



THE 2014 FINANCIALLY  
CONSTRAINED LONG-RANGE  
TRANSPORTATION PLAN (CLRP)  
AND THE  
FY 2015-2020 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP)

Public Forum – July 10, 2014

# Agenda

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- Background on the CLRP and TIP
- Development of the 2014 CLRP & FY 2015-2020 TIP
- Significant changes and additions to the 2014 CLRP
- Status of selected major projects in the CLRP
- Financial analysis of the 2014 CLRP
- Historical funding trends in the TIP
- Schedule for approval of the CLRP and TIP

# The CLRP

- Developed cooperatively by the region's Transportation and Transit agencies
- All regionally significant projects and programs
- Hundreds of road and transit projects
- Financially Constrained: funds must be “reasonably expected to be available”
- Must meet air quality standards
- Horizon Year: 2040
- Major update every four years
  - Amended on an annual basis



# The TIP

## **What It Is and What It Isn't**

- ❑ First six years of the Long-Range Plan
- ❑ All federally funded and regionally significant projects
- ❑ Inputs provided by District and state DOTs, WMATA and local agencies
- ❑ Schedule for obligating federal and related state, local and private transportation funds
- ❑ Multi-modal: road, transit, freight, bicycle and pedestrian projects, and operating programs
- ❑ Planned staging of projects: preliminary engineering and planning, right-of-way acquisition, construction

# The TIP

## Federal Requirements and the TPB TIP

- Must cover at least a four year period
  - Funding in the first two fiscal years must be available and committed
  - Funding in third and fourth years must be reasonably expected to be available
  - Any additional years may be provided for illustrative purposes
- Must be updated at least every four years
- Washington region's TIP covers six years to match state and District programming documents
- Formally updated every two years and amended monthly as needed
- Not a guarantee that projects will follow planned schedule

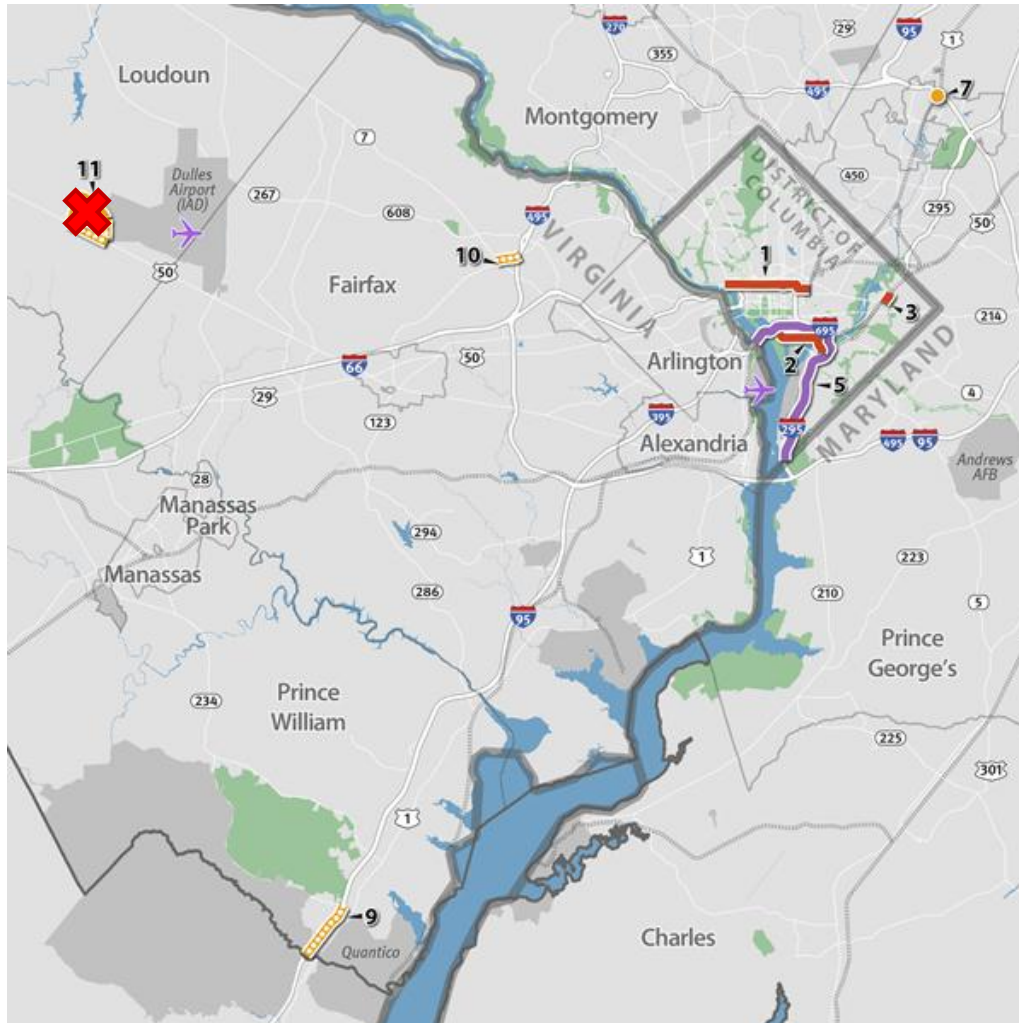
# Development of the CLRP & TIP

- Begins with state and local processes
  - ▣ [Transportation Planning Information Hub](#)
- November 2013 – Call for Projects
- March 13 – April 12, 2014 – Public comment period on projects submissions
- April 16 – TPB approved project submissions for inclusion in Air Quality Conformity Analysis
- Since April – financial analysis, air quality analysis and development of the FY 2015-2020 TIP

