

Slide 1: Presentation Title: 2016 CLRP Amendment, Major Projects Summary

Presenter: Andrew Austin, Transportation Planner

Access for All Advisory Committee
October 27, 2016

Slide 2: The Constrained Long-Range Plan Plan (CLRP)

The CLRP:

- Must cover at least a 20 year horizon
 - CLRP runs through 2040
- All regionally significant improvements
 - Capital improvements and expansion projects
 - Operations and maintenance of roads and bridges, as well as local and regional transit systems and commuter rail services
- Must conform to air quality standards set by the Environmental Protection Agency
- Must be financially constrained
 - Funding must be demonstrated to be “reasonably expected to be available”

Slide 3: Funding for the CLRP

Funding for projects in the CLRP comes from federal, state, local, and private sources.

The total cost for the CLRP is \$244 billion. Capital improvement and expansion projects make up \$42 billion. Operations and maintenance programs total \$202 billion.

Two pie graphs are shown on this slide. The first graph shows \$99 billion in funding for the highway system broken down as follows: \$27 billion for expansion projects, \$24 billion for operations, and \$48 billion for maintaining a “State of Good Repair.” The second graph shows a total of \$145 billion for the transit system broken down as follows: \$15 billion for expansion projects, \$99 billion for operations, and \$31 billion for maintaining a “State of Good Repair.”

Slide 4: Projects in the 2016 CLRP Amendment

This presentation will highlight 5 new major projects and 4 changes to major projects already in the CLRP. The CLRP contains more than 500 projects, ranging from simple landscaping projects to billion-dollar highway and transit projects

For a complete listing of projects and programs in the CLRP, visit:
<http://www.mwcog.org/clrp/>

Two maps show the 100+ major highway and transit projects included in the 2016.

Slide 5: Proposed Major Addition

16th Street Bus Priority from H Street Northwest to Arkansas Avenue Northwest

- Project length: 2.7 miles
- Anticipated completion: 2021
- Estimated cost of construction: \$24 million
- Submitting agency: DDOT
- Anticipated funding sources: federal

Convert general purpose lanes on 16th Street Northwest into peak-period, peak direction, bus-only lanes from H Street to Arkansas Avenue. Implement a reversible, center lane from H Street

to K Street and from O Street to W Street. Add bus stop and shelter improvements and off-board fare payment kiosks.

An image shows a map of the project.

Slide 6: Proposed Major Addition

DC Dedicated Bicycle Lane Network on multiple street segments throughout the city.

- Project length: 3.9 miles
- Anticipated completion: 2017
- Estimated cost of construction: \$1.35 million
- Submitting agency: DDOT
- Anticipated funding sources: local

Construct bicycle lanes by removing one or more travel lanes on:

- 4th Street Northeast, , from Lincoln Road to Harewood Road
- Blair Rd Northwest, from Peabody Street to Aspen Street
- Constitution Ave Northwest, from 1st Street to Pennsylvania Avenue
- Eastern Downtown Study, alternatives on 5th, 6th or 9th Street Northwest
- Harewood Rd Northwest, from Rock Creek Church Road to North Capitol Street
- Klinge Rd Northwest, from Adams Mill Road to Porter Street
- Louisiana Ave Northwest, from Columbus Circle to Constitution Avenue Northwest
- Piney Branch Road Northwest, from Georgia Avenue to Underwood Street

An image shows a map of the projects.

Slide 7: Proposed Major Change

DC Streetcar from Union Station to Georgetown, primarily along the K Street Corridor

- Project length: 3.5 miles
- Anticipated completion: 2022
- Estimated cost of construction: \$348 million
- Submitting agency: DDOT
- Anticipated funding sources: federal

This project has been in the CLRP since 2014. Changes specify the locations of lane additions and reductions to allow streetcars to run on an exclusive Transitway:

- H Street from 3rd Street Northeast to New Jersey Avenue Northwest, reduce 6 to 4 lanes
- New Jersey Avenue Northwest from H Street to K Street, add lanes for transit
- K Street Northwest add or convert existing lanes to Transitway

An image shows a map of the project.

