

**ITEM 10 - Action**  
October 18, 2006

Approval of the 2006 CLRP

**Staff**

**Recommendation:** Adopt Resolution R8-2007 approving the 2006 CLRP.

**Issues:** None

**Background:** On September 20, the Board was briefed on the draft 2006 CLRP and FY 2007-2012 TIP documents and web-based information.

A new website describing the plan was available on September 14 at the beginning of the public comment period, and is located at:

**[www.mwcog.org/regionaltransportationplan](http://www.mwcog.org/regionaltransportationplan).**

The website includes information on the new significant projects, existing projects in the plan as approved October 19, 2005, how the plan was developed, plan performance, the financial analysis, and the draft FY 2007-2012 TIP document. To help facilitate public comment on the plan, a new plan brochure has been prepared that summarizes the information available on the website.

TPB R8-2007  
October 18, 2006

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

**RESOLUTION APPROVING  
THE 2006 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 Joint Planning Regulations issued October 28, 1993 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require that the long range transportation plan be reviewed and updated at least triennially ; and

**WHEREAS**, on September 21, 1994, the TPB adopted the first Constrained Long-Range Transportation Plan (CLRP); and

**WHEREAS**, on July 17, 1997, the TPB approved the first triennial update to the CLRP, which was published in July 1998 as the document: *1997 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region*; and

**WHEREAS**, on October 18, 2000, the TPB approved the second triennial update to the CLRP, which was published in May 2002 as the document: *2000 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region*; and

**WHEREAS**, on December 17, 2003, the TPB approved the third triennial update to the CLRP, which was published in October 2004 as the document: *2003 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region*; and

**WHEREAS**, on October 19, 2005, the TPB approved the 2005 CLRP; and

**WHEREAS**, on December 21, 2005, 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, including three priority areas; and

**WHEREAS**, the transportation implementing agencies in the region provided submissions

for the 2006 CLRP and inputs to the FY 2007-2012 TIP, and the TPB Technical Committee and the TPB reviewed the submissions at meetings in February, March and April; and

**WHEREAS**, during the development of the 2006 CLRP, the TPB public involvement process was followed, and numerous opportunities were provided for public comment: (1) At the February 9, 2006 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis of the 2006 CLRP and the FY 2007-2012 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 February 15, March 15 and April 19 TPB meetings; (2) At the April 19, 2006 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 June 19, 2006, notice was provided that the Cross County Connector in Charles County would be included in the CLRP and TIP and public comments on this project were received at the July 19 TPB meeting, (4) On September 14, 2006, the draft air quality conformity analysis, the draft 2006 CLRP, the draft FY 2007-2012 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 October 14; (4) An opportunity for public comment on these documents was provided on the TPB web page and at the beginning of the September 20 and October 18 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 October 18, 2006; and the final version of the TIP will include summaries of the comments and the responses; and

**WHEREAS**, the significant changes for the 2006 CLRP are described in the attached memorandum of September 13, 2006 and on the TPB web site, and detailed information on all of the projects in the 2006 CLRP is provided on the TPB web site and in Appendix B of the Air Quality Conformity report as adopted October 18, 2006; and

**WHEREAS**, the new 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* has been developed to meet the requirements in the federal Joint Planning Regulations and shows the consistency of the proposed projects with already available and projected sources of transportation revenues while the existing transportation system is being adequately operated and maintained; 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 2006 in Congress and 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 2006 CLRP conformity analysis using 2010 ridership levels ; and

**WHEREAS**, on October 18, 2006, the TPB determined that the 2006 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 2006 CLRP by the Board,

**NOW, THEREFORE, BE IT RESOLVED THAT** THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the 2006 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**

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## **M E M O R A N D U M**

October 11, 2006

**TO:** Transportation Planning Board

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

**SUBJECT:** Documentation of the 2006 CLRP and FY 2007-2012 TIP

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

At the February 15 meeting, the Board was briefed on the submissions received from state, regional and local agencies for the 2006 CLRP and the FY 2007-2012 TIP. These submissions were released for public comment and agency review at the TPB Citizens Advisory Committee (CAC) meeting on February 9. Because additional information on the submissions was received after February 9, the Board decided that the public comment period should be extended by releasing the updated project submission information at the March 9 CAC meeting. On April 19 the TPB reviewed the public comments and approved the project submissions for inclusion in the air quality conformity analysis.