# Significant Additions and Changes to the 2014 CLRP



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1. STREETCAR - UNION STATION TO GEORGETOWN
2. STREETCAR - M STREET SE/SW LINE
3. STREETCAR - MINNESOTA AVENUE SPUR
4. REMOVAL OF PROPOSED H AND I STREETS NW PEAK PERIOD BUS-ONLY LANES (NOT MAPPED)
5. STUDIES: MANAGED LANES ON 14TH STREET/ROCHAMBEAU BRIDGE, I-395/I-695, AND I-295
6. MARC GROWTH AND INVESTMENT PLAN (NOT MAPPED)
7. I-95/495 INTERCHANGE AT GREENBELT METRO STATION
8. VRE SYSTEM PLAN (NOT MAPPED)
9. WIDEN US ROUTE 1
10. WIDEN VA ROUTE 123
- ~~11. DULLES AIR CARGO, PASSENGER, METRO ACCESS HIGHWAY ALTERNATIVES~~

# 1. Streetcar - Union Station to Georgetown

from H Street NE to Wisconsin Avenue NW



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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/9th Street NW and Washington Circle/23rd Street NW (a project previously approved in the CLRP called the “K Street Transitway”).



Complete: 2020

Length: 3.4 miles

Cost: \$348 million



## 2. Streetcar - M Street SE/SW Line

from Good Hope Rd SE to Maine Ave SW



9

Construct a streetcar line running from Good Hope Road SE, across the 11th 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.

Complete: 2020

Length: 3 miles

Cost: \$250 million



# 3. Streetcar – Minnesota Avenue Spur

from Benning Rd. NE to Minnesota Ave. Metro Station



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

- Complete: 2018
- Length: <1 mile
- Cost: \$40 million



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



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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.





## 5. Studies: Managed Lanes on Interstates in the District of Columbia

12

Study the implementation of managed lanes on:

- A. 14<sup>th</sup> Street/Rochambeau Bridge
- B. I-395/I-695 Southeast-Southwest Freeway
- C. I-295

Complete: 2015

Length:  $\approx$  9 miles

Cost: \$5.9 million





## 6. MARC Growth & Investment Plan

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Primary objectives of the plan include providing better service for current riders and addressing existing problems with capacity, frequency and reliability. This package of projects will increase passenger-carrying capacity and increase share of trips by MARC during peak travel periods, among other benefits. The \$1.06 billion shown reflects the Washington region's proposed contribution towards projects in the larger \$2.3 billion Growth and Investment Plan, which also includes the Baltimore area.



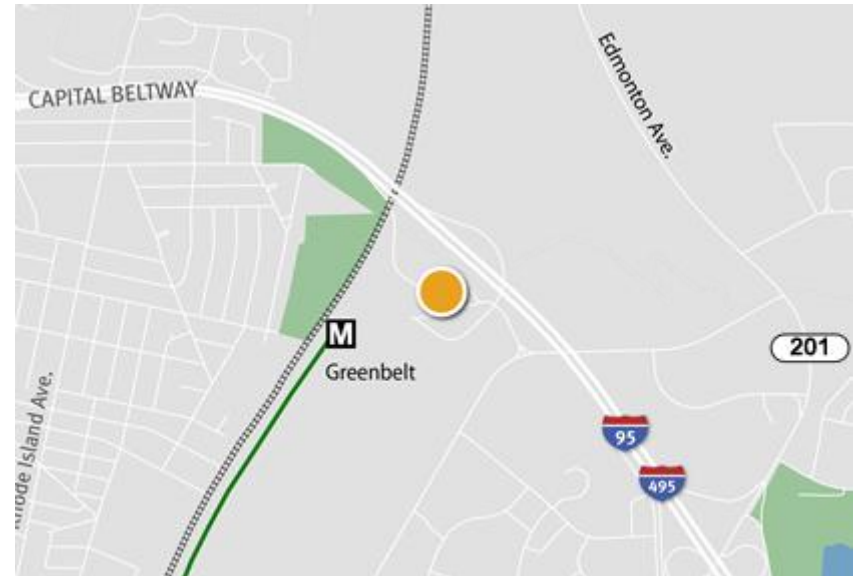
Complete: 2040  
Cost: \$1.06 billion  
(Washington Region)



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

14

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.



