

THE 2016 CLRP AMENDMENT

Major Projects Summary

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Transportation Planner

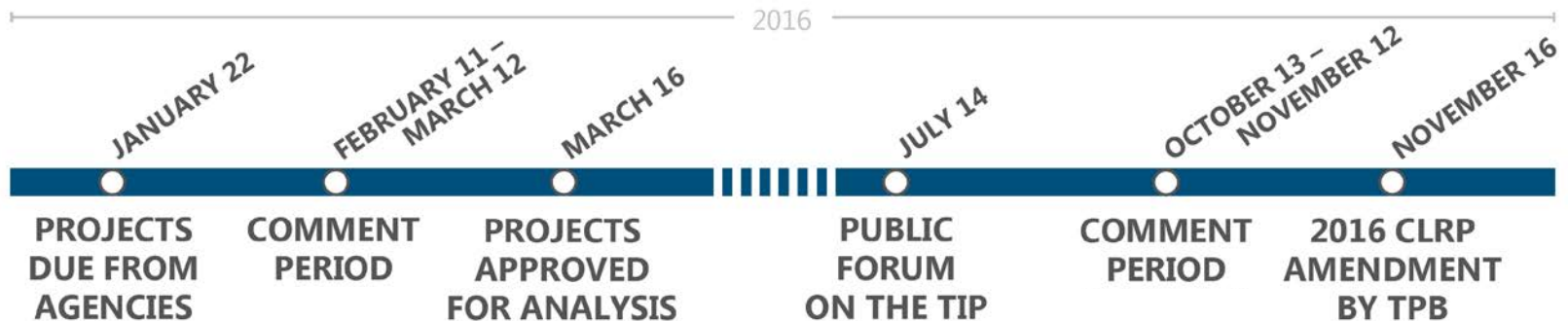
TPB Travel Forecasting Subcommittee
September 23, 2016



2016 CLRP Amendment Schedule


- Add new projects to the plan or make changes to projects already in the plan
- Perform Air Quality Conformity Analysis and Performance Analysis prior to adoption by the TPB

Schedule for Development and Adoption of the 2016 CLRP



Project Forms & Profiles

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



BASIC PROJECT INFORMATION

- Submitting Agency: District Department of Transportation
- Secondary Agency: Policy, Planning and Sustainability Administration (PPSA)
- Agency Project ID: PM0G6A
- Project Type:
 - Interstate Primary Secondary Urban Bridge Bike/Ped Transit CMAQ
 - ITS Enhancement Other Federal Lands Highways Program
 - Human Service Transportation Coordination TERMS
- Category:
 - System Expansion; System Maintenance; Operational Program; Study; Other
- Project Name: 16th Street NW Transit Priority Implementation

Prefix	Route	Name	Modifier
		16 th Street NW	
		H Street NW	
		Arkansas Avenue NW	

- Facility:
- From (at):
- To:
- Description: This project is the implementation of the recommended alternative from the 16th Street NW Transit Priority Planning Study. The corridor will be reconstructed as shown in the recommended alternative (attached). The reconstruction will add peak-hour peak-direction bus lanes and a fifth lane from W Street to O Street and K Street to H Street. The curb-to-curb street width is anticipated to remain unchanged. The existing center reversible lane will be extended the full length of the corridor. Improvements will be made at the bus stops, including installation of additional shelters, creation of additional waiting areas, and the installation of off-board fare payment kiosks. Pedestrian improvements will also be made, including installation of ADA ramps and the addition of several crosswalks, to improve safe access to the bus stops.
- Projected Completion Year: 2021
- Project Manager: Megan Kanagy
- Project Manager E-Mail: megan.kanagy@dc.gov
- Project Information URL: <http://ddot.dc.gov/page/16th-street-nw-transit-priority-planning-study>
- Total Miles: 2.7 miles
- Schematic (file upload): see attached
- State/Local Project Standing (file upload): A year-long planning study will be completed in early 2016.
- Jurisdictions: District of Columbia ANCs 1A, 1B, 1C, 1D, 2A, 2B, 2C, 2F, 4A, 4C
- Baseline Cost (in Thousands): \$6,000 cost estimate as of 01/20/2016
- Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
- Funding Sources: Federal; State; Local; Private; Bonds; Other