The attachment describes the final set of significant changes for the 2006 CLRP and the FY 2007-2012 TIP. (Significant highway changes are those relating to interstates, principal arterials, and other limited access parkways and roadways.) Figure 1 shows the general locations of the projects with significant changes, as well as the locations of significant new studies. Project descriptions of the significant changes and new studies are then presented.

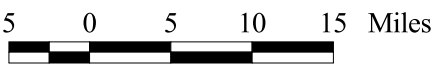
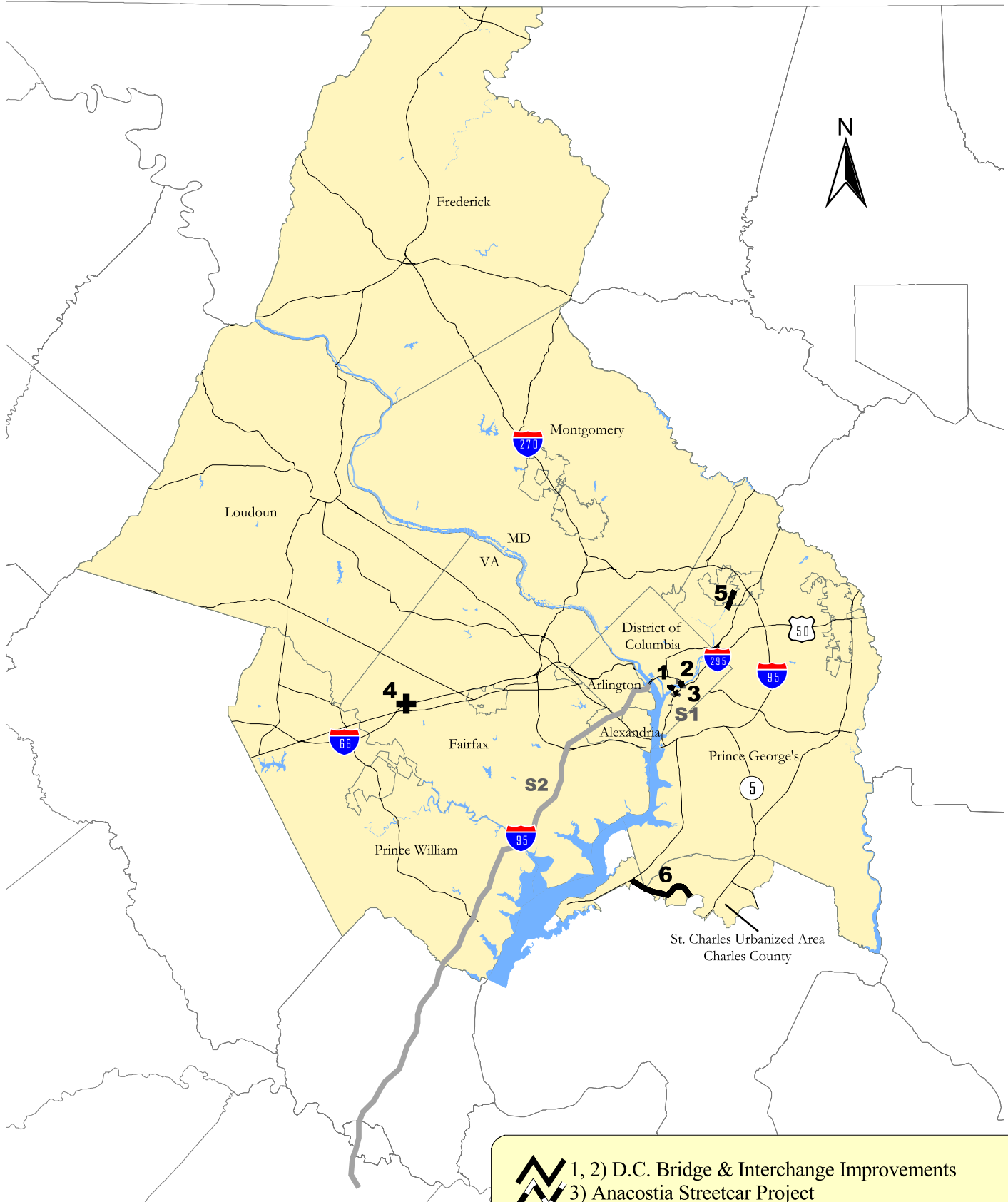
### **Web-Based Documentation**







