

ITEM 9 - Information

June 16, 2004

Status Report on the 2004 Constrained Long Range Plan (CLRP) and FY 2005-2010 Transportation Improvement Program (TIP), and on the Associated Air Quality Conformity Analysis

Staff

Recommendation: Receive briefing on the status of the draft 2004 CLRP and FY 2005-2010 TIP documents and the associated conformity analysis.

Issues: None

Background: At the April 21 meeting, the Board approved the project submissions for inclusion in the conformity analysis for the 2004 CLRP and FY 2005-2010 TIP and also approved the scope of work for the air quality conformity analysis.



MEMORANDUM

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June 16, 2004

To: Transportation Planning Board

From: Ronald F. Kirby, Director *RFK*
Department of Transportation

Subject: Status Report on the 2004 Constrained Long Range Plan (CLRP) and
FY2005-2010 Transportation Improvement Program (TIP), and on the
Associated Air Quality Conformity Analysis

Since the TPB's April 21, 2004 approval of project submissions and the scope of work for the air quality conformity analysis of the 2004 and FY2005-10 TIP, staff has been proceeding with the specified work tasks. This memo provides an overview of the status of key activities.

FY2005-10 Transportation Improvement Program

Following the receipt of TIP inputs from local, regional, state and federal agencies, staff prepared a draft FY2005-10 TIP and presented it to the TPB Technical Committee at its June 4, 2004 meeting. This document is currently under review by the implementing agencies.

Air Quality Conformity Analysis

Activities on several parallel work tasks are proceeding as described below.

Intercounty Connector (ICC) Project Details

Since the approval of the project submissions to the CLRP, staff has proceeded with coding activities for regional highway, transit and HOV networks. Staff has received the following additional information regarding facility characteristics from MDOT and has been working closely with MDOT staff and their consultants to incorporate the details of the project into the modeling process.

The ICC is specified as a six lane roadway from I-370 to US 1, to be in place by 2010. It is to be coded as a freeway from I-370 to Virginia Manor Road and as a major arterial from Virginia Manor Road to US 1. Two alignments are included: corridor 1 reflects the Master Plan alignment and corridor 2 reflects the Northern Alignment, as shown in attachment 1.

Interchange locations (and limits, where full access is not allowed) are identified in attachment 2. The roadway will be operated as a managed facility, with variable tolls by time of day to be applied to maintain a 50 mph operating speed.

Transit service enhancements associated with each alternative are contained in attachments 3 and 4. The lists show routes, peak headways, and runtimes for the new bus service. The off-peak service is the same as the peak, except that the headways for all routes are changed to 30 minutes.

Land Activity Forecasts

Draft Round 6.4 Cooperative Forecasts have been provided to TPB staff. Refined forecasts reflecting the two different ICC alignments are also under development by affected jurisdictions and are expected to be available shortly.

Transit Fare Increases

Fare increases, programmed to take effect at several transit properties, are being incorporated into the transit fare matrices which are applied in modal choice calculations.

Travel Model Refinements (Version 2.1D)

Refinements to TPB's model set continue in process. Staff presented the latest edition (draft #18) of the Version 2.1D travel model to the Travel Forecasting Subcommittee at its May 21, 2004 meeting; this version will be updated to reflect additional developmental work in two areas: the TRB peer panel recommendations and the managed lane concept. In the first area, staff is reviewing suggestions contained in the second letter report issued by the TRB panel to see if any additional refinements need to be made in the short term. For example, the suggestion that future bus operating speeds be better specified to reflect forecast year congestion is being addressed but has not yet been incorporated into the model set. Secondly, in conjunction with MDOT and their consultants, staff is working with an updated toll modeling process to set tolls on the ICC such that a 50 mph traffic operation will be ensured.

These work activities will result in a new draft model version which will be presented to the Travel Forecasting Subcommittee at its July 23, 2004 meeting.

