



# NATIONAL CAPITAL REGION

---

## TRANSPORTATION PLANNING BOARD

Item #2 - REVISED

### MEMORANDUM

March 7, 2014

To: TPB Technical Committee

From: Andrew Austin  
Transportation Planner

Re: Major Project Submissions for the 2014 Update to the Financially Constrained Long-Range Transportation Plan (CLRP) and the FY 2015-2020 Transportation Improvement Program (TIP)

### Background

At their meeting on February 19, the TPB was briefed on the preliminary project submissions for the 2014 CLRP and the FY 2015-2020 TIP. Attached to this memo is a draft summary of the major projects that will be released for public comment on March 13 along with the draft Scope of Work for the Air Quality Conformity Analysis, which includes a complete listing of all project submissions. The public comment period ends on April 12 and the TPB is scheduled to approve the project submissions on April 16.

### Summary of Major Additions and Changes to Projects

In the **District of Columbia**, DDOT is proposing three new transit projects; the Union Station to Georgetown Streetcar Line, the M Street SE/SW Streetcar Line, and the Benning Road Streetcar Spur. DDOT is proposing to remove the planned implementation of Peak Period Bus-Only Lanes on H Street NW and I Street NW from the CLRP, pending further study. DDOT is also proposing three studies to examine managed lanes on the 14<sup>th</sup> Street/ Rochambeau Bridge, I-395/I-695 (SE/SW Freeway), and I-295.

In **Maryland**, the Maryland Transit Administration is updating the MARC Growth and Investment Plan. The State Highway administration is resubmitting the construction of an interchange on I-95/I-495, the Capital Beltway at the Greenbelt Metro Station in Prince George's County. This project had previously been included in the CLRP, but was removed in 2010 to meet financial constraint requirements.

In **Virginia**, VDOT is proposing to widen a segment of US 1 in Prince William County and to widen a portion of VA 123, Chain bridge Road in Fairfax County. VDOT is also proposing three alternatives for the Dulles Air Cargo, Passenger, Metro Access Highway project. VDOT plans to release the three alternatives for public comment in March, but expects that the Virginia Commonwealth Transportation Board will select a preferred alternative prior to

the TPB's approval of project inputs on April 16 so only one alternative will be carried forward into the Air Quality Conformity Analysis. Virginia Railway Express is updating its System Plan.

In February, the **Washington Metropolitan Area Transit Authority** (WMATA) proposed adding the seven elements of its Metro 2025 capacity expansion plan to the CLRP. Funding two of the seven elements – 100% eight-car trains and core station improvements – would enable the removal of the transit constraint that has been included in the analysis of the CLRP since 2000. These two elements will be included as an alternative to be released for public comment on March 13.

TPB staff, WMATA, and the DOTs will continue to collaborate in the interim to identify funding by April 16<sup>th</sup>. If funding is identified by that time, then the single alternative that includes these elements moves forward into the Air Quality Conformity Analysis of the CLRP and the transit constraint will be removed. If funding remains uncertain, WMATA will request that the two alternatives released for public comment move forward in the CLRP and the associated Air Quality Conformity Analysis.

