

## **ITEM 10 - Action**

January 16, 2008

Approval of the 2007 CLRP

### **Staff**

**Recommendation:** Adopt Resolution R11-2008 to approve the 2007 CLRP.

**Issues:** None

**Background:** At the December 19 meeting, the Board was briefed on the draft 2007 CLRP and FY 2008-2013 TIP documents and web-based information and the associated conformity analysis. The draft 2007 CLRP was released for public comment at the TPB Citizens Advisory Committee (CAC) meeting on December 13, 2007. The revised CLRP website and brochure were also released at the CAC meeting. The public comment period for the plan ended on January 12, 2008.

The 2007 CLRP and FY 2008-2013 TIP meet all the SAFETEA-LU planning regulations which became effective in July 2007. The CLRP website can be found at [www.mwcog.org/clrp](http://www.mwcog.org/clrp). The website provides information on the proposed significant changes to the CLRP, existing projects in the 2006 CLRP, and the draft FY 2008-2013 TIP, and describes new SAFETEA-LU elements such as the Congestion Management Process, Transportation Safety Planning and the Participation Plan. A plan brochure has been prepared that summarizes key information available on the website.

TPB R11-2008  
January 16, 2008

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

**RESOLUTION APPROVING  
THE 2007 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 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 implementing SAFETEA-LU, which were issued February 14, 2007 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA), 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 October 18, 2006, the TPB approved the first update to the Constrained Long-Range Transportation Plan (CLRP) CLRP and FY 2007-2012 TIP which addressed the provisions of SAFETEA-LU; and

**WHEREAS**, on December 20, 2006, the TPB issued a solicitation document for projects and strategies to be included in the CLRP and 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 2007 CLRP and inputs to the FY 2008-2013 TIP, and the TPB Technical Committee and the TPB reviewed the submissions at meetings in March, April and May 2007; and

**WHEREAS**, during the development of the 2007 CLRP, the TPB public involvement process was followed, and numerous opportunities were provided for public comment: (1) At the March 15, 2007 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis of the 2007 CLRP and the FY 2008-2013 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 March 21, April 18 and May 16 TPB meetings; (2) At the May 16, 2007 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 October 11, 2007 in conjunction with the CAC meeting, a public meeting was held on the FY 2008-2013 TIP; (4) On December 13,

2007 at the CAC meeting, the draft air quality conformity analysis, the draft 2007 CLRP, the draft FY 2008-2013 TIP, a new plan brochure and a comprehensive set of web-based information on the plan were released for a 30-day public comment period which closed on January 12, 2008; (4) An opportunity for public comment on these documents was provided on the TPB web page and at the beginning of the December 19 and January 16 TPB meetings; and (5) The comments and staff responses to them were reviewed and accepted for inclusion in the CLRP and TIP by the TPB on January 16, 2008; and the final version of the TIP will include summaries of the comments and the responses; and

**WHEREAS**, the significant changes for the 2007 CLRP are described in the attached memorandum of December 13, 2007 and on the TPB web site, and detailed information on all of the projects in the 2007 CLRP is provided on the TPB web site and in Appendix B of the Air Quality Conformity report as adopted January 16, 2008; and

**WHEREAS**, the financial plan for the 2006 CLRP which is documented in the September 2006 report: *Analysis of Resources for the 2006 Financially Constrained Long-Range Transportation Plan for the Washington Region* was updated for the 2007 CLRP to show the forecasts of revenues and expenditures in year of expenditure dollars in addition to constant 2006 dollars; and

**WHEREAS**, the financial plan for the 2007 CLRP 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 2030; and

**WHEREAS**, in each year's update of the CLRP since 2000, 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 CLRP conformity analysis using 2010 ridership levels rather than 2005 levels; and

**WHEREAS**, while progress was made during 2007 in the legislatures of Maryland, Virginia, and District of Columbia to identify additional revenues for WMATA's future capital needs, this additional revenue was not assumed to be available in the financial plan and the transit ridership constraint to or through the core area was applied in the 2007 CLRP conformity analysis using 2010 ridership levels ; and

**WHEREAS**, on January 16, 2008, the TPB determined that the 2007 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

2007 CLRP by the Board,

**NOW, THEREFORE, BE IT RESOLVED THAT** THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the 2007 Constrained Long-Range Transportation Plan for the National Capital Region, as described in the attached memorandum, the TPB web site, and Appendix B of the Air Quality Conformity report.