Regional Policy Framework: Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

16TH STREET BUS PRIORITY


From H Street NW to Arkansas Avenue NW

**PROPOSED
MAJOR ADDITION
2016 CLRP AMENDMENT**

Basic Project Information

Project Length.....	2.7 miles
Anticipated Completion.....	2021
Estimated Cost of Construction.....	\$6 million
Submitting Agency.....	District of Columbia DOT
Anticipated Funding Sources.....	
<input checked="" type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> Local <input type="checkbox"/> Private <input type="checkbox"/> Bonds <input type="checkbox"/> Other	
CLRP ID.....	3522

- HIGHWAY
- TRANSIT
- BICYCLE OR PEDESTRIAN



Geographic Location
DISTRICT OF COLUMBIA

NOW AVAILABLE FOR COMMENT

February 11–March 12, 2016

See reverse for details, or visit www.mwco.org/TPBcomment.

Project Description

This project will convert general purpose lanes on 16th Street NW into peak-period, peak-direction bus-only lanes from Arkansas Avenue to H Street, and implement a new reversible center lane from W Street to O Street and K Street to H Street. The project will also improve bus stops in the corridor, including installation of additional shelters, creation of additional waiting areas, and installation of off-board fare payment kiosks, as well as pedestrian improvements, including crosswalks and ADA ramps.


Existing Support for this Project

This project has undergone review at the local, state, and/or sub-regional levels and is included in the following approved plans:


- Move DC
- 16th Street Transit Priority Study

See official CLRP Project Description Form for more information about this project, or visit the project website at:
<http://ddot.dc.gov/page/16th-street-nw-transit-priority-planning-study>


Goals in the Regional Transportation Priorities Plan that this project supports or advances




GOAL 1
Provide a Range of Transportation Options




GOAL 2
Promote Dynamic Activity Centers




GOAL 3
Ensure System Maintenance, Preservation, and Safety



GOAL 4
Maximize Operational Effectiveness and Safety



GOAL 5
Protect and Enhance the Natural Environment



GOAL 6
Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

www.mwco.org/CLRP2016
CLRP2016

Federal Planning Factor Analysis

- Visual compilation of federal planning factors that are supported by projects in this amendment

TABLE 2
THE 2016 CLR P AMENDMENT PROJECT SUBMISSIONS
AND THE FEDERAL PLANNING FACTORS

This matrix provides a visual summary of the responses provided by the relevant implementing agencies as to how their proposed projects support the federal planning factors.

	Estimated Cost	Projected Completion	Economic Vitality Safety	Homeland Security	Accessibility/Mobility People	Environment	Integration/Connectivity	Management & Operation	Preservation
MAJOR PROJECTS*									
● 16th Street Bus Priority	\$6 million	2021	✓	✓	✓	✓	✓	✓	✓
● DC Dedicated Bike Lanes	\$1.35 million	2016	✓	✓	✓	✓	✓	✓	✓
△ DC Streetcar	\$438 million	2022	✓	✓	✓	✓	✓	✓	✓
● VRE: Haymarket Extension	\$433 million	2022	✓	✓	✓	✓	✓	✓	✓
● Crystal City Transitway	\$24 million	2023	✓	✓	✓	✓	✓	✓	✓
● I-395 Express Lanes	\$220 million	2019	✓	✓	✓	✓	✓	✓	✓
△ I-66 Inside the Beltway	\$375 million	2017, 2040	✓	✓	✓	✓	✓	✓	✓
△ I-66 Outside the Beltway	\$2-3 billion	2021, 2040	✓	✓	✓	✓	✓	✓	✓
△ VA 28 Widening and HOV	\$100 million	2025, 2040		✓	✓	✓	✓	✓	✓
OTHER PROJECTS									
● VA Route 643 Extended	\$50 million	2020	✓	✓	✓	✓	✓	✓	✓
● VA Route 645 Extended	\$44 million	2020	✓	✓	✓	✓	✓	✓	✓
● Riverside Parkway	\$15 million	2018	✓	✓	✓	✓	✓	✓	✓
● VA 7 at Battlefield Parkway	\$58 million	2022	✓	✓	✓	✓	✓	✓	✓

Federal Planning Factors

- Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the **safety** of the transportation system for all motorized and non-motorized users.
- Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
- Increase accessibility and mobility of **people**.
- Increase accessibility and mobility of **freight**.
- Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- Promote efficient system **management and operation**.
- Emphasize the **preservation** of the existing transportation system.