# Major Additions and Changes to the 2014 Update to the Financially Constrained Long-Range Transportation Plan



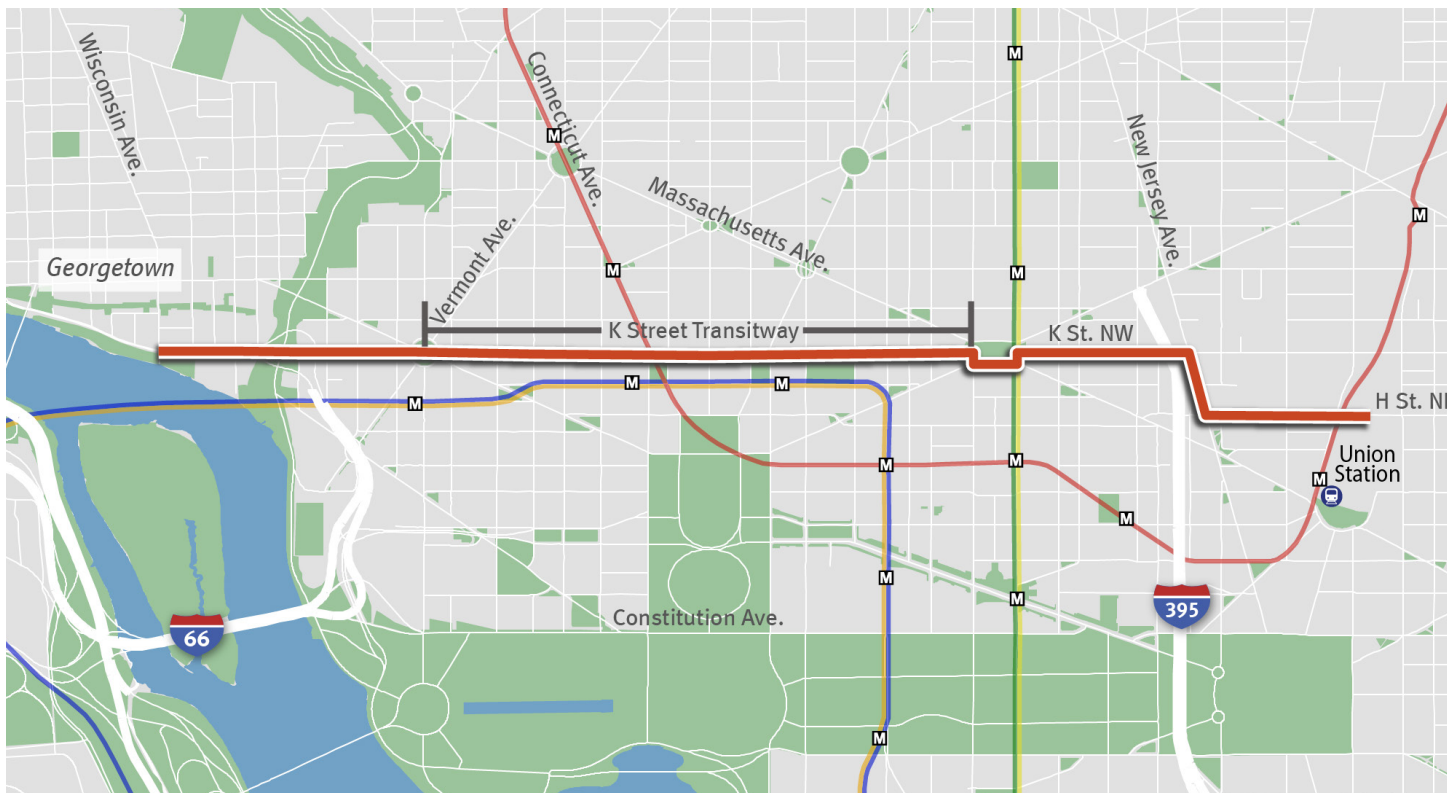
## District Department of Transportation

### 1. Union Station to Georgetown Streetcar Line from H Street NE to Wisconsin Avenue NW

Length: 3.4 miles

Complete: 2020

Cost: \$348 million



Construct a streetcar line from H Street NE near Union Station, running along H Street NW to New Jersey Avenue NW, and continuing on K Street NW into Georgetown, ending at Wisconsin Avenue NW. This line will connect to the H Street NE – Benning Road line, already under construction. The streetcars will travel in mixed traffic lanes through the eastern portion of the route, but will travel in dedicated transit lanes on K Street between Mount Vernon Square/9<sup>th</sup> Street NW and Washington Circle/23<sup>rd</sup> Street NW (a project previously approved in the CLRP called the “K Street Transitway”).



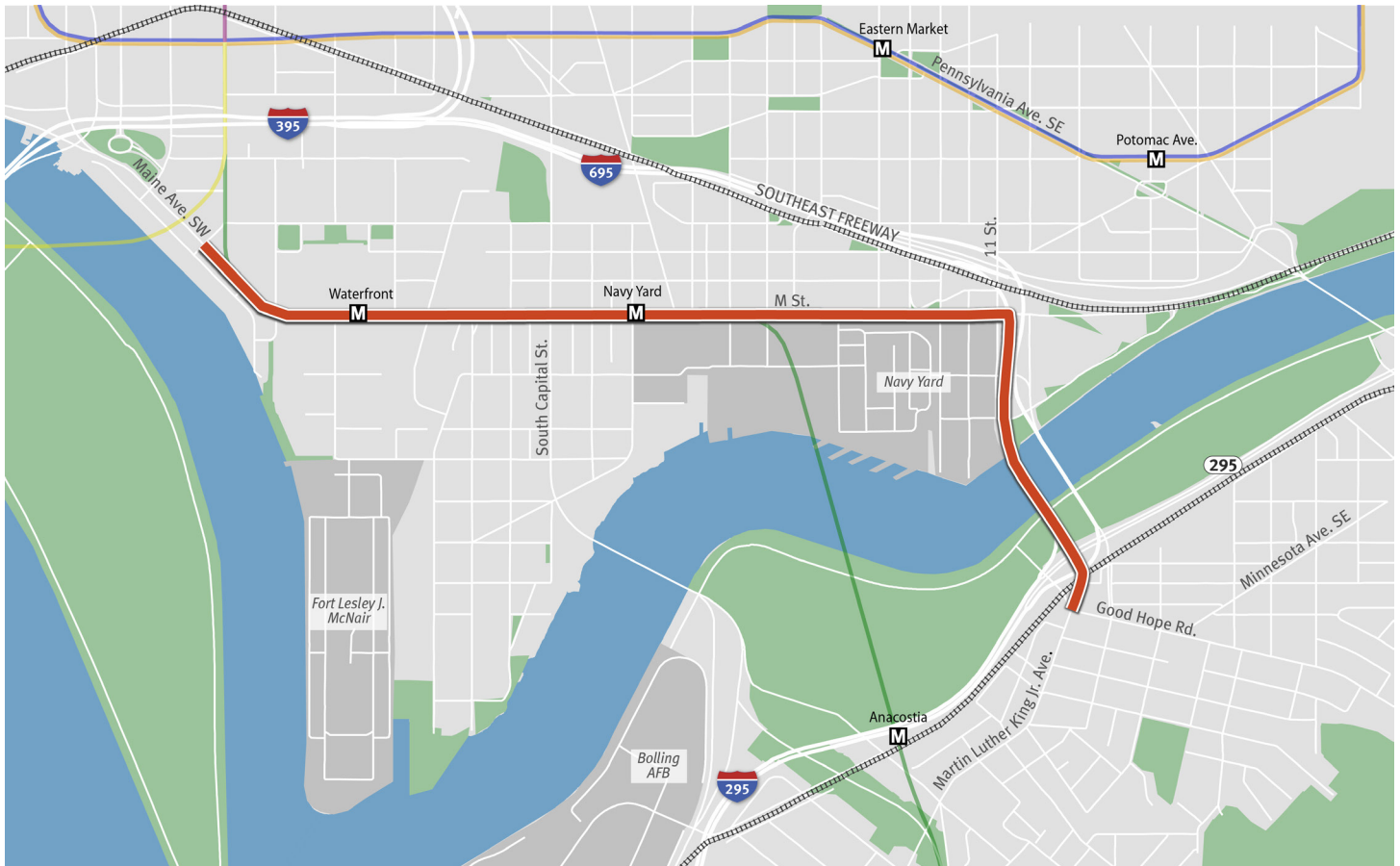
# Major Additions and Changes to the 2014 Update CLRP

