

ITEM 9 - Action
October 21, 2009

Approval of Amendment to the 2009 CLRP to Include the Purple Line Light Rail Project and the Transportation Components Associated with the "Return to L'Enfant" Development Over I-395

Staff

Recommendation: Adopt Resolution R8-2010 approving the amendment to the 2009 CLRP.

Issues: None

Background: At the September 16 meeting, the Board was briefed on the draft amendment to the 2009 CLRP and FY 2010-2015 TIP which includes the following:

- the Purple Line Light Rail project,
- changing the MD 3 highway widening project from US 50 to the Anne Arundel County Line to a study,
- changing the MD28/198 Norbeck Road/Spencerville Road reconstruction project from MD 97 to I-95 to a study,
- the transportation component inputs associated with the "Return to L'Enfant" development over I-395, and
- changing the number of general purpose travel lanes along K Street NW between 7th Street and 23rd Street from three to two.

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

RESOLUTION APPROVING AN AMENDMENT TO THE 2009 CONSTRAINED LONG RANGE PLAN TO INCLUDE THE PURPLE LINE LIGHT RAIL PROJECT AND THE TRANSPORTATION COMPONENTS ASSOCIATED WITH THE 'RETURN TO L'ENFANT' DEVELOPMENT OF I-395

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 the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

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 15, 2009, the TPB approved the 2009 Constrained Long-Range Transportation Plan (CLRP) and FY 2010-2015 TIP which were developed as specified in the Federal Planning Regulations; and

WHEREAS, on June 17, 2009, the TPB approved the submissions for inclusion in the air quality conformity assessment for this amendment to the 2009 CLRP and FY 2010-2015 TIP which includes the following:

- the Purple Line Light Rail project,
- changing the MD 3 highway widening project from US 50 to the Anne Arundel County Line to a study,
- changing the MD28/198 Norbeck Road/Spencerville Road reconstruction project from MD 97 to I-95 to a study,
- the transportation component inputs associated with the "Return to L'Enfant" development over I-395,
- changing the number of general purpose travel lanes along K Street NW between 7th Street and 23rd Street from three to two; and

WHEREAS, the project submissions for this amendment are described in the attached memorandum of September 15, 2009 and on the TPB web site, and are described in Appendix A and B respectively of the Air Quality Conformity report as adopted October 21, 2009; and

WHEREAS, on September 10, 2009, the draft project submissions and draft air quality conformity determination results for this amendment to the 2009 CLRP and FY 2010-2015 TIP and additional web-based information were released for a 30-day public comment period and inter-agency review; and

WHEREAS, during the development of this amendment to the 2009 CLRP, the TPB Participation Plan was followed, and opportunities were provided for public comment: (1) At the May 14, 2009 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis of this amendment to the 2009 CLRP and the FY 2010-2015 TIP 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 June and July TPB meetings; (2) At the June 17 meeting, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the amendment to the CLRP and TIP documents; (3) At the September 10, 2009 CAC meeting the draft amendment to the 2009 CLRP and FY 2010-2015 TIP and web-based information on the amendment were released for a 30-day public comment period which closed on October 11, 2009, and no public comments were received; (4) An opportunity for public comment on these documents was provided on the TPB web page and at the beginning of the October 21 TPB meeting; and (5) The final documentation of this amendment will include summaries of all comments and responses; and

WHEREAS, on October 14, 2009 the Board of Directors of the Metropolitan Washington Council of Governments adopted Resolution R59-09 approving the Round 7.2A Cooperative Forecasts of Population, Households and Employment for Metropolitan Washington to occur concurrently with the adoption by the TPB of this amendment to the 2009 CLRP and FY 2010-2015 TIP; and

WHEREAS, on October 21 2009, the TPB determined that this amendment to the 2009 CLRP conforms with the requirements of the Clean Air Act Amendments of 1990; and

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves an amendment to the 2009 Constrained Long-Range Transportation Plan for the National Capital Region to include

- the Purple Line Light Rail project,
- changing the MD 3 highway widening project from US 50 to the Anne Arundel County Line to a study,
- changing the MD28/198 Norbeck Road/Spencerville Road reconstruction project from MD 97 to I-95 to a study,
- the transportation component inputs associated with the "Return to L'Enfant" development over I-395,
- changing the number of general purpose travel lanes along K Street NW between 7th Street and 23rd Street from three to two.

as described in the attached memorandum, the TPB web site, and Appendices A and B of the Air Quality Conformity report dated October 21, 2009.

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 TDD: (202) 962-3213

MEMORANDUM

October 15, 2009

TO: Transportation Planning Board

FROM: Ronald F. Kirby
Director, Department of
Transportation Planning

RE: Significant Projects in the Amendment to the 2009 Constrained Long-Range Plan and the FY 2010-2015 Transportation Improvement Program for Air Quality Conformity Analysis

On Thursday, September 10, 2009 the TPB released for public comment an amendment to the 2009 Financially Constrained Long-Range Transportation Plan (CLRP) and the FY 2010-2015 Transportation Improvement Program (TIP) and the results of the air quality conformity analysis. Comments can be submitted online at www.mwcog.org/tpbpubliccomment. The 30-day public comment period closed at midnight on Sunday October 11, 2009.

The proposed amendment affects three transportation projects in Maryland and two in the District of Columbia as summarized below. The CLRP project description forms for these projects are attached.