# **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**

December 13, 2007

**TO:** Transportation Planning Board

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

**SUBJECT:** Documentation of the 2007 CLRP and FY 2008-2013 TIP

### **Significant Project Changes for the Plan and TIP**

At the March 21 meeting, the Board was briefed on the submissions received from state, regional and local agencies for the 2007 CLRP and the FY 2008-2013 TIP. These submissions were released for public comment and agency review at the TPB Citizens Advisory Committee (CAC) meeting on March 15. The Board was scheduled to adopt the project submissions at the April 18 meeting but decided that more time was necessary to review the project submissions because additional information on the Virginia project submissions was received that day. On May 16, the TPB reviewed the public comments and approved all of the submissions for inclusion in the air quality conformity analysis.

The attachment describes the final set of significant changes for the 2007 CLRP and the FY 2008-2013 TIP, shown in Figure 1. Significant highway changes are those relating to interstates, principal arterials, and other limited access parkways and roadways. The attachment also includes project descriptions and maps of the significant changes and a summary of major changes to existing projects in the plan (Figure 2).

### **Web-Based Documentation and Brochure**

The 2007 CLRP meets all the SAFETEA-LU planning regulations which became effective in July 2007. The CLRP website was expanded and revised to describe the plan and can be found at [www.mwcog.org/clrp](http://www.mwcog.org/clrp) (the welcome page is shown in Figure 3). The website provides information on:

- the proposed significant changes (highway and transit projects and studies);
- the draft FY 2008-2013 TIP document;
- the existing highway, transit, high-occupancy vehicle projects and studies in the 2006 CLRP;
- how plan meets the final planning regulations to implement SAFETEA-LU; and
- New SAFETEA-LU elements such as the Congestion Management Process, Transportation Safety Planning, a Participation Plan and an environmental mitigation discussion and environmental mapping.

A plan brochure has been prepared that summarizes key information available on the website. Copies of the brochure will be distributed at the December 19 TPB meeting, at other TPB committee meetings and available in the COG information center.

Attachment

**National Capital Region Transportation Planning Board**

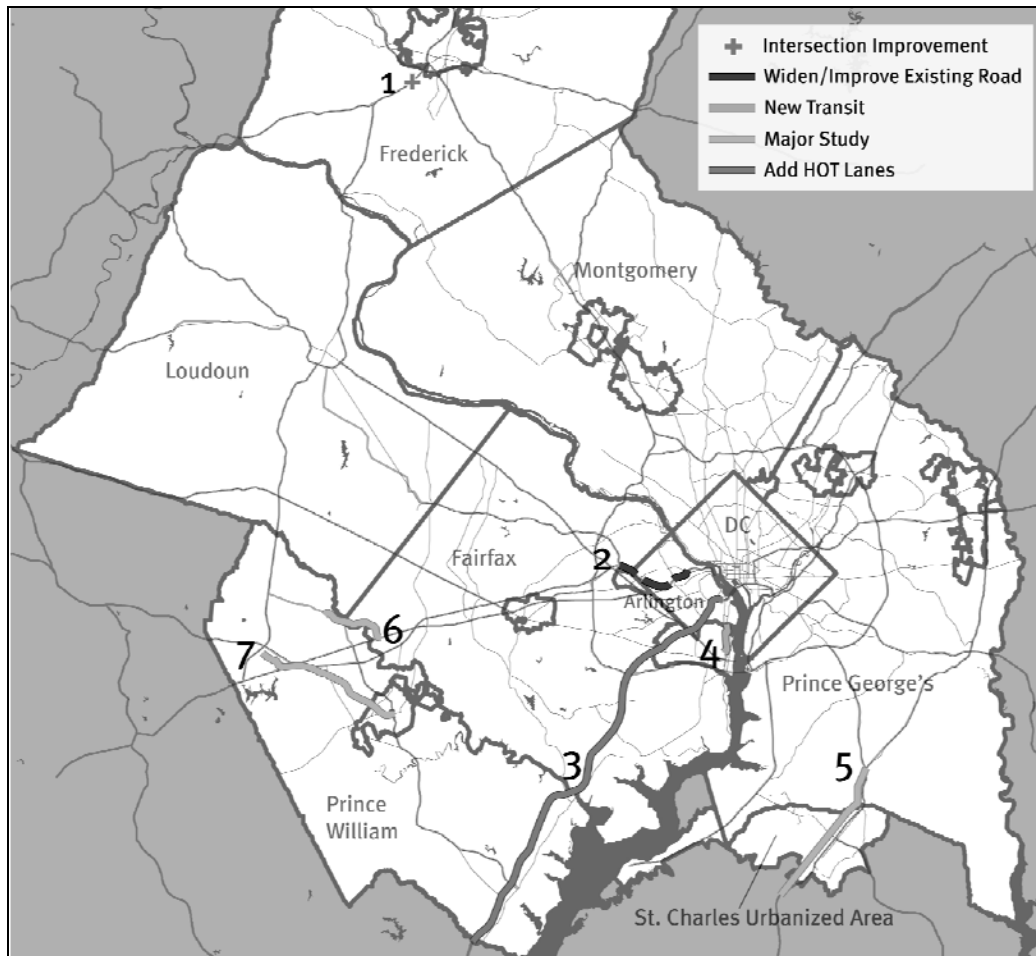
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# PROPOSED SIGNIFICANT CHANGES TO THE 2007 CONSTRAINED LONG-RANGE PLAN