* Major projects are defined as changes to Interstates, major arterials, and expressways or freeways with at-grade intersections, as well as dedicated transit facilities.

● New project △ Change to project already in the CLR P



Proposed Major Addition

16th Street Bus Priority

From H Street NW to Arkansas Avenue NW

Project Length: 2.7 miles

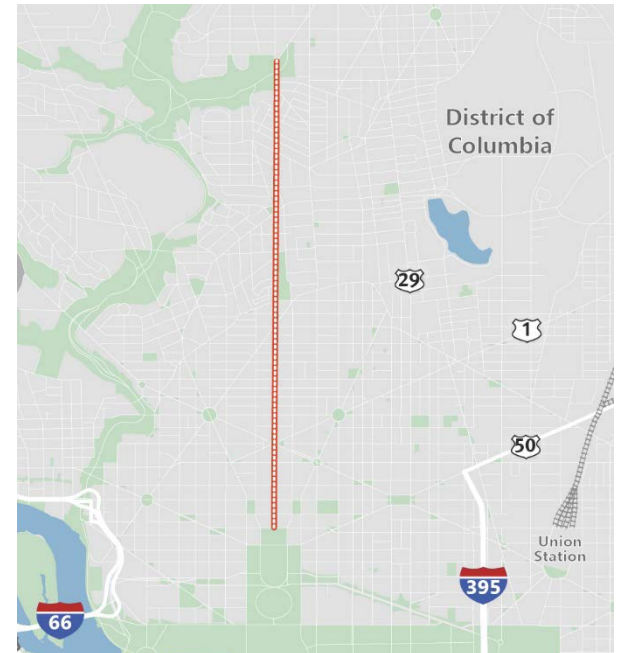
Anticipated Completion: 2021

Estimated Cost of Construction: \$24 million

Submitting Agency: DDOT

Anticipated Funding Sources: Federal

- Convert general purpose lanes on 16th St NW into peak-period, peak direction, bus-only lanes from H St to Arkansas Ave
- Implement a reversible, center lane from H St to K St and from O St to W St
- Bus stop and shelter improvements
- Off-board fare payment kiosks



Proposed Major Addition

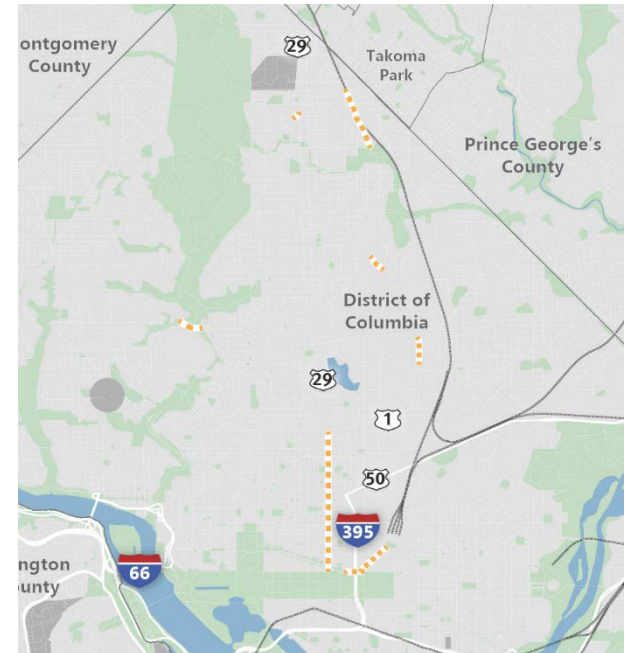
DC Dedicated Bicycle Lane Network

Multiple Street Segments Throughout City

Project Length:	3.9 miles
Anticipated Completion:	2016, 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 St NE, from Lincoln Rd to Harewood Rd
- Blair Rd NW, from Peabody St to Aspen St
- Constitution Ave NW, from 1st St to Pennsylvania Ave
- Eastern Downtown Study, alternatives on 5th, 6th or 9th St. NW
- Harewood Rd NW, from Rock Creek Church Rd to North Capitol St
- Klinge Rd NW, from Adams Mill Rd to Porter St
- Louisiana Ave NW, from Columbus Circle to Constitution Ave NW
- Piney Branch Rd NW, from Georgia Ave to Underwood St