Maryland

- Include the 16-mile Purple Line light rail system in Montgomery and Prince George's Counties between Bethesda and New Carrollton. Attached is an October 14, 2009 letter from MDOT that provides a status update on this project.
- Change the MD 3 highway widening project from US 50 to the Anne Arundel County Line to a study and apply its associated funding to the Purple Line project.
- Change the MD28/198 Norbeck Road/Spencerville Road reconstruction project from MD 97 to I-95 to a study and apply its associated funding to the Purple Line project.

District of Columbia

- Include the closure of the I-395 Southbound Exit Ramp to 3rd Street NW, the reconfiguration of the Southbound Entrance and Northbound Exit Ramps, and the reconnection of F and G Streets between 2nd and 3rd Streets NW in conjunction with the "Return to L'Enfant" Planned Unit Development on the I-395 air rights between E Street and Massachusetts Avenue NW.
- To accommodate current plans for the K Street Transitway, change the number of general purpose travel lanes along K Street NW between 7th Street and 23rd Street from three to two.



Maryland Department of Transportation
The Secretary's Office

October 14, 2009

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Beverley K. Swaim-Staley
Secretary

Harold M. Bartlett
Deputy Secretary

The Honorable Charles A. Jenkins, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E. – Suite 300
Washington DC 20002

Dear Chairman Jenkins:

I would like to take this opportunity to summarize the correspondence to date from the Maryland Department of Transportation (MDOT) concerning the proposed Constrained Long Range Plan (CLRP) Amendment to add in the Purple Line Light Rail Transit Project. There have been three letters that contain all of the necessary and federally required amendment information. The April 21 letter introduced the project and amendment, the May 14 letter addressed the Fiscal Constraint requirements, and the June 10 letter addressed the public comments concerning the trail in the western segment of the proposed alignment. This letter provides a summary of the three letters and a project status update.

As you may be aware, Governor Martin O'Malley selected the Locally Preferred Alternative (LPA) in August 2009. This major project milestone occurred after the Transportation Planning Board (TPB) took an action to run the conformity analysis. The LPA was basically the same alternative used for the TPB conformity analysis. However, new cost information was developed for the LPA as it is more refined than the cost information provided to initiate the Amendment process and includes consideration for several additional factors. When inflated for the purposes of the CLRP amendment process, the project cost changes from \$1,685 million to \$1,790 million in year of expenditure dollars. Attached you will find an updated CLRP Form with this change. As has been detailed in the May 14 letter, MDOT is confident that the project is and remains affordable in the CLRP due to the 2006 CLRP placeholder dollars, the 2007 Revenue Increase, and the downgrading of two highway projects (MD 28/MD 198 and MD 3) to studies.

Background

The Washington region currently lists two items in its CLRP that relate to the Purple Line. The first item is the Georgetown Branch project, the portion of the Purple Line between Bethesda and Silver Spring. The second item, listed as a study, represents the portion of the Purple Line between Silver Spring and New Carrollton. MDOT is requesting an amendment to add the Purple Line project in its entirety to the 2009 Constrained Long-Range Plan (CLRP). This is a necessary step for entry into the New Starts federal funding program.

My telephone number is _____
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

A 16-mile route with 21 proposed stations, the Purple Line would increase accessibility across Montgomery and Prince George's Counties. Traveling through four major activity centers, it would connect riders to Metrorail, MARC, Amtrak, and regional and local bus services. The Purple Line would also provide a 4.2-mile pedestrian/bicycle trail along the transitway between the Bethesda and Silver Spring central business districts (CBDs).

Transitway and Trail

In 1988, Montgomery County purchased right-of-way (now called the Interim Georgetown Branch Trail) along an old railroad alignment with the specific intent of providing for future transit, trail, and utility connections between the Bethesda and Silver Spring CBDs. Although a separate Lyttonsville to Silver Spring connection does not exist currently, it would be constructed as part of the Purple Line project. The MTA will work with CSX to identify sufficient right-of-way to construct the trail and transitway between Lyttonsville and the Silver Spring Transit Center.

MTA has worked continuously with community members who have expressed concern about the compatibility of a transitway and a hiker-biker trail. It has provided community members with international design examples of transitways and trails operating alongside one another. Additionally, MTA has performed engineering studies to ensure that both the transitway and trail are compatible with one another, aesthetically pleasing, and operational within the available rights-of-way.

Fiscal Constraint - Project Cost

Federal requirements mandate that both project costs and revenues be compared in "year of expenditure dollars." This means that the cost takes into account what the project will cost in the years you will actually be spending the money. The other way to calculate costs and revenues is in "constant dollars." This means that the cost is what the project would cost at the time the estimates were developed. This project has been quoting both methods in terms of project costs. Please know that both are standard and acceptable methods of estimating costs and revenues.

The original amendment request in the April 21 MTA memo identified the project cost as \$1,423 million in 2009 constant dollars. This cost reflected the DEIS cost for a combination of the medium and high intensity light rail alternatives. The LPA recently selected by Governor O'Malley has the same conformity inputs as the alternative the TPB modeled for conformity purposes. However, the cost associated with the LPA selected was more refined and included some additional elements, therefore is higher than the original amendment request. The LPA cost provided to Federal Transit Administration totaled \$1,517 million in 2009 constant dollars. Both costs did not reflect the cost in year of expenditure dollars as needed and required for the CLRP analysis.

An inflation rate of 2.8% was applied to the cost in order to meet the CLRP requirements. The new updated cost is \$1,790 million. This figure can now be compared equally to the expected revenues detailed in the next section for a proper comparison.

Fiscal Constraint - Revenue

There are three sources of funding that make this amendment possible. Specifically, there is funding already set aside in the current 2006 Financial Plan as a placeholder, Maryland legislatively increased state funding that was not considered in the 2006 Financial Plan, and two highway projects were downgraded from construction to studies. Please refer to the May 14 letter for explicit details on these funding sources.