This attachment provides a summary of significant changes for the new 2007 Constrained Long-Range Transportation Plan (CLRP) and changes to selected existing major projects in the CLRP. For information on all the projects in the draft 2007 CLRP, visit [www.mwcog.org/clrp](http://www.mwcog.org/clrp).

**Figure 1: Significant Changes for the 2007 CLRP and the FY 2008-2013 TIP**



## Projects for Construction

1. US 340/US 17, construct interchange at Jefferson Tech Park, 2009
2. I-66, spot improvements inside the Beltway, 2013
3. I-95/395 HOT Lanes, widen, construct 2, 3 lanes with 14 ramps, 2010
4. Potomac Yard Transit Way, Alexandria, 2011

## Studies

5. US 301 Waldorf Bypass Study
6. US-29 (Lee Hwy) Bypass around the Manassas National Battlefield Park, Study
7. VRE Extension from Manassas to Haymarket, Study

## Projects for Construction

### 1. US 340 – Jefferson National Pike Interchange at Jefferson Technology Park

Construct a new, grade-separated interchange on US 340 to support existing and planned development at Jefferson Technology Park.

Complete: 2009  
Cost: \$10.9 million  
Funding: Private

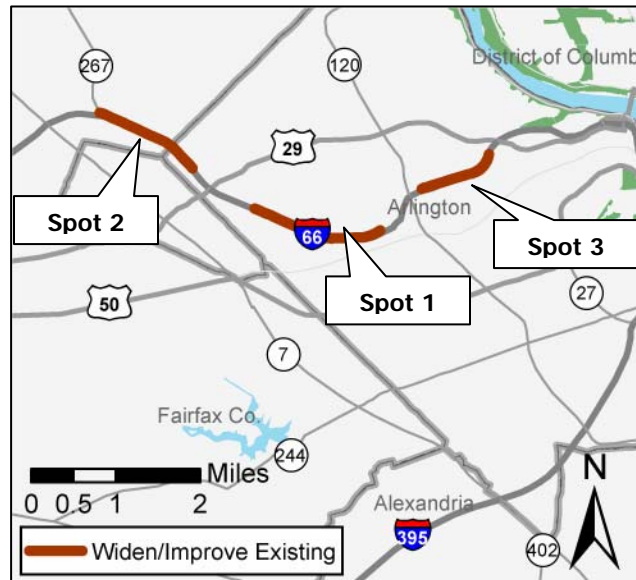


### 2. I-66 Spot Improvements Westbound, Inside the Beltway

Reconstruct westbound I-66, extending and connecting a series of acceleration and deceleration lanes to the following configuration:

- Spot 1 – Fairfax Drive to Sycamore Street, from 2 to 3 lanes,
- Spot 2 – Washington Boulevard to the Dulles Airport Access Road from 3 to 4 lanes, and
- Spot 3 – Lee Highway/Spout Run to Glebe Road, from 2 to 3 lanes.