Slide 8: Proposed Major Addition

Virginia Railway Express (VRE) Haymarket Extension from Manassas VRE Station to Gainesville/Haymarket

- Project length: 11 miles
- Anticipated completion: 2022
- Estimated cost of construction: \$433 million
- Submitting agency: VDOT
- Anticipated funding sources: federal, state, local, private, and other

Include up to 3 new stations with platforms, park-and-ride lots, and bicycle/pedestrian access. Purchase additional railcars, expand storage facilities, and widen existing right-of-way. Project is currently undergoing an Environmental Impact Study and alternatives are being analyzed.

An image shows a map of the project.

Slide 9: Proposed Major Addition

Crystal City Transitway: Northern Extension from Crystal City Metro Station to Pentagon City Metro Station.

- Project length: 1 mile
- Anticipated completion: 2023
- Estimated cost of construction: \$24 million
- Submitting agency: VDOT
- Anticipated funding sources: federal, state, local, private, and other

Extension of existing Metroway bus rapid transit (BRT) line. Construct three new BRT stations along route. Construction one new block of 12th Street between South Eads Street and South Fern Street.

An image shows a map of the project.

Slide 10: Proposed Major Addition

I-395 Express Lanes inside the Capital Beltway (from Turkeycock Run to the vicinity of Eads Street)

- Project length: 8 miles
- Anticipated completion: 2019
- Estimated cost of construction: \$220 million
- Submitting agency: VDOT
- Anticipated funding sources: private

Convert and reconfigure the two existing High-Occupancy Vehicle (HOV) lanes into three High-Occupancy/Toll (HOT) lanes. Connect to the existing I-95 HOT lanes. Future updates will include transit services funded in part by tolls and travel demand management measures.

This project was amended into CLRP in 2007, but removed in 2011.

An image shows a map of the project.

Slide 11: Proposed Major Change

I-66 Multimodal Improvements inside the Capital Beltway.

- Project length: 10 miles
- Anticipated completion: 2017, 2020, and 2040
- Estimated cost of construction: \$375 million
- Submitting agency: VDOT
- Anticipated funding sources: federal, state, and bonds

This project has been in the CLRP since 2015. Proposed changes include:

- Implement HOT-2+ during peak periods in peak direction by 2017
- Widen eastbound I-66 between Dulles Toll Road and Fairfax Drive by 2020
- Begin HOT-3+ operations during peak periods in peak direction by 2021
- Expand HOT-3+ operations during peak periods in both directions by 2040
- Widen westbound I-66 between Sycamore Street and Washington Boulevard by 2040

An image shows a map of the project.

Slide 12: Proposed Major Change

I-66 Corridor Improvements outside the Capital Beltway.

- Project length: 26 miles
- Anticipated completion: 2021 and 2040
- Estimated cost of construction: \$2-3 billion
- Submitting agency: VDOT
- Anticipated funding sources: federal, state, local, private, and bonds

This project has been in the CLRP since 2015. The proposed changes reflect VDOT's preferred alternative that was selected last year after the CLRP was amended. The changes modify the locations of access points between the general purpose lanes and the HOT lanes as well as the ramp locations to other facilities.

An image shows a map of the project.

Slide 13: Proposed Major Change

Virginia Route 28 HOV and Widening, from I-66 to the Dulles Toll Road

- Project length: 8 miles
- Anticipated completion: 2021, 2025 and 2040
- Estimated cost of construction: \$100 million
- Submitting agency: VDOT
- Anticipated funding sources: state, local, and other

This is part of a larger project to widen Route 28 that is already included in the CLRP. The proposed changes would convert one general purpose lane in each direction to HOV between I-66 and the Dulles Toll Road, and add one auxiliary lane in each direction between I-66 and Westfields Boulevard (approximately 2 miles).

An image shows a map of the project.

Slide 14: Comment on the CLRP

Comment period is open from October 13 through November 12, 2016.
All documents available for public comment can be found online at <http://www.mwcog.org/TPBcomment>.

Comments can be submitted online at <http://www.mwcog.org/TPBcomment>, by email to TPBcomment@mwcog.org, or in writing to:

Chairman Timothy Lovain
National Capital Region Transportation Planning Board
777 North Capitol Street, NE Suite 300
Washington, DC 20002-4239

Slide 15: Contact information

mwcog.org/tpb

Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002

Andrew Austin
Transportation Planner
(202) 962-3353
aaustin@mwcog.org