## 2. M Street SE/SW Streetcar Line from Good Hope Road SE to Maine Avenue SW

Length: 3 miles

Complete: 2020

Cost: \$250 million



Construct a streetcar line running from Good Hope Road SE, across the 11<sup>th</sup> Street Bridge, to M Street SE/SW, ending at Maine Avenue SW. This line will connect to the planned Anacostia Initial Streetcar Line at Good Hope Road SE.



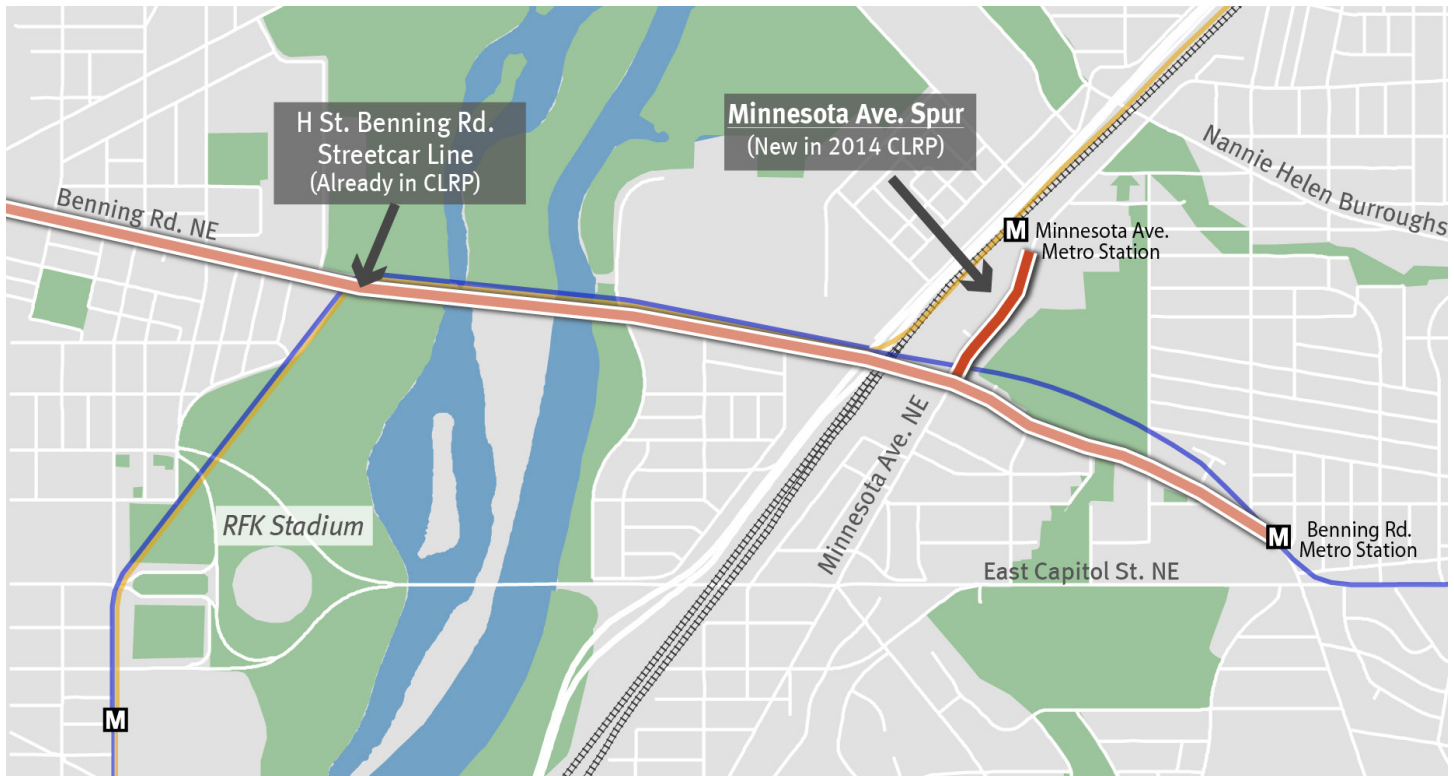
# Major Additions and Changes to the 2014 Update CLRP