Length: 4 miles (total)  
Complete: 2013  
Cost: \$75.6 million  
Funding: Federal, State  
<http://www.idea66.com>





## Projects for Construction

### 3. I-95/I-395 HOT Lanes Project Eads Street to Garrisonville Road

Reconfigure the existing HOV facility between Eads Street in Arlington County and just south of the Town of Dumfries from 2 to 3 lanes. Convert HOV to High Occupancy Toll (HOT) lanes.

- HOV-3, transit and emergency response vehicles will use these lanes free of charge.
- Other vehicles may use the facility by paying an electronic toll.
- Tolls will vary based on time of day, day of week, and level of congestion in order to maintain free-flow conditions.

In the southbound direction, construct an extended transition lane and a new fly-over ramp, from the HOV/BUS/HOT lanes to ease congestion as traffic merges into the general purpose lanes. Create or modify a number of connections to the existing HOV lanes to improve access to the HOT lane system for HOV and transit users.

#### Transit Service Plan

The following enhancements to transit services are included as a part of the project:

- 13 new bus routes
- Increased frequency of bus service on existing and new routes incrementally in 2010, 2020 and 2030.
- Addition of bus-only ramps in and out of the Pentagon at Eads St., an in-line bus station near the Lorton VRE station, and a bus-only access ramp at Seminary Rd.
- 6 new Park & Ride facilities with a total of 3,000 additional parking spaces.

Total capital, operating, maintenance and maintenance facility costs for the Transit Service Plan are \$390 million. The proposed transit element is likely to be refined based on the findings of a detailed Transit/TDM Plan being developed by the Transit Advisory Committee (TAC).

Length: 36 miles

Complete: 2010

Capital Cost: \$882 million

\$492 million – Preliminary engineering, right-of-way acquisition, and construction

\$390 million – Transit Service Plan capital and operating costs

Funding: Private Equity, Debt (including bonds), Tolls, Federal Transit Capital and Transit Farebox Revenues

[http://www.virginiadot.org/projects/ppta-I-95\\_I-395HOTLanes.asp](http://www.virginiadot.org/projects/ppta-I-95_I-395HOTLanes.asp)