Source	Total
CLRP Financial Plan placeholder	\$419 million
Revenue Increase, plus New Starts match	\$1,000 million
MD 3 Highway Project	\$324 million
MD 28/MD 198 Highway Project	\$212 million
Total	\$1,955 million

Project Status

The MTA submitted the AA/DEIS to FTA in September 2008. Following the submission, the MTA held four public hearings and conducted a 90-day review/comment period. The project received strong support for the Medium Investment Light Rail Alternative from the county councils, county executives, and M-NCPPC of both Montgomery and Prince George's Counties. MTA also received requests for modifications that included several elements of the High Investment Light Rail Alternative.

Concurrently with the CLRP amendment process, the MTA has continued with its New Starts application to FTA. Thus far, FTA has received the following material:

- Locally Preferred Alternative description
- Risk assessment of the project's capital costs
- Capital cost estimates
- Project design guidelines
- Locally Preferred Alternative conceptual plans

A risk assessment of the ridership estimates is also being conducted.

Community outreach has been an ongoing activity, with a newsletter discussing the Locally Preferred Alternative recently completed for the project's mailing list of 66,000 people. Focus groups established in September 2004 continue meeting with the MTA to address issues affecting specific communities along the alignment. The following eight groups have been formed: Woodmont Avenue/Jones Bridge Road; Georgetown Branch Master Plan alignment; Lyttonsville/CSX corridor; Downtown Silver Spring; East Silver Spring ; University Boulevard in the Takoma/Langley Park area; College Park /Riverdale Park; and West Lanham Hills/New Carrollton area. Several rounds of meetings with the focus groups have been held thus far, with another round set to begin within a month. Smaller community work sessions will also be added to address upcoming design issues and features.

The MTA has worked closely with communities and local agencies to address issues of local interest or concern. The MTA continues to work closely with the University of Maryland regarding its concerns about the potential for vibration and electromagnetic interference impacts on university research activities. Prior to the selection of the Locally Preferred Alternative, the MTA studied a number of issues and design features at the request of the counties. These studies included:

- the possibility of operating on a single track along a portion of the Georgetown Branch right-of-way,
- an extended tunnel beneath Wayne Avenue in East Silver Spring,
- the use of diesel-electric vehicles to avoid overhead wiring needed to power light rail vehicles,
- traffic operations in shared lanes along Paint Branch Parkway,
- the use of Ellin Road over the Harkins Road alignment, and
- alignment options on MD 410 in Riverdale Park.

Going forward, the MTA will continue refining the travel demand model for the region, and provide updated ridership estimates to FTA. More coordination will be done with WMATA, Prince George's County, and developers of the Purple Line connection to the New Carrollton Metrorail station to ensure the connection is consistent with the newly adopted Transit District Plan for that station's area. The MTA will also continue working with local communities, planners, and county leaders to reach consensus on alignment designs and locations and reconstruction of existing infrastructure to accommodate the Locally Preferred Alternative. In addition, the MTA will develop a detailed work scope and plan for upcoming preliminary engineering activities.

The following schedule lists the remaining project activities:

New Starts/Request Permission to Initiate PE/FEIS	Fall 2009
Begin PE and FEIS	Winter 2009/10
Complete PE and FEIS	Winter 2011/12
FTA Record of Decision (ROD)	Winter 2011/12
Request Permission to Enter Final Design	Spring 2012


Contingent on Funding:

Begin Final Design	Spring 2012
ROW Acquisition	2013
Construction	2014

The Honorable Charles A. Jenkins
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We appreciate your continued cooperation in this matter. If you have any questions or concerns, please do not hesitate to contact Ms. Lyn Erickson at 410-865-1279, toll-free at 888-713-1414 or via email at lerickson@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely,