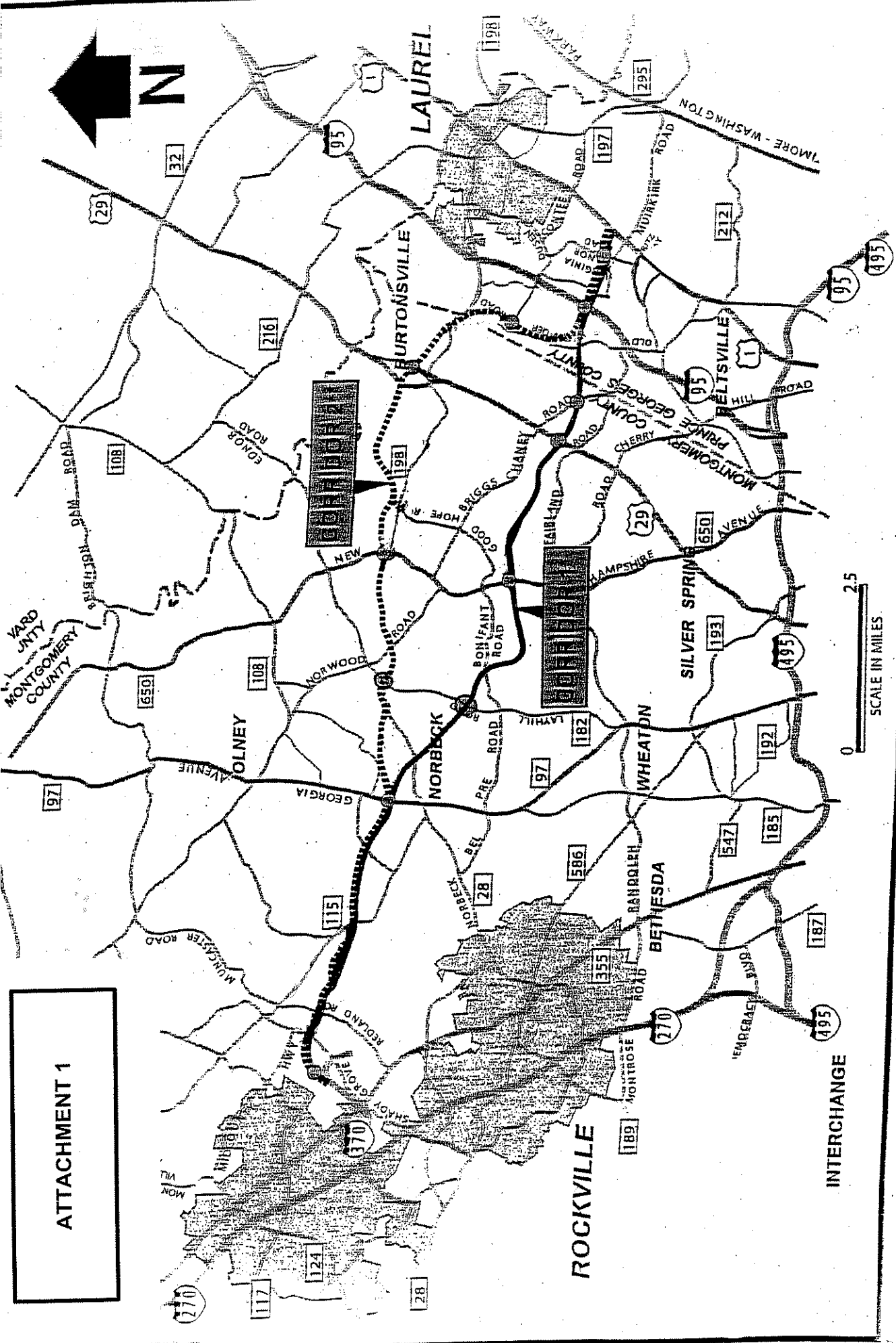
Mobile6.2 Emissions Factor Model

EPA has issued an updated version of its emissions factor model. Staff has downloaded the model and is testing it for use on the project. This work is ongoing and will result in updated mobile source emissions factors for each of the conformity analysis years.