Complete: 2020

Length: <1 mile

Cost: \$78.21 million





## 8. VRE System Plan

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The VRE System Plan outlines capital investments totaling \$3.2 billion to implement plan recommendations. It builds upon prior VRE growth plans included in the CLRP financial analysis and transit-modeling assumptions proposed for implementation by 2020, for which funding has been identified. Funding for projected VRE station, yards and equipment needs through 2040 has also been identified and is reflected in the \$977 million CLRP project cost. Full funding for long-term system investments in railroad capacity, including the expansion of the Long Bridge and Fredericksburg Line third main track, and service enhancements such as reverse-peak service, additional mid-day trains or the future run-through of VRE and MARC trains has not been identified. Those recommendations are included for information purposes. As funding is identified for those initiatives they will be added to the CLRP and air quality conformity analysis.

Complete: 2040

Cost: \$997.4 million





# 9. Widen US Route 1

from Fuller Road to Russell Road Interchange

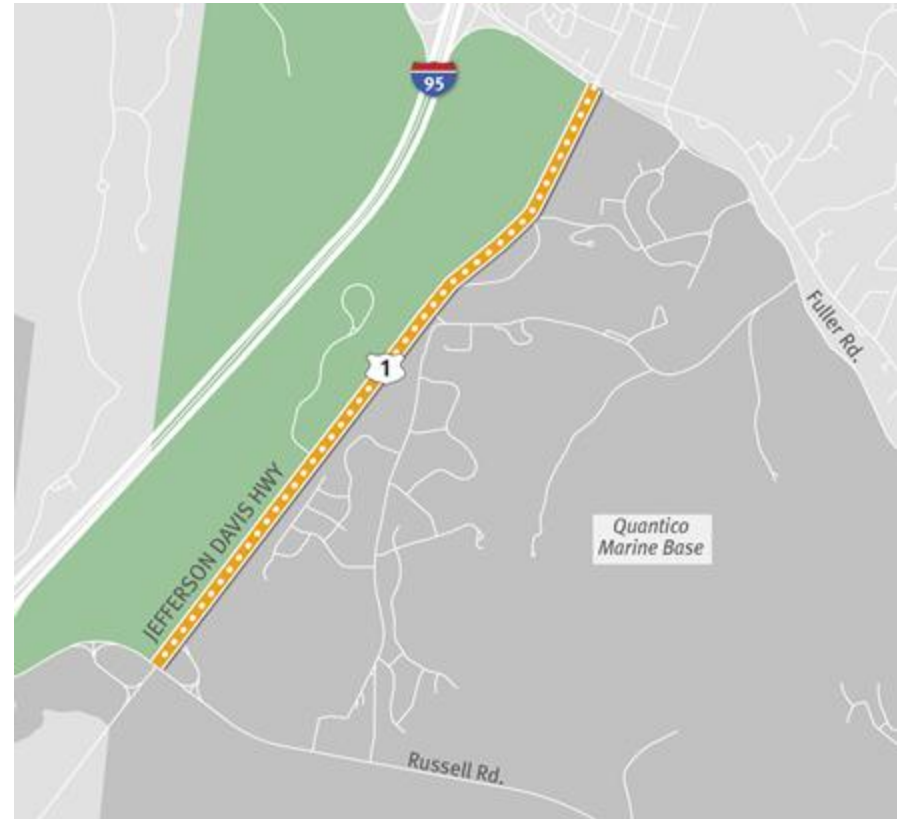
16

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

Complete: 2025

Length: 2.4 miles

Cost: \$76 million







# 10. Widen VA Route 123

from VA 7, Leesburg Pike to I-495, Capital Beltway

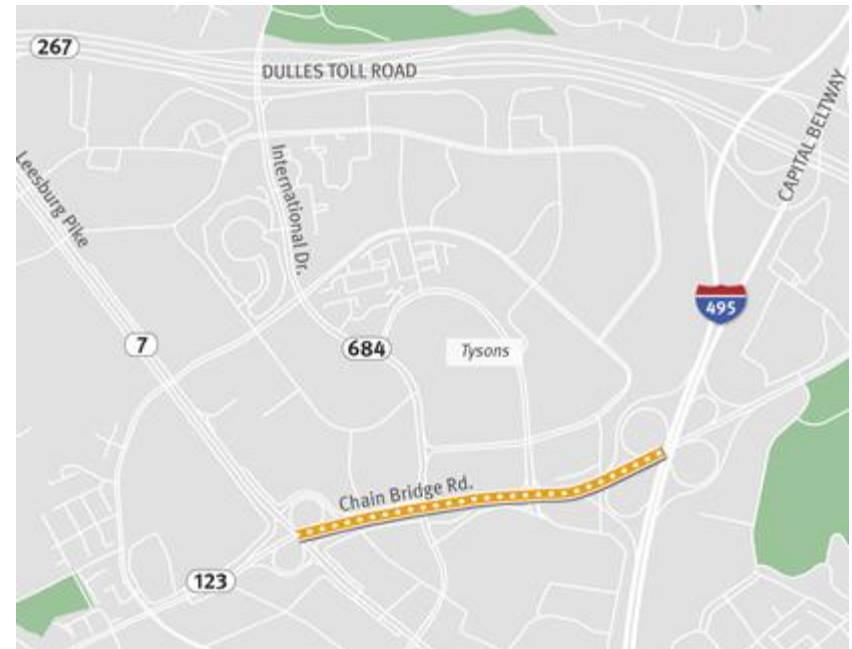
17

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

Complete: 2021

Length: <1 mile

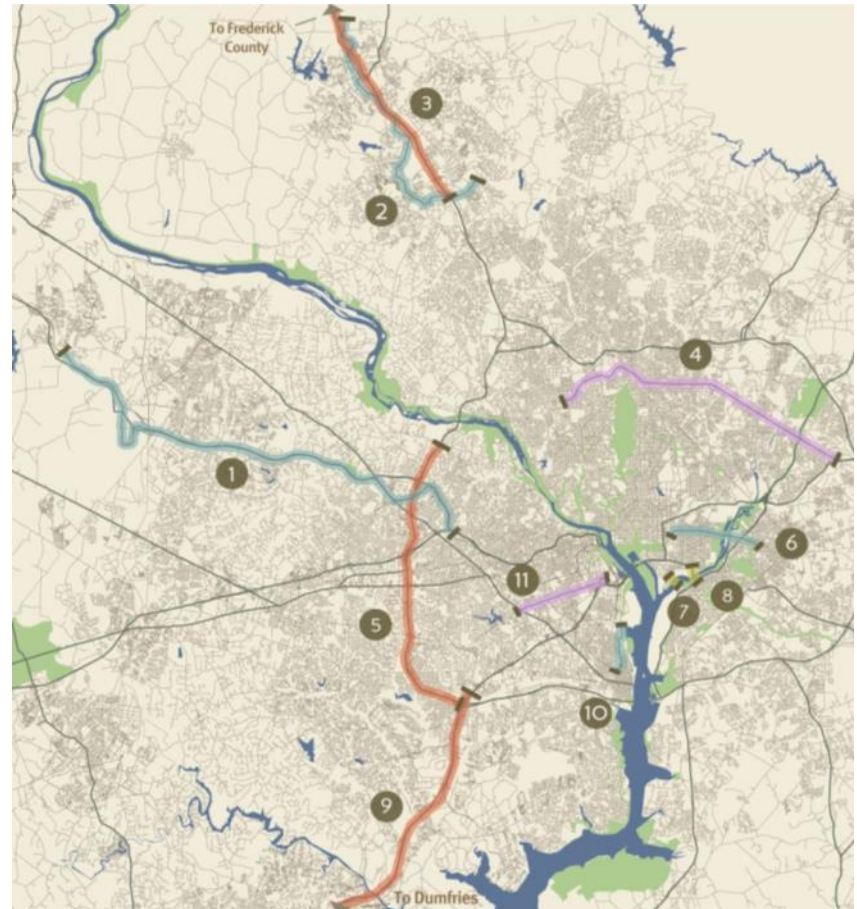
Cost: \$22 million



# Progress on Selected Projects

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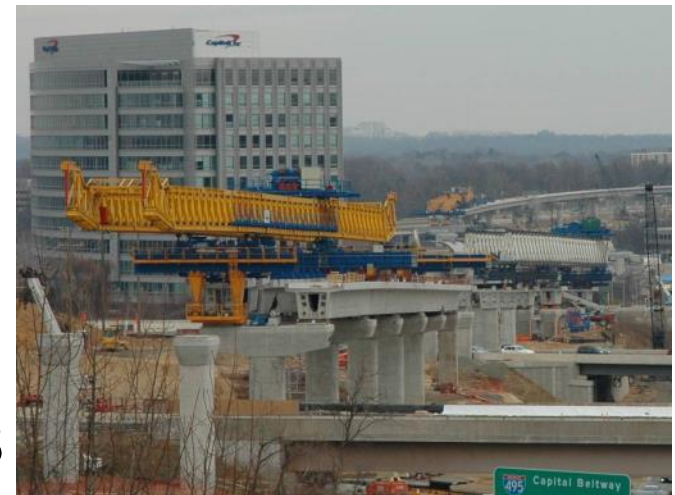
1. Dulles Corridor Rapid Transit
2. Corridor Cities Transitway
3. I-270/US 15 Corridor
4. Purple Line
5. Capital Beltway HOT Lanes
6. DC Streetcar
7. South Capitol Street Bridge
8. 11th Street Bridge
9. I-95 HOV/HOT Lanes
10. Potomac Yards Transitway
11. Columbia Pike Streetcar



# Dulles Corridor Rapid Transit

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- ❑ In CLRP since 1999
- ❑ Covers a 23.1-mile extension of the Metrorail system from Fairfax County to Washington Dulles International Airport.
- ❑ Cost: \$5 billion
- ❑ \$3.1 billion programmed FY13-18
- ❑ Phase I complete (open 7/26)
- ❑ Phase II Completion: 2016