Donald A. Halligan, Director
Office of Planning and Capital Programming

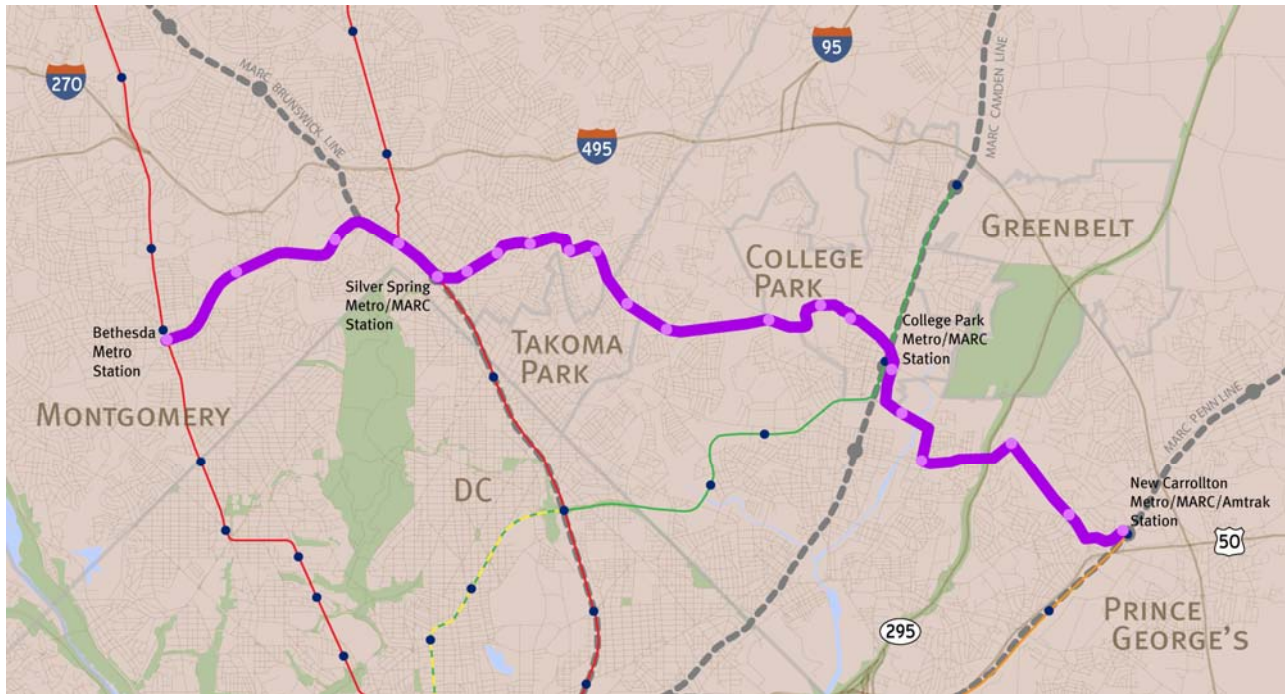
Attachment

cc: Ms. Lyn Erickson, Manager, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation
Mr. Ronald Kirby, Director, Department of Transportation Planning, Metropolitan Washington Council of Governments
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming, Maryland Department of Transportation
Mr. Michael Nixon, MPO Manager, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation
Ms. Diane Ratcliff, Director, Office of Planning, Maryland Transit Administration
Mr. Greg Slater, Director, Office of Planning and Preliminary Engineering, State Highway Administration

Proposed for Amendment to the 2009 Update to the Constrained Long-Range Transportation Plan (CLRP)



Purple Line from Bethesda to New Carrollton



Design, construct and operate a light rail system in Montgomery and Prince George's Counties between Bethesda and New Carrollton. The 16-mile long facility features 21 stations and will connect to Metro stations on the Red Line (Bethesda, Silver Spring), the Green Line (College Park) and Orange Line (New Carrollton), as well as MARC and Amtrak rail stations.

Length: 16 miles
Complete: 2018
Cost: \$1.790 billion
Source: Federal and state funding