A new website describing the plan has been developed and is located at: **[www.mwcog.org/regionaltransportationplan](http://www.mwcog.org/regionaltransportationplan)**. The website includes information on the new significant projects, existing projects approved October 19, 2005, how the plan was developed, plan performance, the financial analysis, and the draft FY 2007-2012 TIP document. This web site also contains a table listing all projects included in the air quality conformity analysis for the 2006 CLRP and FY 2007-2012 TIP, with shading to highlight proposed changes from the approved 2005 CLRP and FY 2006-2011 TIP. To help facilitate public comment on the plan, a new plan brochure has been prepared that summarizes the information available on the website.

Attachment

**Figure 1: Significant Proposed Changes for the 2006 CLRP  
(Financially Constrained Long-Range Transportation Plan)**

September 20, 2006



-  1, 2) D.C. Bridge & Interchange Improvements
-  3) Anacostia Streetcar Project
-  4) Upgrade VA 28 at I-66 Interchange
-  5) Widen MD 201/ Kenilworth Ave from 4 to 6 Lanes
-  6) Realign and Widen Billingsley Road
-  S1 and S2) Significant New Studies

# PROJECT DESCRIPTIONS

## 2006 CLRP – SIGNIFICANT PROPOSED CHANGES

Updated July 19, 2006

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### Projects Proposed for Construction

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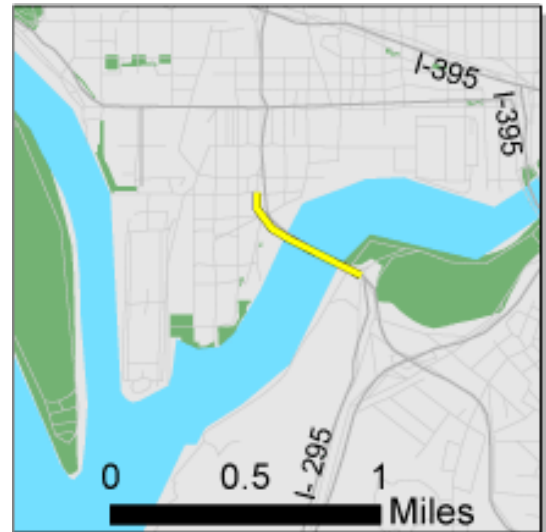
#### DISTRICT OF COLUMBIA

##### 1. South Capitol Street Corridor with Frederick Douglas Memorial Bridge Improvements

*Between Independence Avenue and Martin Luther King, Jr. Avenue*

Convert South Capitol Street from an urban highway to a grand six-lane boulevard. Construct a newly aligned, six-lane Frederick Douglas Bridge.

- Length: 3.5 miles
- Complete: 2015
- Cost: \$625 million
- Funding: Federal earmarks and local funds



##### 2. 11th Street Bridges and Interchange Reconstruction

*Between the Anacostia Freeway (I-295) and the Southeast Freeway (I-395)*

Replace and reconfigure the 11th Street Bridges. The current two spans—carrying four inbound lanes on one span and four outbound lanes on the other—would be reconfigured so that each span carries traffic in both directions, with one span carrying freeway traffic and the other, local traffic. The freeway span would be four lanes in each direction; the local span would be two lanes in each direction. New ramps east of the Anacostia River would connect both directions of the Anacostia Freeway (I-295) with each span.