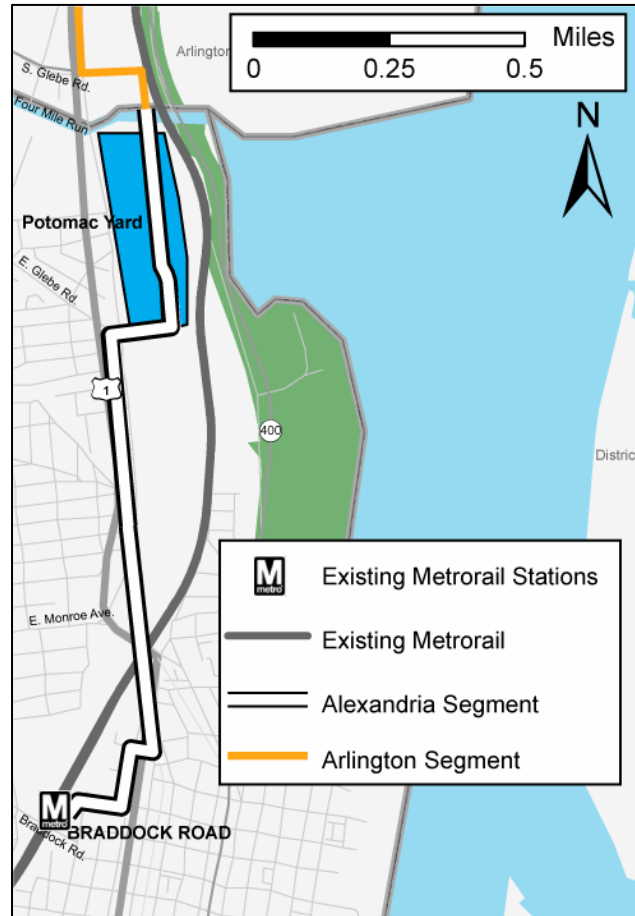
## Projects for Construction

### 4. Potomac Yard Transitway Four Mile Run to Braddock Road Metro Station

Construct the Alexandria segment of a transitway from the Braddock Road Metro Station to the Potomac Yard Town Center and on to Four Mile Run where it will connect with the Arlington County segment that runs to the Pentagon.

Buses will travel on mixed-traffic lanes from the Braddock Road Metro Station to the Monroe Avenue Bridge. From Monroe Ave. to E. Glebe Rd., buses will travel on a dedicated transit right-of-way. From E. Glebe Rd. buses will serve the Potomac Yard Town Center and connect to the Arlington segment at S. Glebe Rd.

Length: 2.5 miles  
Complete: 2011  
Cost: \$18.1 million  
Funding: Federal, State, Local & Private

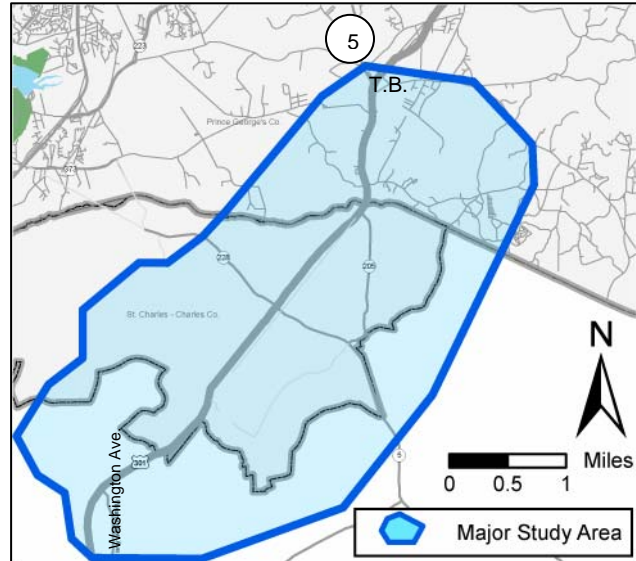


## Studies

### 5. **US 301 – Waldorf Bypass** Washington Avenue/Turkey Hill Road to North of the MD 5 Interchange at T.B.

Study alternatives for upgrading and widening US 301 through Waldorf and/or constructing an access-controlled bypass.

Estimated Completion: 2030  
Estimated Cost: \$1.5 billion (Charles County/TPB area)  
\$2.78 billion (total)  
Funding: Not identified

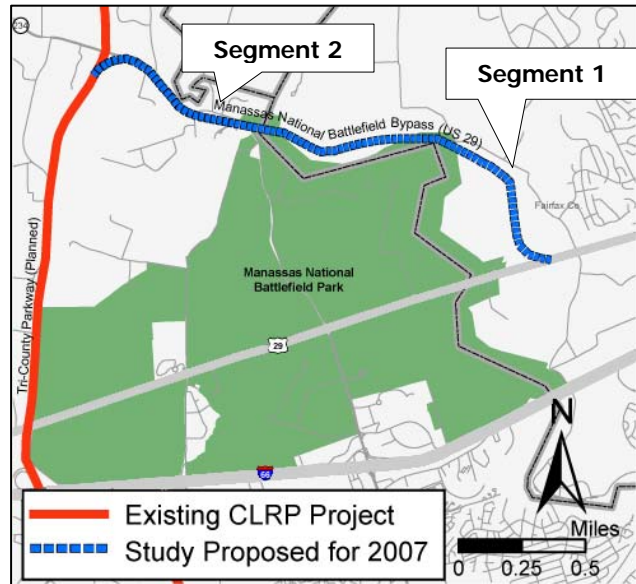


<http://www.us301waldorf.org>

### 6. **Manassas National Battlefield Bypass, US 29 to Planned Tri-County Parkway/ Route 234**

Close Routes 29 and 234 through the Manassas Battlefield Park to through traffic. Construct a bypass north of the park in the following segments:

- Segment 1 – Construct a new 4-lane road from US 29 east of the Park to existing VA 234 north of the Park
- Segment 2 – Widen existing VA 234 from north of the Park to the proposed Tri-County Parkway/VA 234.