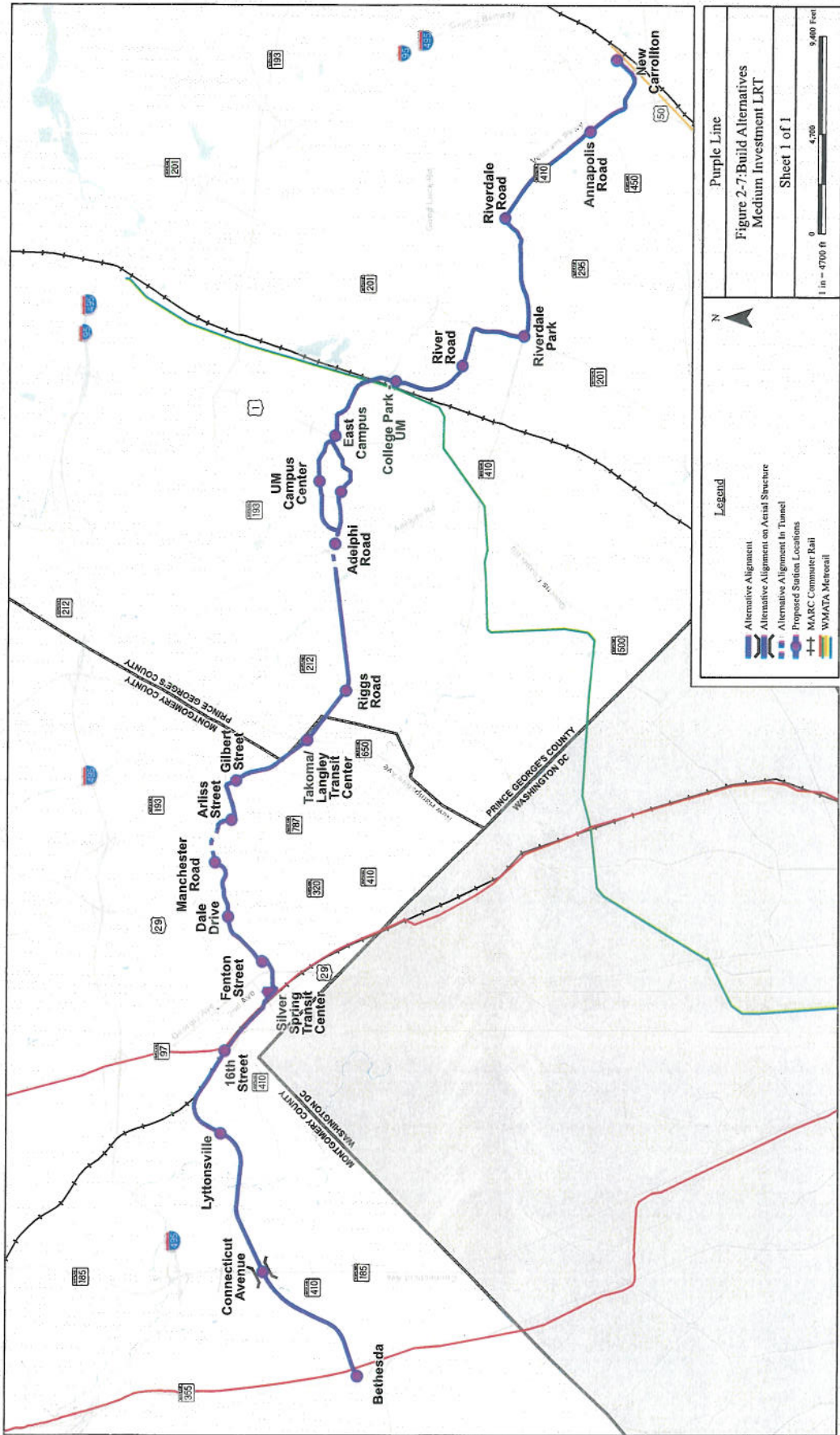


Purple Line Connections

Legend

- MARC Station
- Purple Line - Bethesda to New Carrollton
- Red Line - Glenmont to Shady Grove
- Orange Line - New Carrollton to Vienna/Fairfax-GMA
- Blue Line - Franconia-Springfield to Largo Town Center
- Green Line - Branch Avenue to Greenbelt
- Yellow Line - Huntington to Mt. Vernon Sq./7th St.-Convention Center





Purple Line

Figure 2-7: Build Alternatives Medium Investment LRT

Sheet 1 of 1

Legend

- Alternative Alignment
- Alternative Alignment on Actual Structure
- Proposed Station Locations
- MARC Commuter Rail
- WMATA Metrorail

1 in = 4700 ft

0 4,700 9,400 Feet

CLRP Project Description Form

CLRP ID

1133

PROJECT INFORMATION

Submitting Agency: **MDOT/Maryland Transit Administration** Agency ID: **1042**

Project Name: **Purple Line**

Project Type: **Transit** **System Expansion**

From: **Bethesda**

To: **New Carrollton**

Jurisdiction(s): **Montgomery County MD**
Prince George's County MD

Description: **Preparation of Alternatives Analysis, Draft Environmental Impact Statement (DEIS) and Preliminary Engineering/Final Environmental Impact Assessment (FEIS) and New Starts Application. Construct the proposed Purple Line which will provide high-capacity transit along a 16-mile corridor that extends from Bethesda to the New Carrollton with connections to the Metrorail Red Line, Green Line and Orange Line as well as all three MARC lines, AMTRAK and regional and local bus services. The project includes approximately 21 stations with a forecasted daily ridership of 62,600. Of the daily ridership, approximately 19,200 riders will be new riders and translate into a net reduction of auto trips.**

Project Length: **16** miles Bicycle/Pedestrian Accommodations: **Bicycle/pedestrian accommodations included**

Project expected to be complete in: **2017** This project was completed in:

Cost (in \$1,000s): **\$1,790,000** Sources: **Federal**
State

Project Manager: **Mike Madden** **mmadden@mtamaryland.com** Website: **http://www.purplelinemd.com**

Remarks: **The AA/DEIS is anticipated to be submitted to FTA by summer 2008; public hearings in fall, 2008. The Purple Line AA/DEIS was completed and submitted to FTA in September 2008. A 90-day public review period was completed on January 14, 2009. Four public hearings were held in November 2008 that yielded over 3000 comments. The County Councils and County Executives of both Montgomery and Prince George's Counties unanimously Maryland-National Capital Park and Planning Commissions in both counties endorsed the Medium Investment light rail alternative. Constuction to begin to 2014 with services starting in 2017.**

CONGESTION MANAGEMENT INFORMATION

Do traffic congestion conditions necessitate the proposed project? **No**

Is this a capacity-increasing project on a limited access highway or other principal arterial? **No**

SAFETEA-LU PLANNING FACTORS

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 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.
- Increase the safety of the transportation system for all motorized and non-motorized users.

ENVIRONMENTAL MITIGATION

Have any potential mitigation activities been identified for this project? **No**

INTELLIGENT TRANSPORTATION SYSTEMS

Is this an ITS project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? **No**

RECORD INFORMATION

Created by: **Original Import** on: **5/8/2006 4:17:52 PM**

Updated by: **Andrew Austin** on: **10/13/2009 9:19:33 AM** **A-4**

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction: 2. Submitting Agency: **MDOT/State Highway Administration**
Last Modified On: **5/12/2009**
 Facility: **MD 28/198 Norbeck Road/Spencerville Road**
 From/At: **MD 97**
 To: **I 95**
 Jurisdiction: **Montgomery County, Prince George's County**

3. Project Type and Description:

Secondary

Description of project or action:

Study to develop alternatives for capacity improvements in the MD 28 and MD 198 corridors in Montgomery and Prince George's Counties. Wide curb lanes will be included to accommodate bicycles. Sidewalks to be included where appropriate.

Bicycle/pedestrian accommodations included

4. Project Phasing:

Project ID	In TIP	Improvement	Facility	From	To	#Lane		Completion Date
						From	To	
	Yes	Widen Study	MD 28/198 Norbeck Road/Spencerville Road	MD 97	I 95	2/4	4/6	2020

5. Purpose / Contribution to regional goals:

6. Funding and Schedule Information:

Cost (In Thousands): ~~\$324,481.00~~ Date of Completion or Implementation: **2020**
 Source: **Federal, State**
 Cost and Schedule Remarks:

7. CMS Documentation:

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?: **No**

If yes, does this project require a CMS Documentation form under the given criteria?:

If not, please identify the criteria that exempt the project here:

[Return to Projects](#)

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction:

Facility: **MD 3 Robert Crain Highway**
 From/At: **US 50**
 To: **Anne Arundel County Line**
 Jurisdiction: **Prince George's County**

2. Submitting Agency: **MDOT/State Highway Administration**

Last Modified On: **12/3/2008**

3. Project Type and Description:

Primary

Description of project or action:

Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns. Wide curb lanes and shoulders will accomodate bicycles.