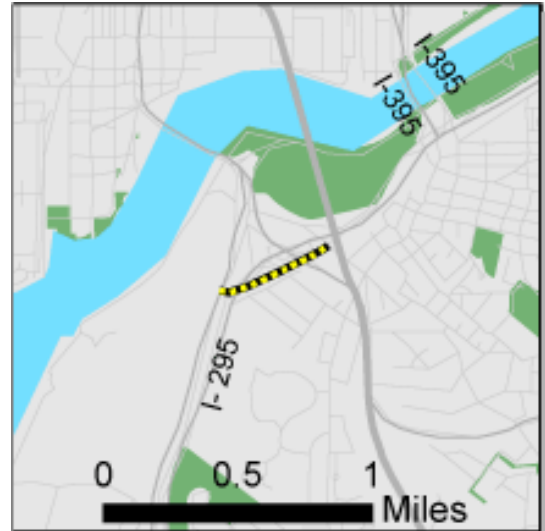
- Length: 1 mile
- Complete: 2011
- Cost: \$377 million
- Funding: Federal earmarks and local funds

### 3. Anacostia Streetcar Project

*Phase I: From Firth Sterling Avenue and South Capitol Street to Howard Road and Martin Luther King, Jr. Avenue*

Build the first phase of the streetcar line from Firth Sterling Avenue and South Capitol Street to Howard Road and Martin Luther King, Jr. Avenue.

The remaining three phases of the project will be included in the CLRP for study (see S1 in "Studies" below). This project replaces the Anacostia Demonstration Rail Line (the CSX Shepard Branch Light Rail Project) previously in the CLRP.



- Length: Approximately ½ mile (Phase I only)
- Complete: 2011
- Cost: \$21 million
- Funding: Bonds and local funds

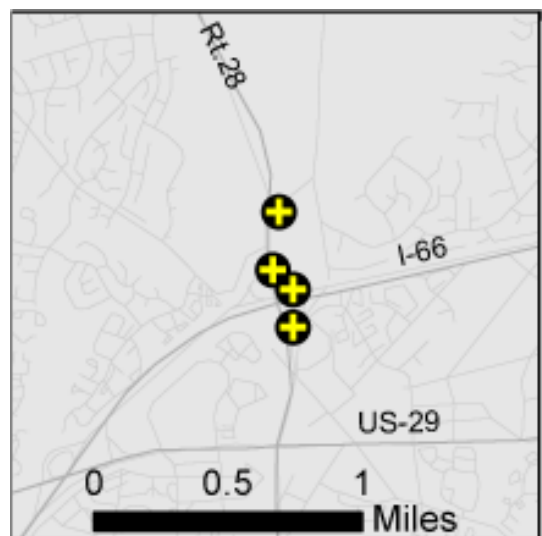
## VIRGINIA

### 4. Upgrade VA 28 at I-66 Interchange

*Between VA 28/I-66 interchange and Braddock/Walney Roads*

Eliminate turn movements and implement signal timing/phasing changes near the interchange of VA 28 and I-66 at three locations:

1. VA28 and Braddock/Walney Road : Eliminate through and left turn movement from eastbound





Braddock Road and from westbound Walney Road . Also eliminate left turn movements from southbound VA 28. The affected movements will be redirected towards the recently completed, grade separated interchange at VA 28 and Westfields Boulevard.

2. VA 28 and ramps to westbound I-66: Eliminate left turn movements from northbound VA 28 to westbound I-66. The affected movements will be redirected to the VA 28 and VA 29 interchange.
  3. VA 28 and ramps from eastbound I-66: Eliminate left turn movements from eastbound I-66 off-ramp to southbound VA 28. The affected movements will be redirected to the I-66 and VA 29 interchange.
- Length: Operational improvements within a half-mile area
  - Complete: 2008
  - Cost: \$750,000
  - Funding: Federal, state, local, private and bonds

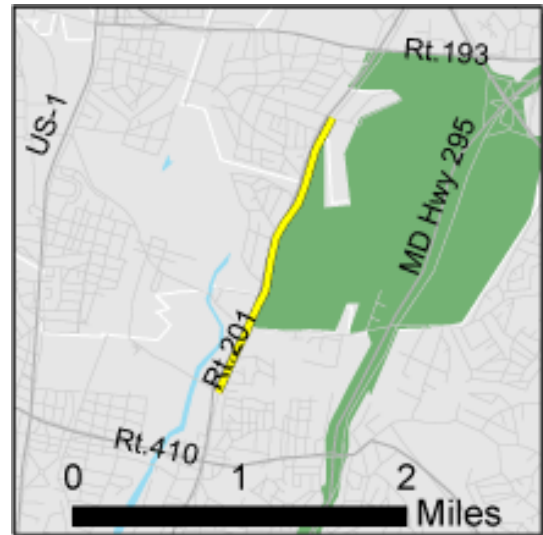
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## MARYLAND

### 5. Widen MD 201, Kenilworth Avenue *Between River Road and Pontiac Street*

Widen Kenilworth Avenue from 4 to 6 lanes between River Road and Pontiac Street, in the vicinity of Greenbelt Park. This project will support the planned development within the Riverside subdivision and the College Park – Riverdale Transit District Development Plan.