# Corridor Cities BRT

20

- ❑ In CLRP since 2003
- ❑ Covers a 14-mile corridor from Rockville to Clarksburg, and will be an LRT or BRT line.
- ❑ Cost: \$545 million
- ❑ \$5 million programmed for PE in FY 13-18 TIP
- ❑ Completion: 2020



# I-270/US 15 Corridor

21

- ❑ In CLRP since 2003
- ❑ Widen I-270 from Shady Grove Metro Station to Biggs Ford Rd., possibly including HOV and/or express toll lanes.
- ❑ Cost: \$5.47 billion
- ❑ Not currently in the TIP
- ❑ Completion: 2030



# Purple Line

22

- In CLRP since 2009
- A 16-mile corridor from the Bethesda to New Carrollton Metro Stations.
- Cost: \$2.245 billion
- (\$100 million programmed in TIP for PE/ROW)
- Completion: 2020

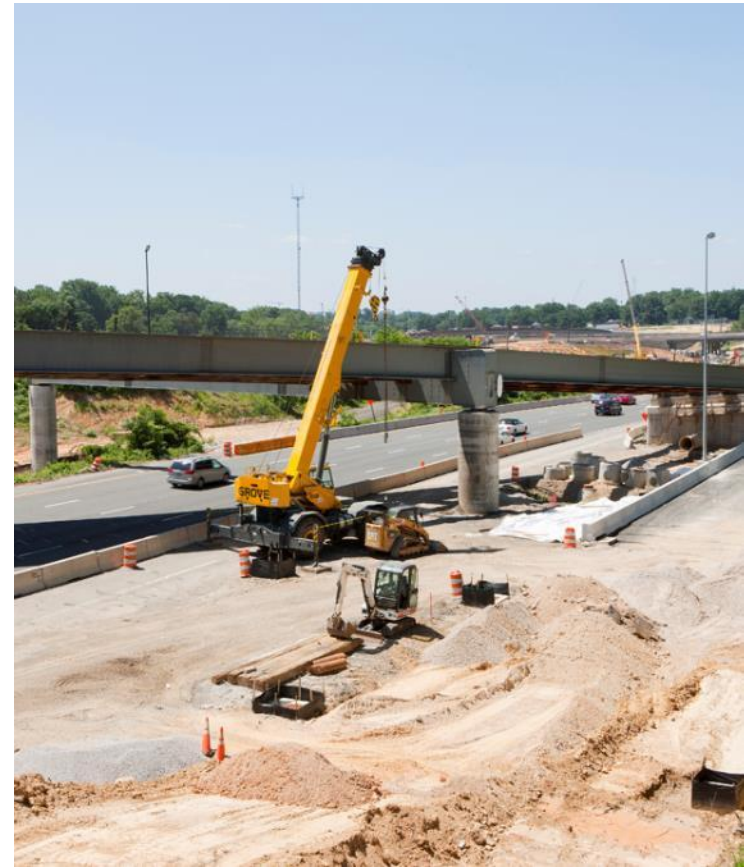




# Capital Beltway HOT Lanes

23

- In CLRP since 2005
- Widen I-495 to 12 lanes with 4 HOT lanes for 15 miles from VA 193 connecting to I-95/ I-395 at the Springfield Interchange.
- Cost: \$1.6 billion
- Mostly complete
  - GW Parkway to Old Dominion Drive – complete 2025



# DC Streetcar Project

24

- In CLRP since 2006
- Implement streetcar service from Firth Sterling Ave. and South Capitol St. to Howard Rd. and Martin Luther King Jr. Ave. and on H St./Benning Road from Union Station to Oklahoma Ave. NE
- Cost: \$183.8 million (\$116 million programmed in FY13-18 TIP)
- Under construction/testing
- Completion: 2014, 2016





# South Capitol Street Bridge

25

- ❑ In CLRP since 2006
- ❑ Covers a 7.5-mile corridor, including four interchanges and two new drawbridges.
- ❑ Cost: \$822.5 million (\$554 million in FY 13-18 TIP)
- ❑ Completion: 2015



# 11th Street Bridges

26

- ❑ In CLRP since 2006
- ❑ Upgrade of the existing 11<sup>th</sup> St. bridges and ramps, connecting the Anacostia and Southeast Freeways.
- ❑ Cost: \$475 million
- ❑ Complete



# I-95 HOV/HOT Lanes

27

- In CLRP since 2007
- Widen existing HOV lanes from 2 to 3 and convert to HOT lanes between Prince William Pkwy and 2 miles north of I-495. Convert existing 2 HOV lanes between PW Pkwy and Dumfries Rd. to HOT lanes.
- Cost: \$1.01 billion (\$897 million programmed in FY13-18 TIP)
- Under construction
- Completion: 2015



# Potomac Yards Transitway

28

- In CLRP since 2007
- Buses will run on a combination of dedicated transitway and mixed traffic between Four Mile Run and the Braddock Road Metro Station.
- Cost: \$18.1 million (\$2.7 million programmed in FY 13-18 TIP)
- Completion: (8/24) 2014, 2019