Proposed Major Change

DC Streetcar: Union Station to Georgetown

Primarily Along the K Street Corridor

Project Length: 3.5 miles

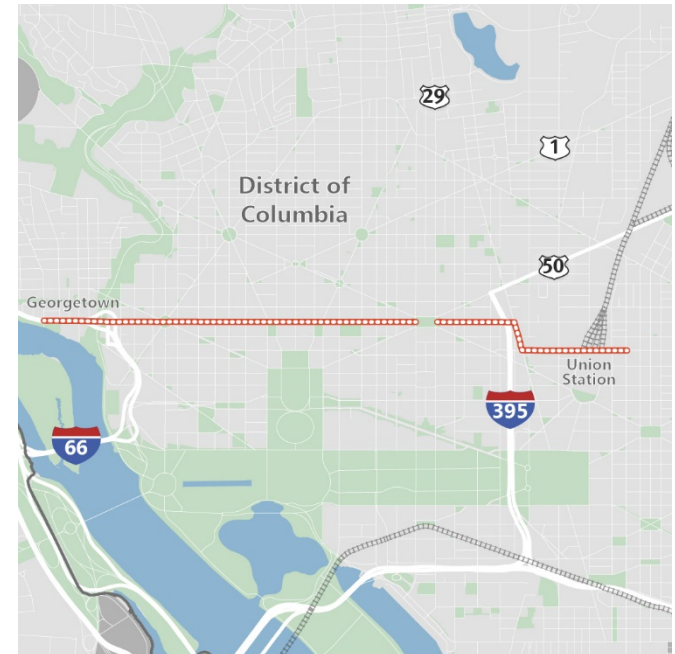
Anticipated Completion: 2022

Estimated Cost of Construction: \$6 million

Submitting Agency: DDOT

Anticipated Funding Sources: Federal

- In CLRP since 2014
- Construct following additions/reductions to allow streetcar to run on an exclusive Transitway:
 - H Street from 3rd St NE to New Jersey Ave NW, reduce 6 to 4 lanes
 - New Jersey Ave NW from H St to K St, add lanes for transit
 - K St NW add or convert existing lanes to Transitway



Proposed Major Addition

VRE Haymarket Extension

From Manassas VRE Station to Gainesville/Haymarket

Project Length: 11 miles

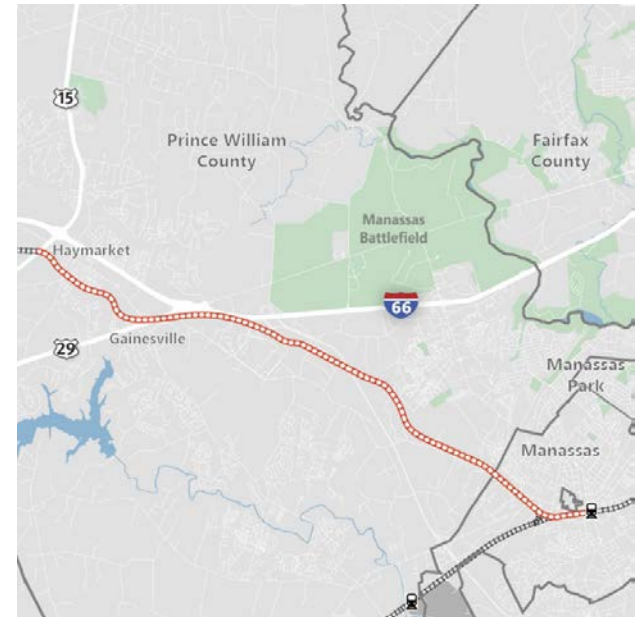
Anticipated Completion: 2022

Estimated Cost of Construction: \$433 million

Submitting Agency: VDOT

Anticipated Funding Sources: Federal, State, Local, Private, Other

- Up to 3 new stations with platforms, park-and-ride lots, and bicycle/pedestrian access
- Purchase additional railcars, expand storage facilities
- Widen existing right-of-way
- Environmental Impact Study underway, analyzing alternatives