- Length: 2 miles
- Complete: 2010
- Cost: \$3 million
- Funding: The University of Maryland



## 6. Realign and Widen Billingsley Road (Cross County Connector, Phases 5-7)

*Between Middletown Road and MD 210, Indian Head Highway*

Phase 5: Construct a new 4-lane alignment of Billingsley Road between Middletown Road and Bensville Road. This new segment runs north of the Brookwood Estates. Complete in 2007.

Phase 6: Realign and widen to 4 lanes between Bensville Road and Mattawoman Creek. Complete in 2008.

Phase 7: Realign and widen to 4 lanes between Mattawoman Creek and MD 210, Indian Head Highway. Complete in 2009.

- Length: 8 miles
- Complete: 2009
- Cost: \$33,655,000
- Funding: Local funds



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## Studies

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### DISTRICT OF COLUMBIA

#### S1. Anacostia Streetcar Study (Phases II-IV)

Phase II: Firth Sterling Avenue and South Capitol Street to Malcolm X Avenue

Phase III: Howard Road and Martin Luther King, Jr. Avenue to Good Hope Road and Minnesota Avenue

Phase IV: Martin Luther King, Jr. Avenue over the 11 th Street Bridge on M Street, SE to South Capitol Street.



Phases II-IV of this project are included for study in the 2006 CLRP, while Phase I is included for construction (see description above). This project replaces the Anacostia Demonstration Rail Line (the CSX Shepard Branch Light Rail Project) previously in the CLRP.

- Length: Approximately 4 miles (all four phases, including half-mile in Phase I)
- Complete: 2011
- Cost: \$3 million

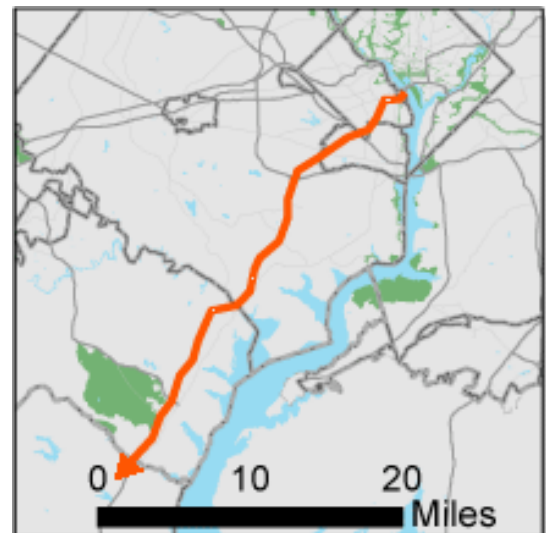
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## VIRGINIA

### **S2. Study Proposal to Build and Operate HOV/HOT Lanes on I-95/I-395**

*Between the Virginia state line and the I-95 Massaponax exit in Spotsylvania County*

The CLRP already includes the extension of HOV lanes from Quantico Creek to the Stafford County line and the re-striping to 3 lanes of existing HOV lanes from the District of Columbia line to Quantico Creek. The proposed change for the 2006 CLRP would provide for the development of environmental documents, consistent with federal (NEPA) and state requirements, for a proposal to build high occupancy/toll (HOT) lanes. The HOT lanes have been proposed by the private sector under Virginia's Public/Private Transportation Act (PPTA). The PPTA proposal consists of two



actions: 1) Re-stripe two existing HOV lanes to three HOT lanes between the Virginia state line to VA 234 in Dumfries ; and 2) Construct two new HOT lanes on I-95 between VA 234 and the Massaponax exit. The study will be coordinated with the TPB and with the Fredericksburg MPO.

- Length: 47 miles
- Complete: 2007
- Cost: \$380,000