# Columbia Pike Streetcar

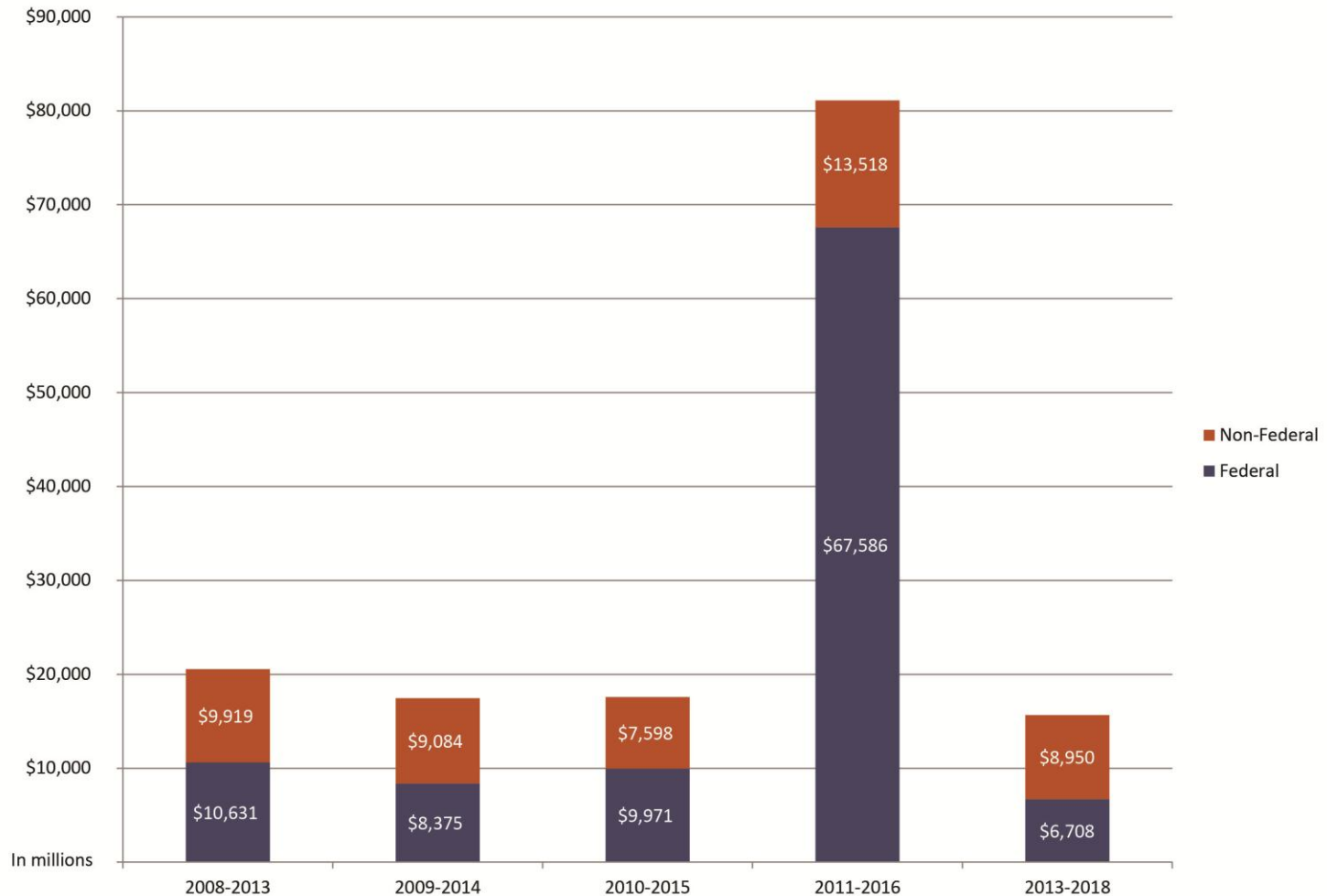
29

- In CLRP since 2008
- From Skyline to Pentagon City Metro Station.
- Cost: \$135 million (\$2.7 million programmed in FY13-18 TIP)
- Completion: 2017