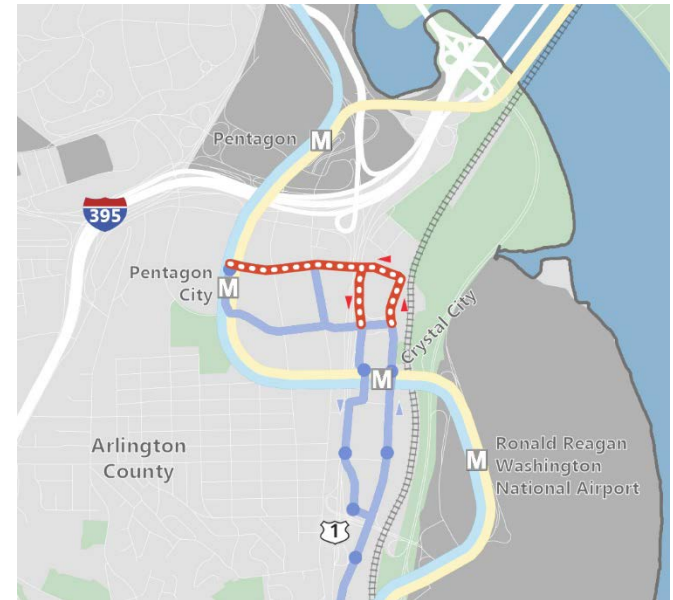


Proposed Major Addition

Crystal City Transitway: Northern Extension

From Crystal City Metro to Pentagon City Metro

Project Length:	1 mile
Anticipated Completion:	2023
Estimated Cost of Construction:	\$24 million
Submitting Agency:	VDOT
Anticipated Funding Sources:	Federal, State, Local, Private, Other



- Extension of existing Metroway bus rapid transit (BRT) line
- Construct three new BRT stations along route
- Construct one block of 12th St between S Eads St and S Fern St

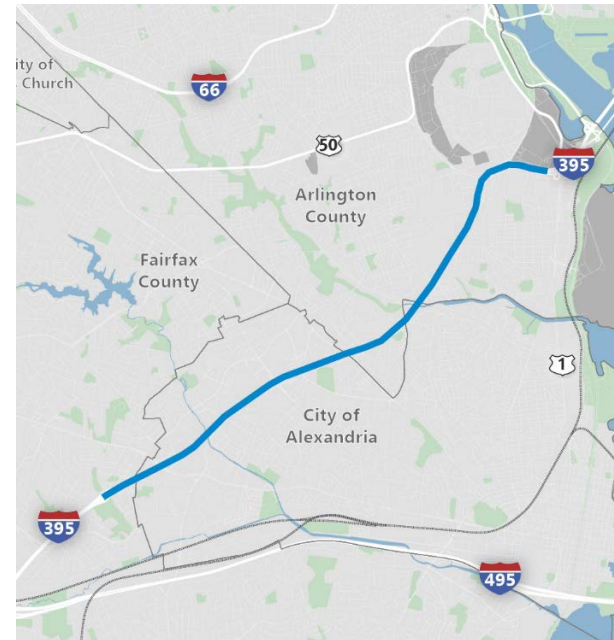
Proposed Major Addition

I-395 Express Lanes

Inside the Capital Beltway
(Turkeycock Run to Vicinity of Eads St)

Project Length: 8 miles
Anticipated Completion: 2019
Estimated Cost of Construction: \$220 million
Submitting Agency: VDOT
Anticipated Funding Sources: Private

- Convert and reconfigure existing two HOV lanes to three High-Occupancy/Toll (HOT) lanes
- Connect to existing I-95 HOT lanes
- Future updates will include transit services funded in part by tolls and travel demand management measures
- Was amended into CLRP in 2007, but removed in 2011



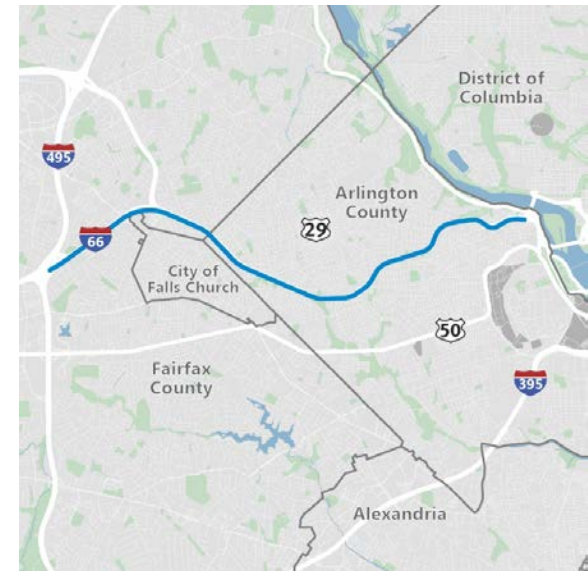
Proposed Major Change

I-66 Multimodal Improvements

Inside the Capital Beltway

Project Length:	10 miles
Anticipated Completion:	2017, 2020, 2040
Estimated Cost of Construction:	\$375 million
Submitting Agency:	VDOT
Anticipated Funding Sources:	Federal, State, Bonds