### 3. Benning Road Streetcar Spur from Benning Road to Minnesota Avenue Metro Station

Length: < 1 mile

Complete: 2018

Cost: \$40 million



Construct a spur from the Benning Road Streetcar Line heading north along Minnesota Ave to the Minnesota Ave Metro Station.

### 4. Removal of Proposed H and I Streets NW Peak Period Bus-Only Lanes

The approved CLRP contains two projects which proposed to implement bus-only lanes during peak periods. The H Street NW lane was planned between 17th Street NW and New York Avenue NW and the I Street NW lane was planned between 13th Street NW and Pennsylvania Avenue NW. These projects will be removed from the CLRP, pending further study.



# Major Additions and Changes to the 2014 Update CLRP

## 5. Studies: Managed Lanes on 14<sup>th</sup> Street/Rochambeau Bridge, I-395/I-695, and I-295

Length: ≈9 miles

Complete: 2015

Cost: \$5.9 million

### 1. 14th Street/Rochambeau Bridge

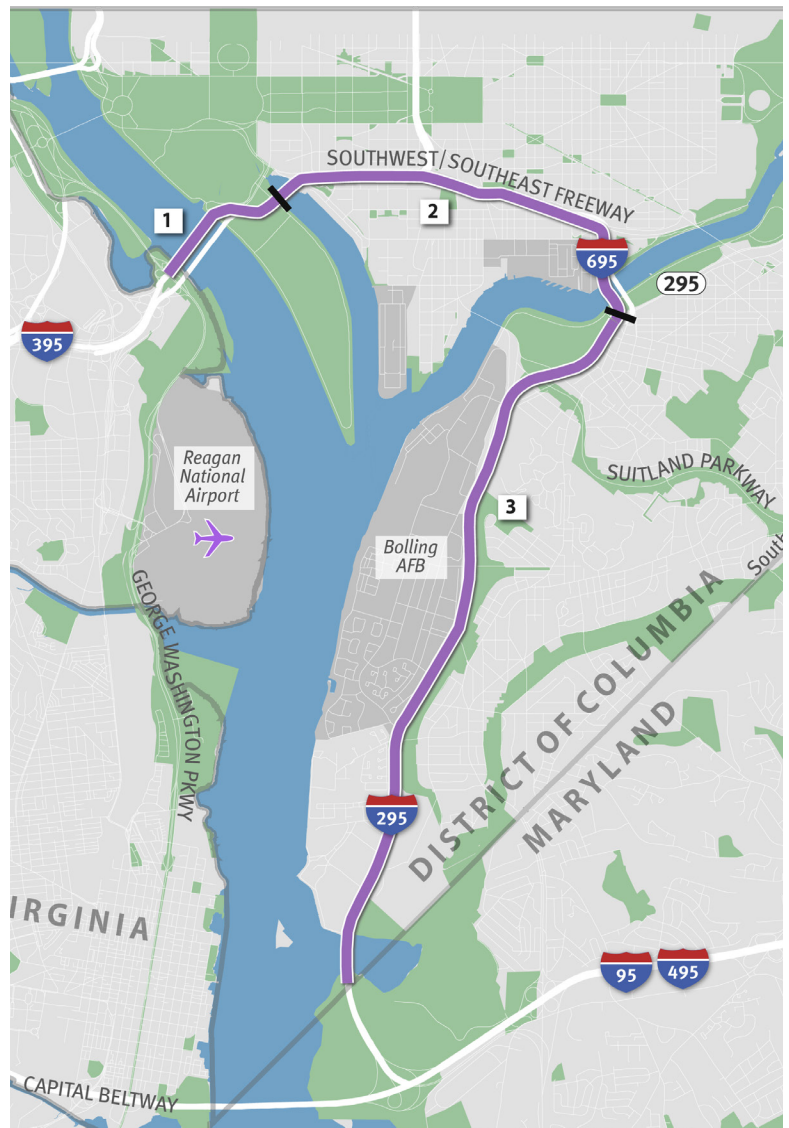
The first study will look at converting the two northbound lanes on the 14th Street/ Rochambeau Bridge to High Occupancy Vehicle (HOV 3+) during the morning peak period on weekdays and the two southbound lanes on the same facility to HOV 3+ during the evening peak period on weekdays, to mirror existing HOV operations in Virginia. The existing four northbound lanes on the Arland Williams, Jr. Bridge and four southbound lanes on the George Mason Memorial Bridge would remain as general purpose lanes. The study will also consider a subsequent conversion of the HOV lanes into High Occupancy/Toll (HOT) lanes.

