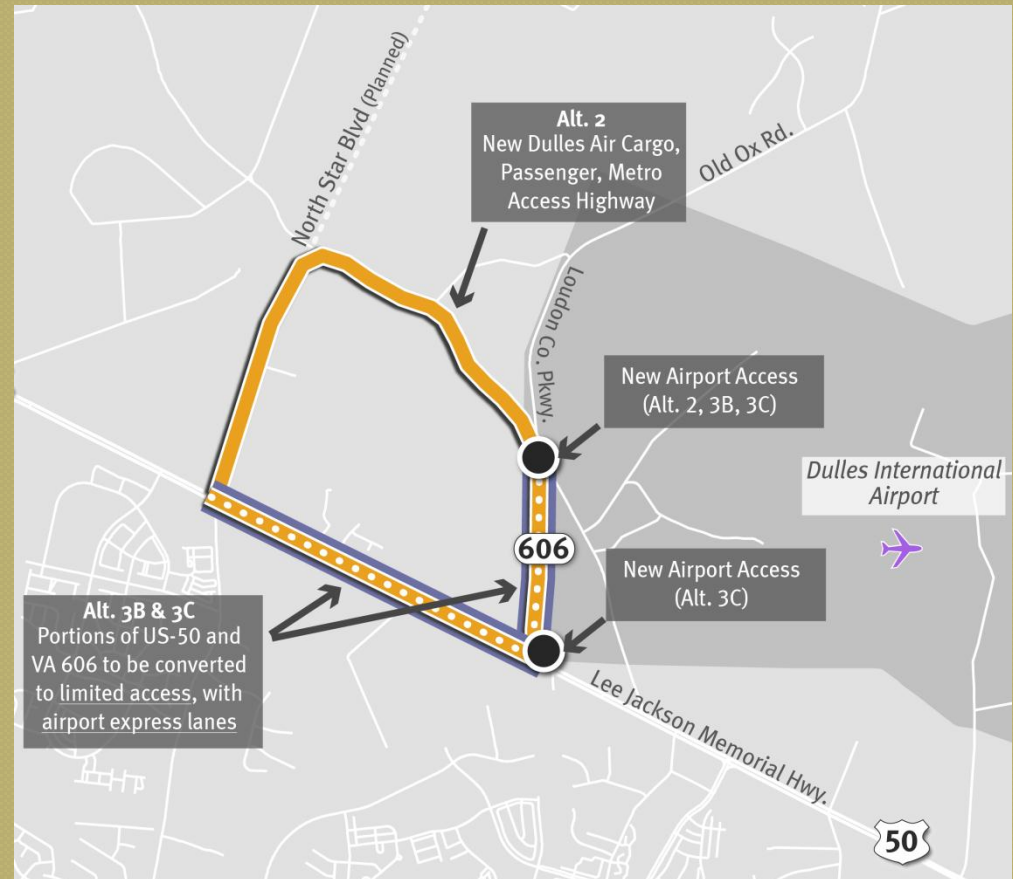




Alt. 3C: Airport Express Lanes on US 50 and New Limited Access VA 606, Loudoun County Parkway

Construct two Airport Express Lanes in the median of US 50 between Northstar Boulevard/Bi-County Parkway and VA 606, Loudoun County Parkway, at New Dulles Airport Access. Upgrade and widen from 4 to 8 lanes a new limited access VA 606, Loudoun County Parkway, from US 50 to VA 606 at New Dulles Airport Access.

Length:	2.34 miles
Complete:	2025
Cost:	\$250 million



2014 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS (Transit)