- In CLRP since 2015
- In 2017: Begin HOT-2+ during peak periods in peak direction
- By 2020: Widen EB I-66 from Dulles Toll Rd to Fairfax Dr
- In 2021: Begin HOT-3+ during peak periods in peak direction
- In 2040: Expand HOT-3+ during peak periods to both directions
- By 2040: Widen WB I-66 from Sycamore St to Washington Blvd



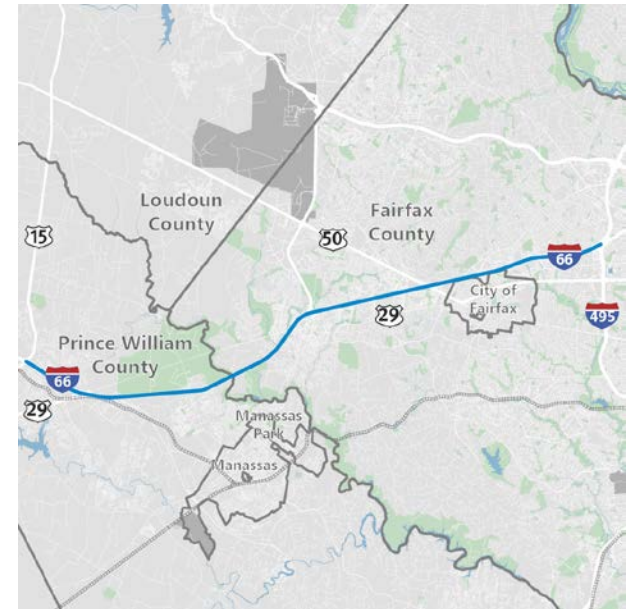
Proposed Major Change

I-66 Corridor Improvements

Outside the Capital Beltway

Project Length:	26 miles
Anticipated Completion:	2021, 2040
Estimated Cost of Construction:	\$2-3 billion
Submitting Agency:	VDOT
Anticipated Funding Sources:	Federal, State, Local Private, Bonds

- In CLRP since 2015
- Project updated to reflect VDOT's preferred alternative that was selected last year, after the CLRP was amended
- Access points from general purpose lanes to HOT lanes
- Ramp locations to other facilities