### 2. I-395/I-695, Southeast-Southwest Freeway

The second study will look at implementing HOV lanes on the Southeast/Southwest Freeway (I-395/I-695) from the Case Bridge to the 11th Street Bridge, and subsequently converting those to HOT.

### 3. I-295

The third study will consider implementing HOV and then HOT lanes on I-295 from the 11th Street Bridge to the DC/Maryland Line.





# Major Additions and Changes to the 2014 Update CLRP

## Maryland Department of Transportation

### 1. MARC Growth and Investment Plan

Cost: \$1.06 billion (Washington region)

The MARC Growth and Investment Plan includes rail service improvements on the Brunswick, Camden and Penn Lines. The Growth and Investment Plan is already included in the approved CLRP. This update provides new financial information focused on the metropolitan Washington region and operational elements that are will be included in the Air Quality Conformity Analysis.

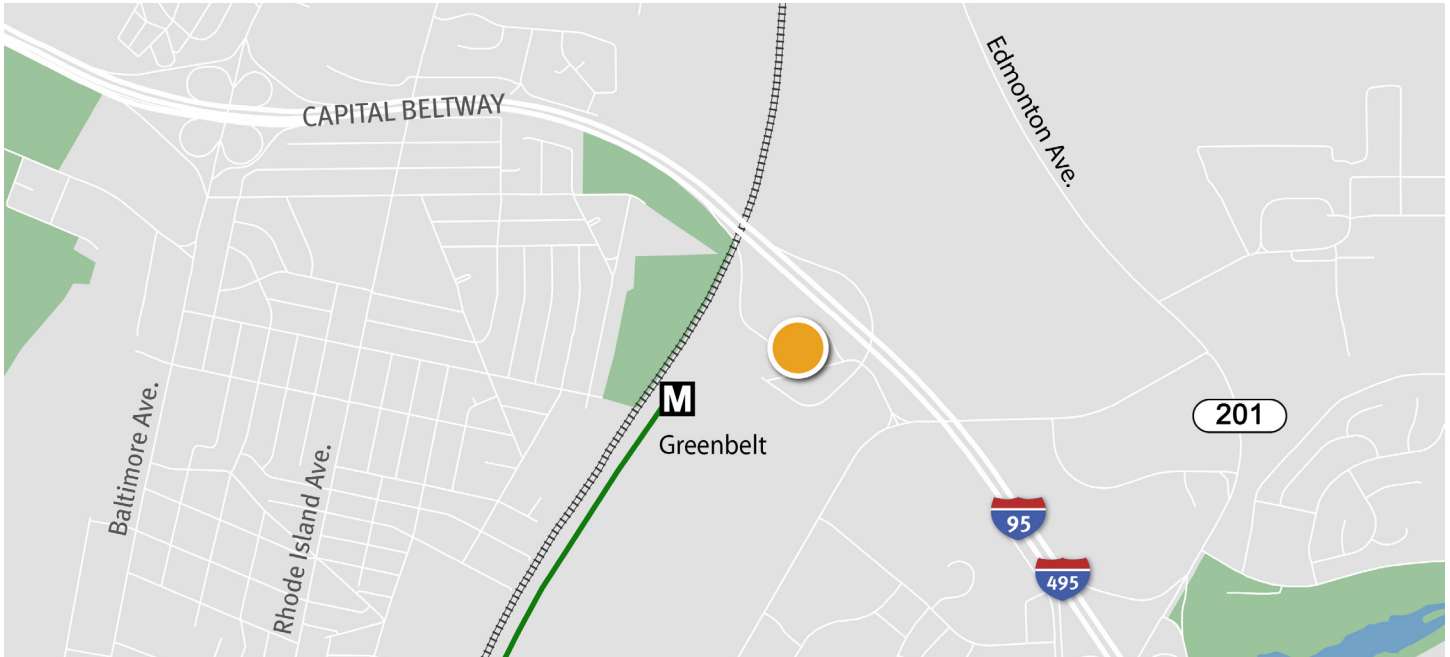


### 2. I-95/495 Interchange at Greenbelt Metro Station

Length: <1 mile

Complete: 2020

Cost: \$78.21 million



Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station. The existing partial interchange provides access from inner loop Capital Beltway to the Greenbelt Metro Station. The project includes the addition of auxiliary lanes on I-95/I-495 between the Greenbelt metro and MD 201 interchanges.