Summary

While work is proceeding on several parallel fronts on the CLRP, TIP and air quality conformity analysis given the extensive requirements of this effort, the schedule for preparation of a draft report for release in July will not be realized. Staff will provide a status report of these activities at the July meeting; it is anticipated that all work activities will be completed and a draft report will be issued in September.

ATTACHMENT 1



LEGEND

CORRIDOR 1
CORRIDOR 2
INTERCHANGE

ICC Network Coding Assumptions

ATTACHMENT 2

Corridor 1 Interchanges

- MD 355
- Shady Grove Road/ Metro
- MD 97
- Layhill Road
- MD 650
- US 29 (Access from ICC to Briggs Chaney Road not allowed)
- Briggs Chaney Road (Full)
- I-95
- Virginia Manor Road
- US 1 (coded as a T intersection)

Corridor 2 Interchanges

- MD 355
- Shady Grove Road/Metro
- MD 97
- Layhill Road
- MD 650
- US 29 (Access to east between Dustin Road, MD 198, and the ICC is not allowed via US 29. Access to and from MD 198 via Old US 29 will be allowed to and from the west.)
- Contee Road
- I-95
- Virginia Manor Road
- US 1 (coded as a T intersection)

NOTE:

- No partial interchange on Shady Grove Road east of Metro Station under C1 and C2
- ICC as a arterial between Virginia Manor Road and US 1 under both C1 and C2

ATTACHMENT 3

Corridor 1 Alternative

Line Name	M O D E	Hdwy	1 or 2 Way	Origin	Destination	1-Way-Run-Time
TSMA	6	30	2	SOUTH LAUREL PNR	ROCKVILLE METRO	77
TSMB	6	30	2	SOUTH LAUREL PNR	SHADY GROVE METRO	115
TSMC	6	20	2	BRIGGS CHANEY RD PNR	PG PLAZA METRO	48
TSMD	6	20	2	LAUREL CENTER MALL	COLLEGE PARK METRO	68
TSME	6	20	2	BRIGGS CHANEY RD PNR	GREENBELT METRO	80
ICCA	6	20	2	SHADY GROVE METRO	GREENBELT METRO	64
ICCB	6	20	2	SHADY GROVE METRO	MUIRKIRK & S. LAURAL MARC	51
ICCC	6	30	2	COLUMBIA	SHADY GROVE METRO	84
ICCD	6	15	2	ROCKVILLE METRO	MUIRKIRK METRO	35
ICCE	6	15	2	BURTONVILLE PNR	GREENBELT METRO	27
ICCF	6	15	2	GLENMONT METRO	VIA SG METRO – SG ADVENT HOSP	39

ATTACHMENT 4

Corridor 2 Alternative

Line Name	M O D E	Hdwy	1 or 2 Way	Origin	Destination	1-Way-Run-Time
T SMA	6	30	2	SOUTH LAUREL PNR	ROCKVILLE METRO	77
T SMB	6	30	2	SOUTH LAUREL PNR	SHADY GROVE METRO	115
T SMC	6	20	2	BRIGGS CHANEY RD PNR	PG PLAZA METRO	48
T SMD	6	20	2	LAUREL CENTER MALL	COLLEGE PARK METRO	68
T SME	6	20	2	BRIGGS CHANEY RD PNR	GREENBELT METRO	80
I CCA	6	20	2	SHADY GROVE METRO	GREENBELT METRO	64
I CCB	6	20	2	SHADY GROVE METRO	MUIRKIRK & S. LAURAL MARC	51
I CCC	6	30	2	COLUMBIA	SHADY GROVE METRO	84
I CCD	6	15	2	ROCKVILLE METRO	MUIRKIRK METRO	35
I CCE	6	15	2	BURTONVILLE PNR	GREENBELT METRO	27
I CCF	6	15	2	GLENMONT METRO	VIA SG METRO – SG ADVENT HOSP	39