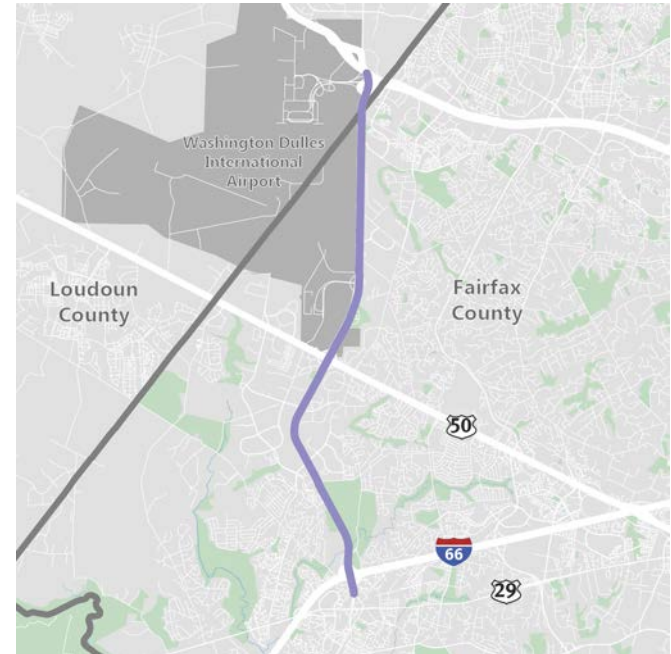
Proposed Major Change

VA 28 HOV and Widening

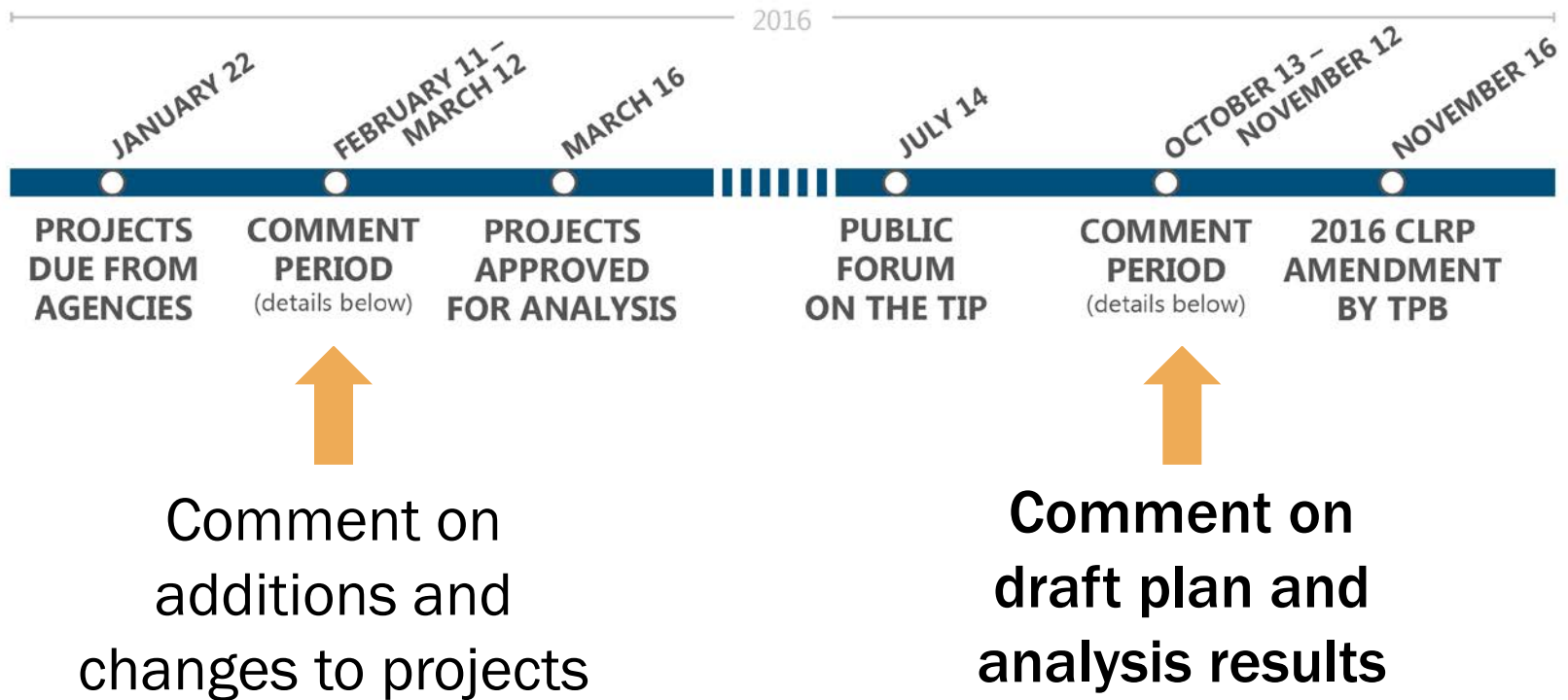
From I-66 to the Dulles Toll Road

Project Length:	8 miles
Anticipated Completion:	2021, 2025, 2040
Estimated Cost of Construction:	\$100 million
Submitting Agency:	VDOT
Anticipated Funding Sources:	State, Local, Other

- Convert one general purpose lane in each direction to HOV from I-66 to Dulles Toll Road
- Add one auxiliary lane in each direction between I-66 and Westfields Blvd (2 miles)
- Part of a larger project to widen I-66 from 6 to 8 lanes from I-66 to VA 7



Comment on Plan and Analysis Results



Comment on Plan and Analysis Results

- Find all documents available for public comment online at www.mwcog.org/TPBcomment
- Submit comments:
 - Online at www.mwcog.org/TPBcomment
 - By email at TPBcomment@mwcog.org
 - In writing:

Chairman Timothy Lovain
National Capital Region Transportation Planning Board
777 North Capitol Street, NE Suite 300
Washington, DC 20002-4239
- Comment period open October 13 through November 12, 2016



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National Capital Region
Transportation Planning Board