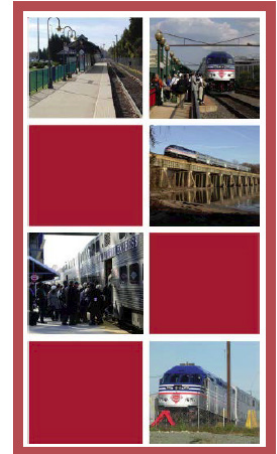
# Major Additions and Changes to the 2014 Update CLRP

## Virginia Department of Transportation

### 1. Virginia Railway Express System Plan

Cost: \$977.4 million

The VRE System Plan has previously been included in the CLRP financial analysis and transit-modeling assumptions. The Plan includes system investments and expansion of peak service on the Fredericksburg and Manassas Lines, relief of key capacity bottlenecks on the system and additional track capacity in the Long Bridge corridor, construction of a third track on the Fredericksburg Line from Alexandria to Spotsylvania County, and service extension to the Gainesville-Haymarket area of Prince William County

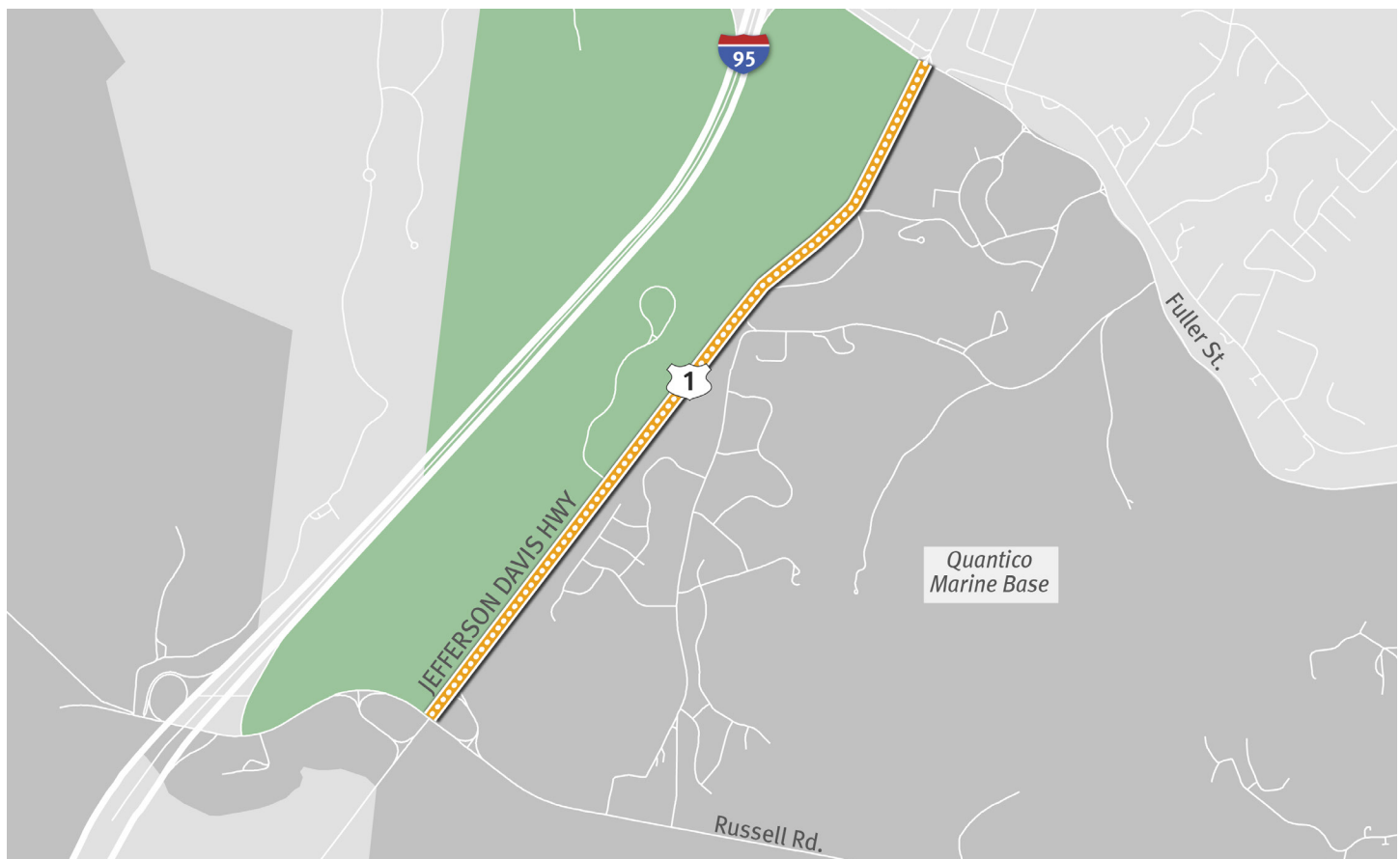


### 2. Widen US 1 from Fuller Road to Russell Road Interchange

Length: 2.38 miles

Complete: 2025

Cost: \$76 million



Widen US 1 from Fuller Road to Russell Road from 4 to 6 lanes.