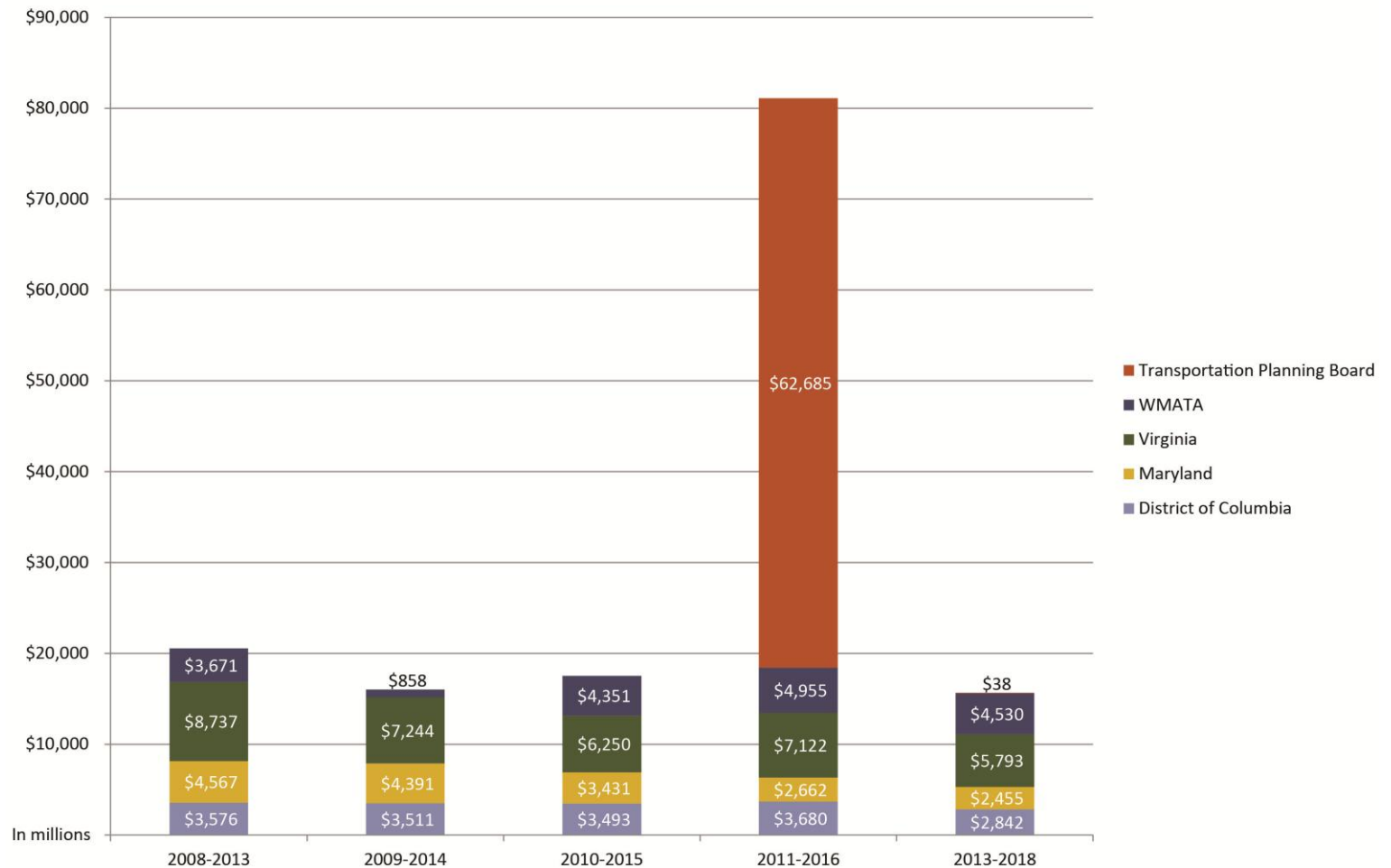
# Historical Funding in the TIP

## TIP Funding by Source



# Historical Funding in the TIP

## TIP Funding by Agency/Jurisdiction

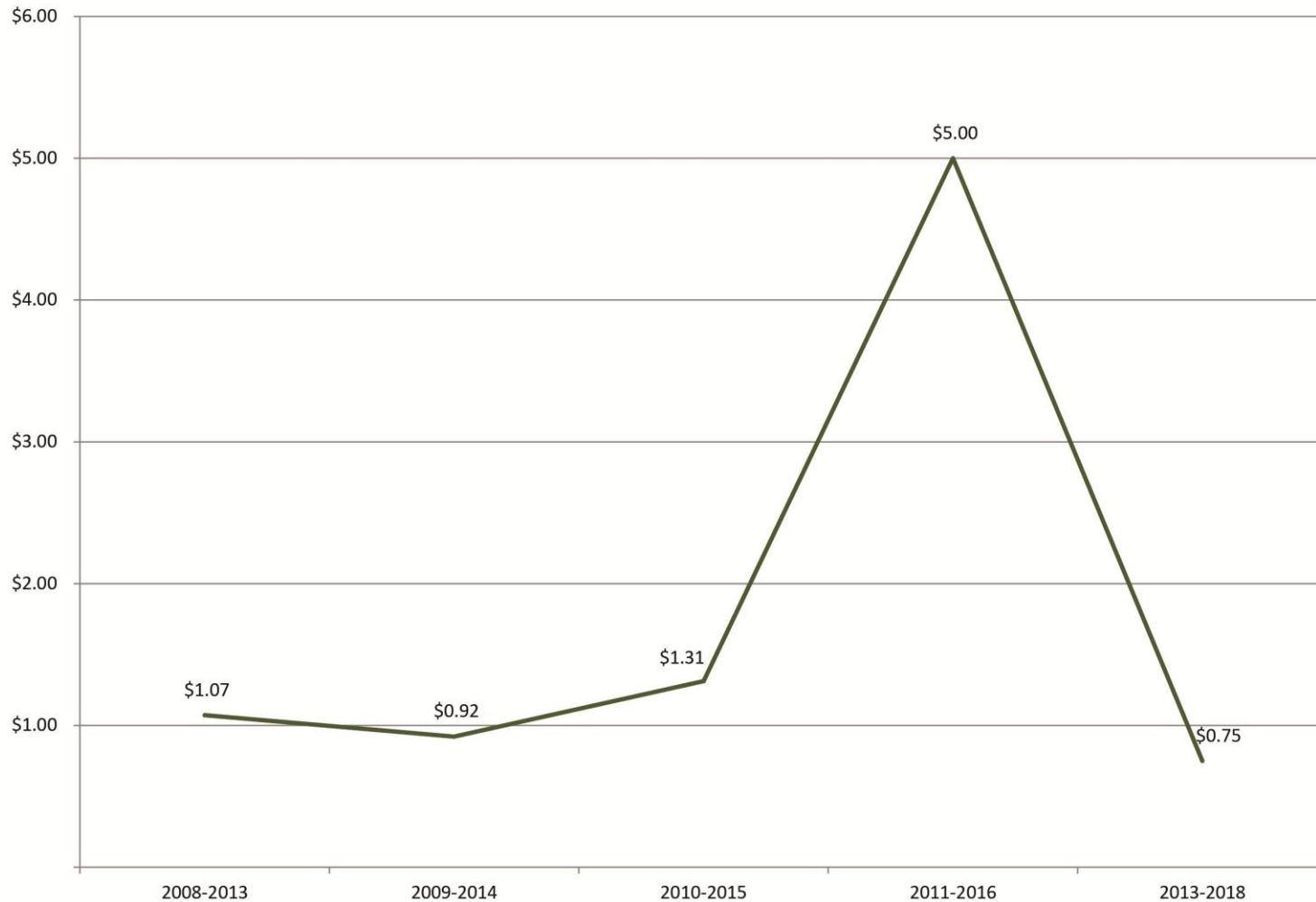




# Historical Funding in the TIP

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## Federal Dollars Spent per Non-Federal Dollar





# Searchable CLRP and TIP Database

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[www.mwcog.org/clrp](http://www.mwcog.org/clrp)

Search by jurisdiction, agency, project type, TIP or agency ID, and many other options

The screenshot shows the search interface for the CLRP and TIP Database. At the top, there is a navigation bar with the following tabs: PROJECTS, ELEMENTS, PROCESS, PERFORMANCE, PARTICIPATION, FEDERAL REGULATIONS, and DOCUMENTS. The current page is titled "Search transportation projects in the..." and includes radio buttons for "CLRP", "TIP", and "CLRP & TIP".

The search criteria are organized into several sections:

- Jurisdiction:** A dropdown menu with options: ALL, ALL of DC, ALL of Maryland, ALL of Virginia, Arlington County, Baltimore Washington Region, Calvert County, Charles County, City of Alexandria, City of Fairfax, City of Falls Church, and City of Frederick.
- Submitting Agency:** A dropdown menu with options: ALL, DDOT, MDOT/State Highway Administration, MDOT/Maryland Transit Administration, VDOT, Washington Metropolitan Area Transit Authority, Charles County, City of Frederick, City of Gaithersburg, Federal Lands Highway/National Park Service, Frederick County, and MDOT/Maryland Transportation Administration.