Bicycle/pedestrian accommodations included

4. Project Phasing:

Project ID	In TIP	Improvement	Facility	From	To	#Lane		Completion Date
						From	To	
AT1981	Yes	Widen Study	MD 3 Robert Crain Highway	US 50	Anne Arundel County Line	4	6	2020

5. Purpose / Contribution to regional goals:

6. Funding and Schedule Information:

Cost (In Thousands): ~~**\$212,659.00**~~

Date of Completion or Implementation: **2020**

Source: **Federal, State**

Cost and Schedule Remarks: **Project planning is expected to be complete by Summer 2009. Cost includes construction in Prince George's County only.**

7. CMS Documentation:

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?: **Yes**

If yes, does this project require a CMS Documentation form under the given criteria?: **No**

If not, please identify the criteria that exempt the project here: **The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange**

[Return to Projects](#)

Proposed for Amendment to the 2009 Update to the Constrained Long-Range Transportation Plan (CLRP)

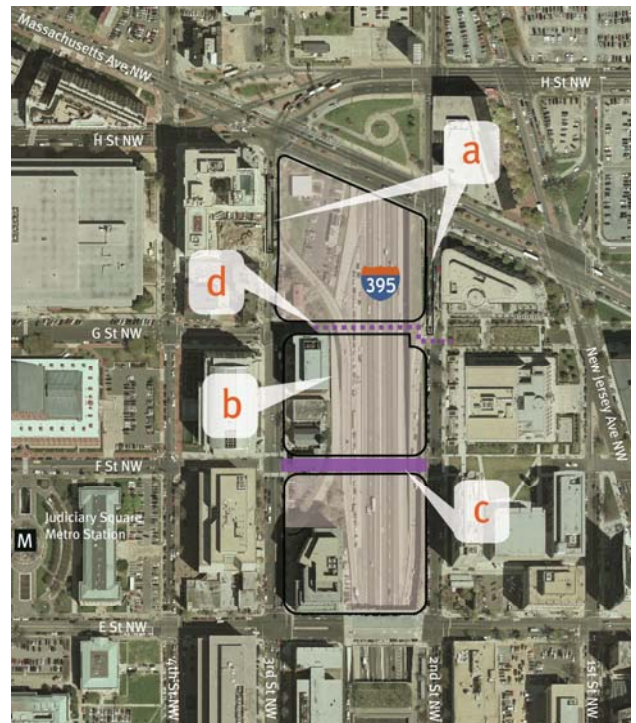
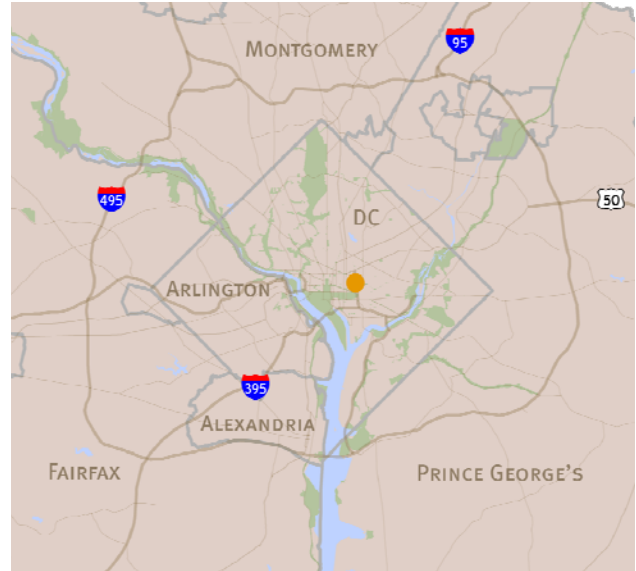