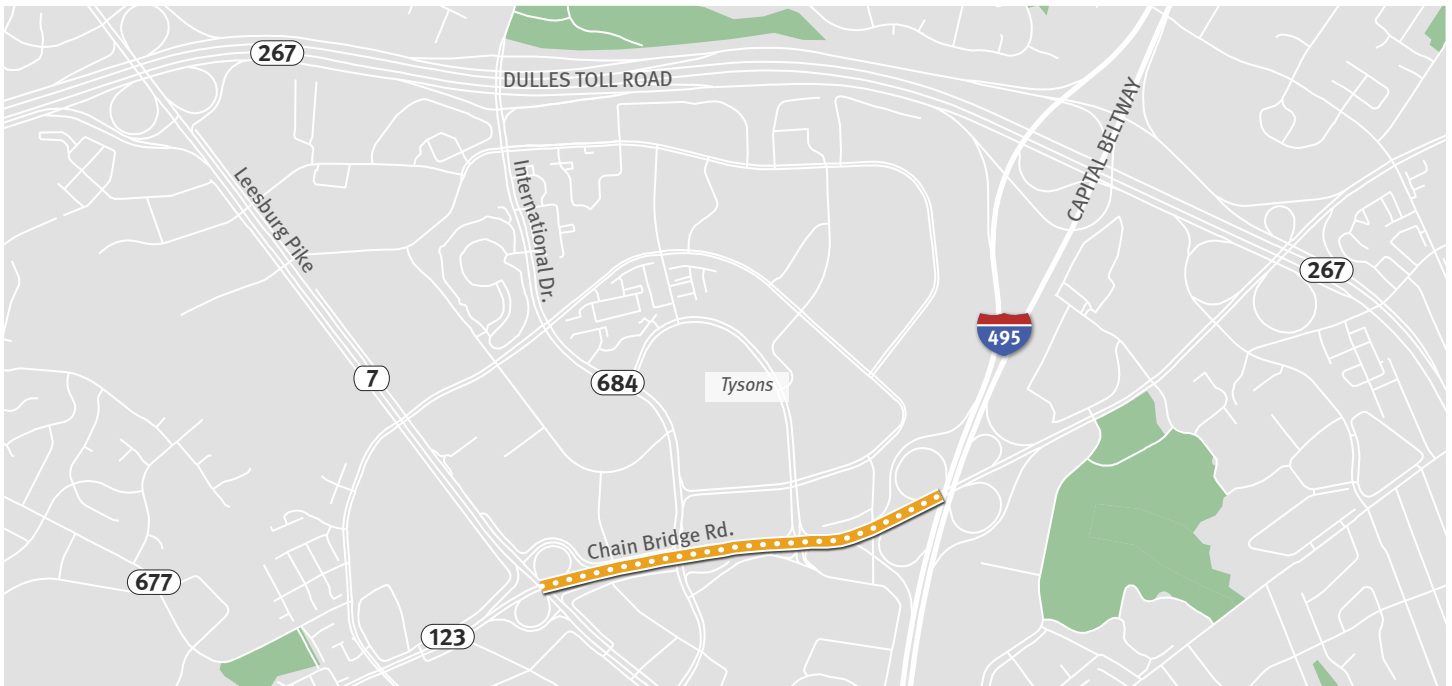
# Major Additions and Changes to the 2014 Update CLRP

## 3. Widen VA 123 from VA 7, Leesburg Pike to I-495, Capital Beltway

Length: <1 mile

Complete: 2021

Cost: \$22 million



Widen VA Route 123 from Leesburg Pike to the Capital Beltway from 6 to 8 lanes.



# Major Additions and Changes to the 2014 Update CLRP

## 4. Dulles Air Cargo, Passenger, Metro Access Highway Alternatives

VDOT is proposing three alternatives to improve access to the western side of Dulles Airport, particularly for cargo. VDOT will select one preferred alternative by April 16, when the TPB is scheduled to approve the inputs to the Air Quality Conformity Analysis. These alternatives are labeled 2, 3B and 3C to remain consistent with their nomenclature in the Draft Environmental Assessment.