Agency	Project ID	Improv.	Facility	From	To	Under Const. or ROW acquired?	Complt. Date or Status
Washington Metropolitan Area Transit Authority							
WMATA		Modify	Revised Metrorail Operating Plan				2015
District of Columbia							
DDOT		Construct	DC Streetcar - Anacostia Initial Line (AIL)	Defense Blvd. - Firth Sterling and S. Capitol St. SE	Howard Rd. and Firth Sterling MLK Jr. Ave. SE		2015 2014
DDOT		Construct	Anacostia Streetcar Extension	Howard Rd. and Firth Sterling MLK Jr. Ave. SE	Good Hope Rd. and MLK Jr. Ave. SE		2016
DDOT		Construct Study	M St. SE/SW Streetcar	Good Hope Road, SE	Maine Ave. SW		2020 not coded
DDOT		Construct Study	Union Station/Georgetown Streetcar	Wisconsin Ave. under Whitehurst Freeway NW	3rd / H St. (near Union Station)		2020 not coded
DDOT		Construct	H St. / Benning Rd Streetcar	3rd / H St. (near Union Station)	Oklahoma Ave., NE		2014
DDOT		Construct	Benning Rd. Streetcar Extension	Oklahoma Ave., NE	45th St. / Benning Rd. Metro		2016
DDOT		Construct	Benning Rd. Streetcar Spur	Benning Rd.	Minnesota Ave. Metro Station		2015
DDOT		Reconstruct	K St. Transitway	Mt. Vernon Square/9th St. NW	Washington Circle / 23rd St. NW		2015
DDOT		Study Implement	I St. NW peak period Bus-Only Lanes	43th St. NW	Pennsylvania Ave. NW		not coded 2014
DDOT		Study Implement	H St. Bus Lane - peak only	17th St., NW	New York Ave., NW		not coded 2013
DDOT		Implement	H St/ Benning Rd. Bus Priority Improvements (TIGER Grant)	16th St. NW	Capitol Heights Metro Station		2015 by 2016
DDOT		Implement	16th St. Bus Priority Improvements (TIGER Grant)				2015 by 2016

Shaded areas represent changes since the 2013 CLRP.
Italics = alternatives to be finalized by April 16 TPB meeting

2014 CLRP AND FY2015-2020 TIP AIR QUALITY CONFORMITY INPUTS (Highway and HOV)

Agency	Project ID	Agency Code	Improv.	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Compl. Date or Status
							from	to	from	to		
VDOT			Construct	US 50/ Gum Springs Interchange	West Spine (Gum Springs Rd)			0	4	No	2035	
VDOT			Construct	US 50/South Riding Interchange	South Riding Blvd.			0	4	No	2035	
VDOT			Construct	US 50/ Tall Cedars Interchange	Tall Cedars Pkwy			0	4	No	2035	
VDOT	VP10g	100838	Widen	VA 123	Route 1	Annapolis Way	2	2	4	6	No	2018 2017
VDOT	VP10h		Widen	VA 123 (Ox Road)	Hooes Rd.	Fairfax Co. Parkway	2	2	4	6	No	2025
VDOT	VP10f	1784	Widen	VA 123 (Ox Road)	Fairfax Co. Parkway	Burke Center Parkway	2	2	4	6	No	2025
VDOT	VP10r		Widen	VA 123	Burke Center Parkway	Braddock Road	2	2	4	6	No	2025
VDOT	VP10S		Widen	VA 123	VA 677 (Old Courthouse Rd)	Rt 7 (Leesburg Pike)			4	6	No	2025 2020
VDOT	VP10T		Widen	VA 123	Rt 7 (Leesburg Pike)	I-495			6	8	No	2021
VDOT			Construct	VA 215 (Vint Hill Road Relocated)	VA 28	Schaefer Lane	0	3	0	4	Yes No	2015
VDOT			Widen	VA 215 (Vint Hill Road)	VA 655 Schaefer Lane	Sudley Manor Dr.	4	4	2	4	No	2020
VDOT		105420 / T14	Construct	VA 234 Bypass Interchange	Relocated Balls Ford Rd						No	2020
VDOT		T5665	Construct	VA 234 Bypass Interchange	Dumfries Rd/Brentsville Rd.						No	2025
VDOT	VP13a		Widen	VA 236	Pickett Road	I-395	2	2	4	6	No	2025
VDOT			Reconstruct	VA 244/VA 27 Interchange	.03 MI North of I-395	.29 MI North of Rte 244					Yes	2015
VDOT	VSF25aa	57167	Convert	VA 286 (Fairfax Co Pkwy HOV)	VA 267 (Dulles Toll Road)	Sunrise Valley Dr.	5	5	6	4+2	No	2035

NOTE: Shaded areas represent changes from the 2013 CLRP.

Italics = alternatives to be finalized by April 16 TPB meeting