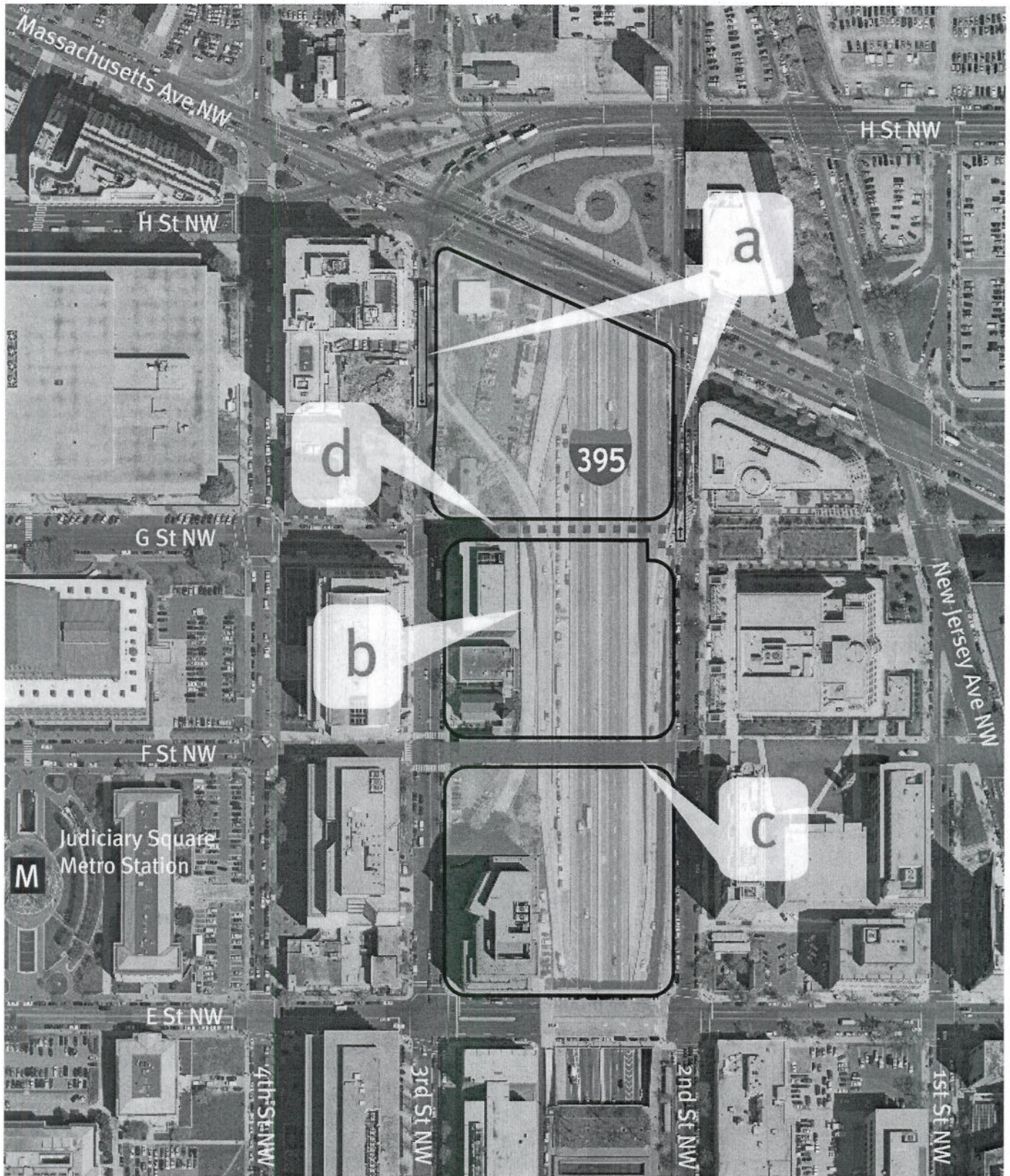
Return to L'Enfant: Modifications to I-395 between E St. and Massachusetts Ave. NW

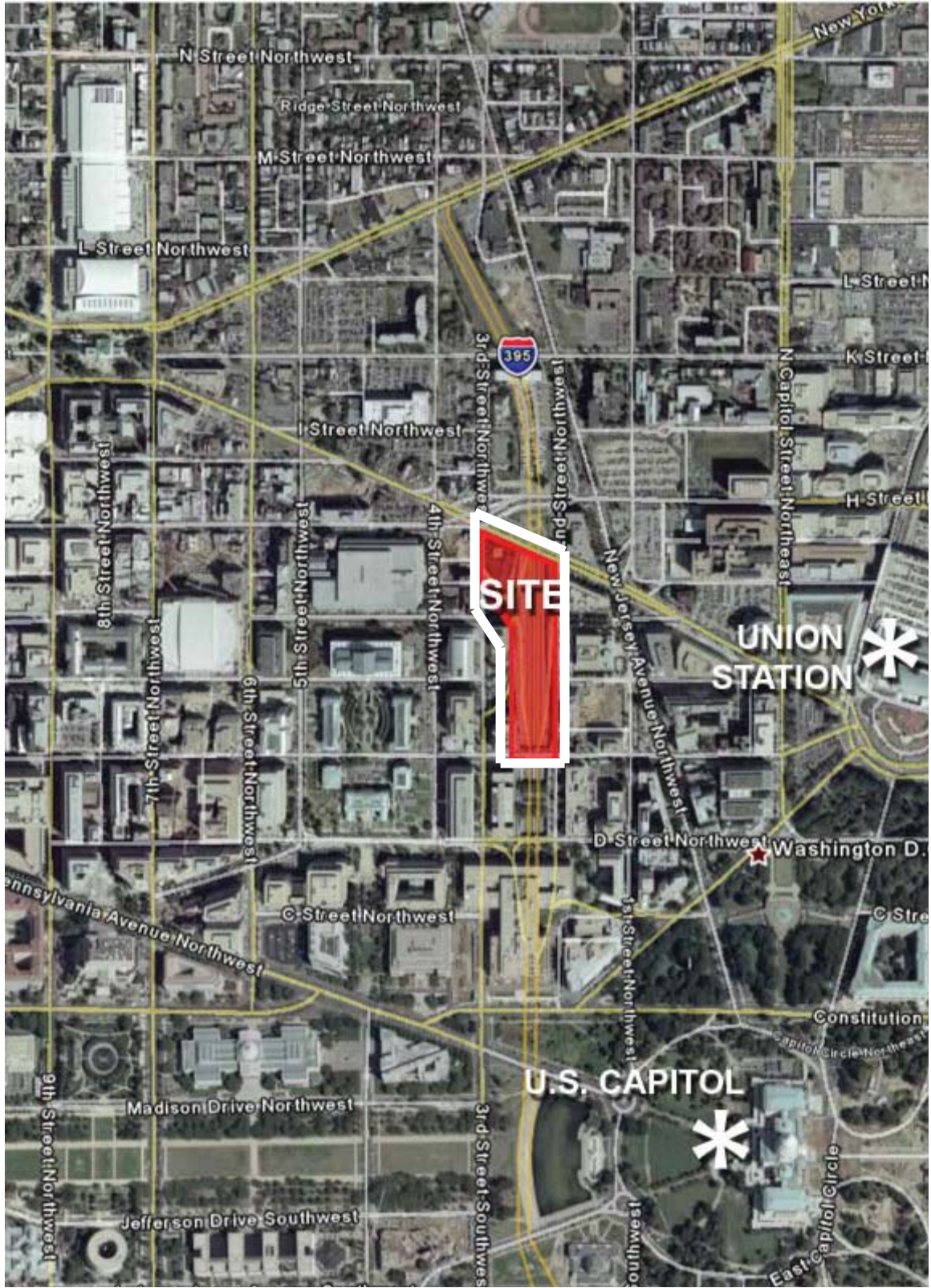
This project will make modifications to three on/off ramps from and to I-395, including the closure of a seldom-used off-ramp to the 400 block of 3rd St. NW. Once the ramp modifications are complete, the portion of I-395 between E St. and Massachusetts Ave. NW will be decked over and re-developed with a 2.3 million square foot mix of office, residential, retail, and public space.