### Alt. 2: New Dulles Air Cargo, Passenger, Metro Access Highway (North Star alignment)

Length: 2.5 miles  
Complete: 2025  
Cost: \$240 million

Construct a new four-lane facility from US 50 at Northstar Boulevard/Bi-County Parkway to VA 606, Loudoun County Parkway at New Dulles Airport Access

### Alt. 3B: Convert US 50 and VA 606 to Limited Access

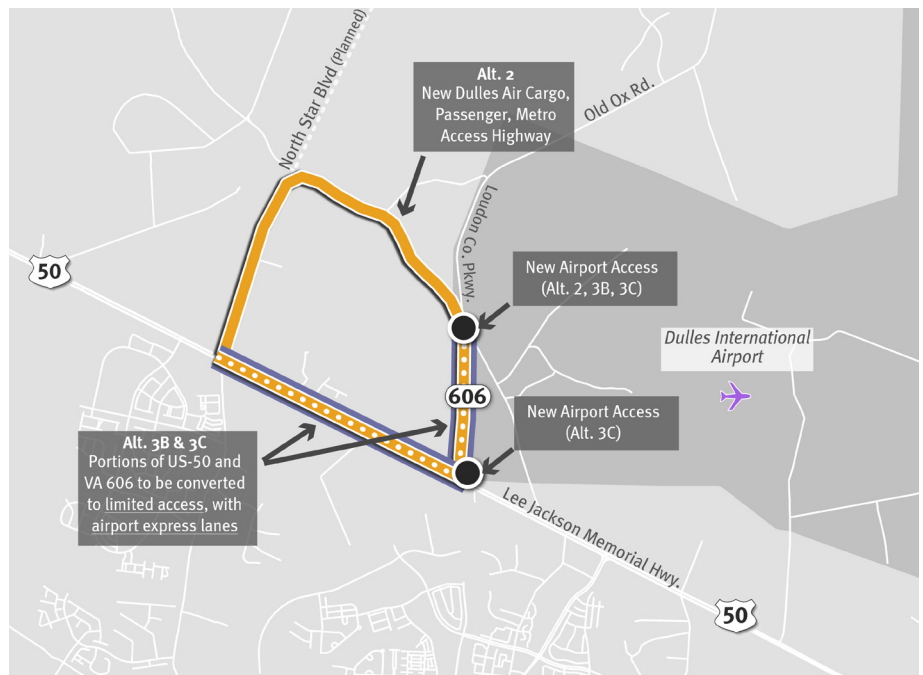
Length: 3.75 miles  
Complete: 2025  
Cost: \$330 million

Convert US 50 to limited access and widen from 4 to 6 lanes from Bi-County Parkway/Northstar Boulevard to VA 606, Loudoun County Parkway, and Convert VA 606, Loudoun County Parkway, to limited access and widen from 4 to 8 lanes from US 50 to 1.5 miles north of US 50/new access to Dulles Airport.

### Alt. 3C: Airport Express Lanes on US 50 and New Limited Access VA 606, Loudoun County Parkway

Length: 2.34 miles  
Complete: 2025  
Cost: \$250 million

Construct two Airport Express Lanes in the median of US 50 between Northstar Boulevard/Bi-County Parkway and VA 606, Loudoun County Parkway, at New Dulles Airport Access. Upgrade and widen from 4 to 8 lanes a new limited access VA 606, Loudoun County Parkway, from US 50 to VA 606 at New Dulles Airport Access.





# Major Additions and Changes to the 2014 Update CLRP

## Washington Metropolitan Area Transit Authority (WMATA)

These two elements of WMATA's Metro 2025 capacity expansion plan are being released for public comment as an alternative, pending identification of funding. If funding is identified by April 16, they will be included in the Air Quality Conformity Analysis of the CLRP and the transit constraint that has been included in the analysis since 2000 will be removed. If funding remains uncertain at that time, WMATA will request that the CLRP analysis include this alternative as well as a baseline alternative without the projects and retaining the transit constraint.

### **1. Expand Fleet, Power and Maintenance to Support All Eight-Car Trains**

Complete: 2025

Cost: \$2.283 billion

Operating the longest trains possible during the peak periods will maximize the capacity of the existing Metrorail system by enabling operations of 100 percent eight-car trains. Metro will upgrade, replace or expand: the rail car fleet; traction power substations; power cabling; third rail; train control systems; storage tracks and maintenance bays in the yards.

### **2. Core and End-of-Line Station Improvements**

Complete: 2025

Cost: \$599 million

Improving and expanding capacity at high ridership stations will ensure safe and efficient operations and facilitate passenger movements from street-level to platform as well as transfers between lines. The proposed stations, most of which are in the system's core, already experience crowding or would reach capacity by 2025. Proposed improvements vary from adding escalators and stairs to building pedestrian passageways connecting platforms within a station and between stations. Stations to be improved are: Farragut North, Farragut West, Gallery Place, Metro Center, Union Station, L'Enfant Plaza, Foggy Bottom, McPherson Sq, Dupont Circle, Vienna, Shady Grove, and New Carrollton.