Length: 8.9 miles (total)  
Estimated Completion: 2020  
Estimated Cost: \$133 million  
Funding: Not identified

<http://www.battlefieldbypass.com>

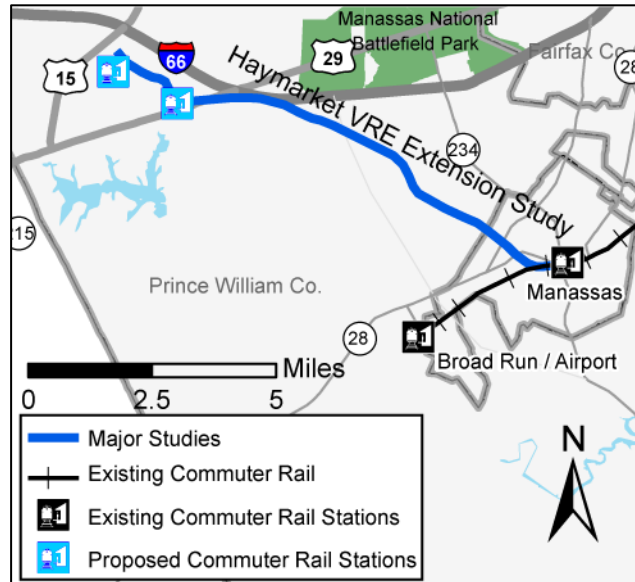
# Studies

## 7. VRE Expansion

City of Manassas to Gainesville and Haymarket

Preliminary engineering and environmental work to extend VRE commuter rail service to Haymarket and Gainesville.

Length:	11 miles
Estimated Completion:	2018
Estimated Cost:	\$280 million
Funding:	Not Identified