- Project Name:** A text input field.
- CLRP Project ID:** A text input field.
- TIP Project ID:** A text input field.
- Agency Project ID:** A text input field.
- Facility:** A dropdown menu with fields for Prefix, Num, and Name.
- Project Description:** A text input field with a "(keyword search)" label.

Below these sections are several groups of checkboxes for filtering projects:

- Project Types:** Includes checkboxes for Interstate, Primary, Secondary, Urban, Bike/Ped, Bridge, Enhancement, ITS, Other, CMAQ, TERMS, Federal Lands Highway Program, Maintenance, and Human Service Transportation Coordination.
- Project Category:** Includes checkboxes for Operational Program, Other, Study, System Expansion, System Maintenance, and R.O.W. Acquisition.
- Project Funded for:** Includes checkboxes for Construction, Other, Planning and Engineering, R.O.W. Acquisition, and Study.

At the bottom, there are two date range selectors:

- Baseline Cost:** A range selector from \$ (in \$1,000s) to \$.
- Projected Completion:** A range selector from From to To.

The interface concludes with "Search Data" and "Clear" buttons.

# Schedule for the CLRP & TIP



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- September 11 Draft CLRP, FY 2015-2020 TIP and Conformity Assessment released for 30-day public comment period
- September 17 TPB briefed on draft CLRP, TIP and Conformity Assessment
- October 15 TPB reviews comments and responses and is presented with the Draft CLRP, TIP and Conformity Assessment for adoption