- a. Reconfigure the southbound on-ramp from 3rd St. and northbound off-ramp to 2nd St.
- b. Close southbound off-ramp from I-395 to the 400 block of 3rd St.
- c. Reconnect F St. between 2nd and 3rd Streets for vehicular, bicycle, and pedestrian traffic.
- d. Reconnect G St. between 2nd and 3rd Streets for bicycle and pedestrian traffic

Complete: 2014
Cost: \$27 million
Source: Private funding







FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2030 PROJECT DESCRIPTION FORM



BASIC PROJECT INFORMATION

1. Submitting Agency: **District Department of Transportation (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: **Return to L'Enfant**

	Prefix	Route	Name	Modifier
7. Facility:	I	395	Center Leg Freeway	
8. From (_ at):			Massachusetts Avenue, NW	
9. To:			E St., NW (Between 2nd and 3rd Streets, NW)	

10. Description:

Return to L'Enfant is a planned unit development (PUD) encompassing the I-395 air rights between E Street and Massachusetts Avenue NW, and available terra firma pieces between 3rd Street NW and I-395. The projected development will cover the sunken I-395 highway with three city blocks and two new Rights of Way (ROWs) at G and F Streets NW, by means of an at-grade platform above the highway. The city blocks will have a total of 2.3 million square feet of office, residential, retail, and public space, with parking garage and service corridor below grade. By creating new building walls along the edges of G and F Streets, the development will demarcate and establish the L'Enfant plan vistas and reconnect the city grid by adding pedestrian and vehicular corridors.

Key transportation components of the project include the following items (*noted by letter when a question is applicable to individual aspects; otherwise, applicable to the entire project noted with "X"*):

- A.** Closure of the I-395 Southbound Exit Ramp to the 400 block of 3rd Street, NW
- B.** Reconnection of F Street, NW between 2nd and 3rd Streets, for vehicular, pedestrian and bicycle traffic
- C.** Reconnection of G Street, NW between 2nd and 3rd Streets, for bicycle and pedestrian traffic
- D.** Reconfiguration of the I-395 Southbound Entrance Ramp from the 600 block of 3rd Street, NW
- E.** Reconfiguration of the I-395 Northbound Exit Ramp to the 500 block of 2nd Street, NW

11. Projected Completion Date: estimated: "A"-2010; "B"-2014; "C"-2014; "D"-2011; "E"-2013
12. Project Manager: **John Makle**
13. Project Manager E-Mail: john.makle@dc.gov
14. Project Information URL:
15. Total Miles: **<1**
16. Schematic:
17. Documentation:

CLRP PROJECT DESCRIPTION FORM

18. Bicycle or Pedestrian Accommodations: ("D", and "E") Not Included; ("B" only) Included; ("C" only) Primarily a Bike/Ped Project; ("A" only) N/A
19. Jurisdictions: District of Columbia, Ward 6
20. Total cost (in Thousands): preliminary estimate - \$27,000 ("A"-"E" design and construction)
21. Remaining cost (in Thousands):
22. Funding Sources: Federal; State; Local; Private; Bonds; Other

SAFETEA-LU PLANNING FACTORS

23. 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.
 - Is this project being proposed specifically to address a safety issue? Yes; No
 - If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
 - "B" and "C" only Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
 - "B" and "C" only 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.
 - "B" and "C" only Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
 - "B", "C" and "D" Promote efficient system **management and operation**.
 - "B", "C", "D" and "E" Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

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

25. Do traffic congestion conditions necessitate the proposed project? Yes; No
- If so, is the congestion recurring or non-recurring? Recurring; Non-recurring
 - If the congestion is on another facility, please identify it:
 - What is the measured or estimated Level of Service on this facility? ____ ; Measured; Estimated
26. Is this a capacity-increasing project on a limited access highway or other principal arterial? Yes; No
- If yes, does this project require a Congestion Management Documentation form under the given criteria (see page 34 of the *Call for Projects* document)? Yes; [Click here to access a Congestion Management Documentation Form](#).
 - 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
"B", "C" and "D" 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

CLRP PROJECT DESCRIPTION FORM

- 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.
- The construction costs for the project are less than \$5 million.
- The project will not use any Federal funds in any phase of development or construction.

INTELLIGENT TRANSPORTATION SYSTEMS

27. 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
- a. 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
- b. Under which Architecture:
- DC, Maryland or Virginia State Architecture
 - WMATA Architecture
 - COG/TPB Regional ITS Architecture
 - Other, please specify:
28. Completed Date:
29. Project is being withdrawn from the CLRP.
30. Withdrawn Date:
31. Record Creator:
32. Created On:
33. Last Updated by:
34. Last Updated On:
35. Comments