## Figure 2: Changes to Selected Existing Major Projects in the CLRP

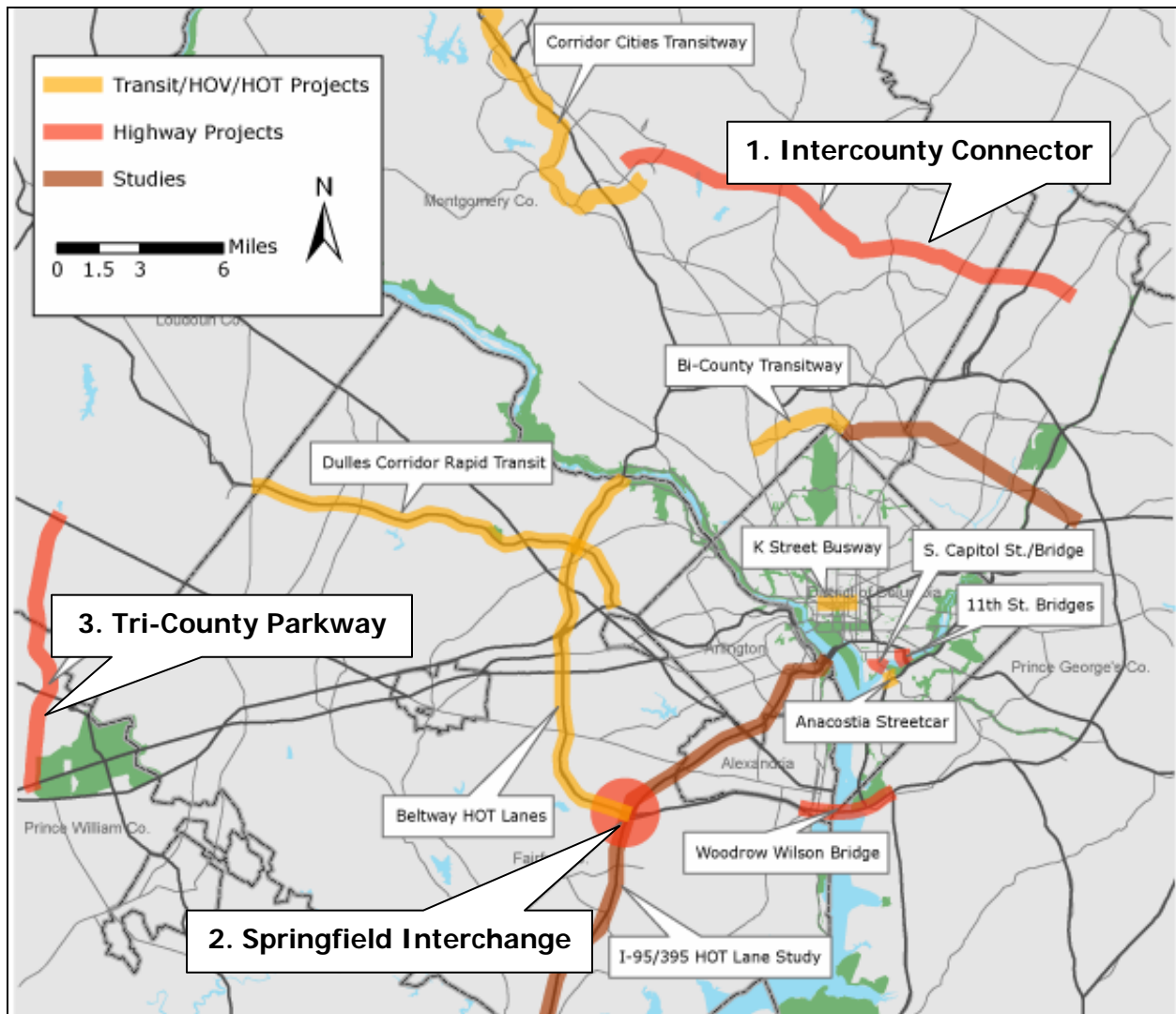
The following changes were made to four of the region's highlighted existing major projects.

### Maryland

1. Intercounty Connector (ICC) – Completion date changed from 2010 to 2012

### Virginia


2. Springfield Interchange – Completion date changed from 2007 to 2008
3. Tri-County Parkway – Alignment changed (revised alignment below) and completion date changed from 2020 to 2012.
4. Beltway HOT Lanes – Completion date changed from 2010 to 2013 and the project cost changed from \$899 million to \$1.6 billion.



**Figure 3: The 2007 CLRP Website: [www.mwcog.org/clrp](http://www.mwcog.org/clrp)**

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National Capital Region Transportation Planning Board

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 **clrp**  
Long-Range  
Transportation Plan

**PROJECTS | ELEMENTS | PROCESS | PERFORMANCE | PARTICIPATION | FEDERAL REGULATIONS | RESOURCES**

## What's New

The 2007 Update to the CLRP will be released for public comment on December 13.

See what's in the plan:

- [Proposed Projects](#)
- [Highways](#)
- [Transit & HOV](#)
- [Studies](#)
- [Bicycle & Pedestrian](#)
- [FY 2008-2013 TIP](#)
- [GoogleEarth™ Visualization](#)

## WELCOME

This is the TPB's on-line documentation of the Draft 2007 Financially Constrained Long-Range Transportation Plan (CLRP).

The Financially Constrained Long-Range Transportation Plan, or CLRP, identifies all regionally significant transportation projects and programs that are planned in the Washington metropolitan area between 2008 and 2030. Over 750 projects are included, ranging from simple highway landscaping to billion-dollar highway and transit projects. Some of the projects will be completed in the near future, while others are only in the initial planning stage.

The projects and programs that go into the CLRP are developed cooperatively by governmental bodies and agencies represented on the National Capital Region Transportation Planning Board (TPB). The TPB Vision, the policy framework adopted by the TPB in 1998, serves as the regional guide for project development.

