

ITEM 13 - Information

December 19, 2007

Briefing on the Draft 2007 Constrained Long Range Plan (CLRP) and
FY 2008-2013 Transportation Improvement Program (TIP)

Staff

Recommendation: Receive briefing on the Draft 2007 CLRP and
FY 2008-2013 TIP and the revised CLRP
website and brochure.

Issues: None

Background: On May 16, 2007, the TPB approved the project
submissions and scope of work for the air quality
assessment for the 2007 CLRP and FY 2008-
2013 TIP. A public meeting on the Draft
FY 2008-2013 TIP was held in conjunction with
the Citizens Advisory Committee (CAC) meeting
on October 11. The draft CLRP, TIP and Air
Quality Conformity Determination were released
for public comment at the CAC meeting on
December 13, 2007. The revised CLRP website
and brochure were also released at the CAC
meeting. The public comment period ends on
January 12, 2008 and the TPB will be asked to
act on these documents on January 16, 2008.

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. 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.

National Capital Region Transportation Planning Board

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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 (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 the CLRP 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, 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 and at other TPB committee meetings, and will be available in the COG information center.

Attachment

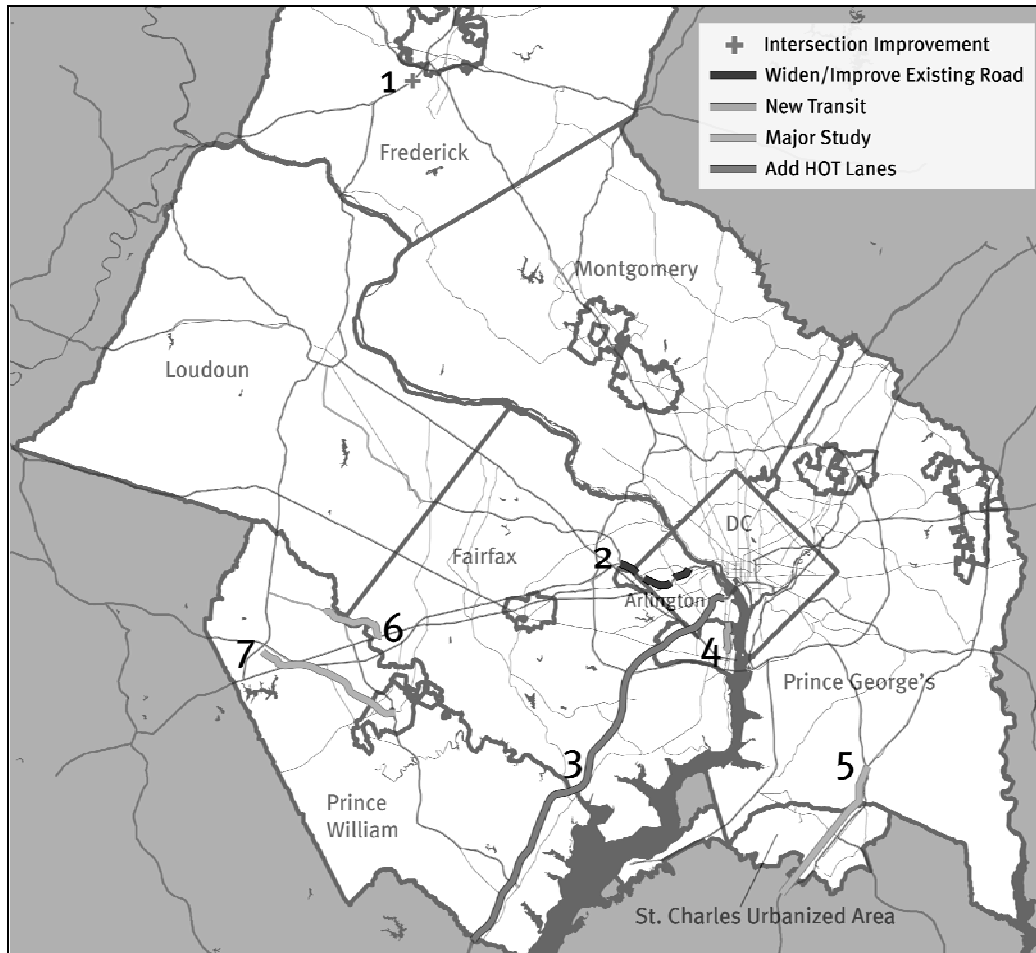
PROPOSED SIGNIFICANT CHANGES TO THE 2007 CONSTRAINED LONG-RANGE PLAN

PUBLIC COMMENT RELEASE – DECEMBER 13, 2007



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. Comments may be submitted at www.mwcog.org/transportation/publiccomment.

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

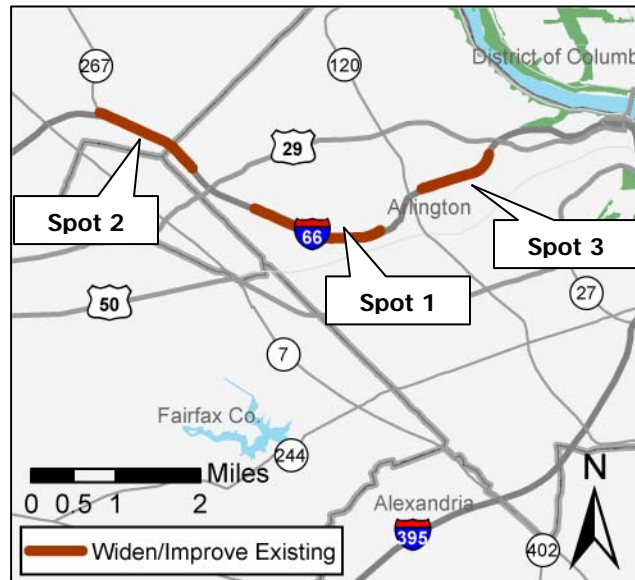


2. I-66 Spot Improvements Westbound, Inside the Beltway

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:

- 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.
- 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



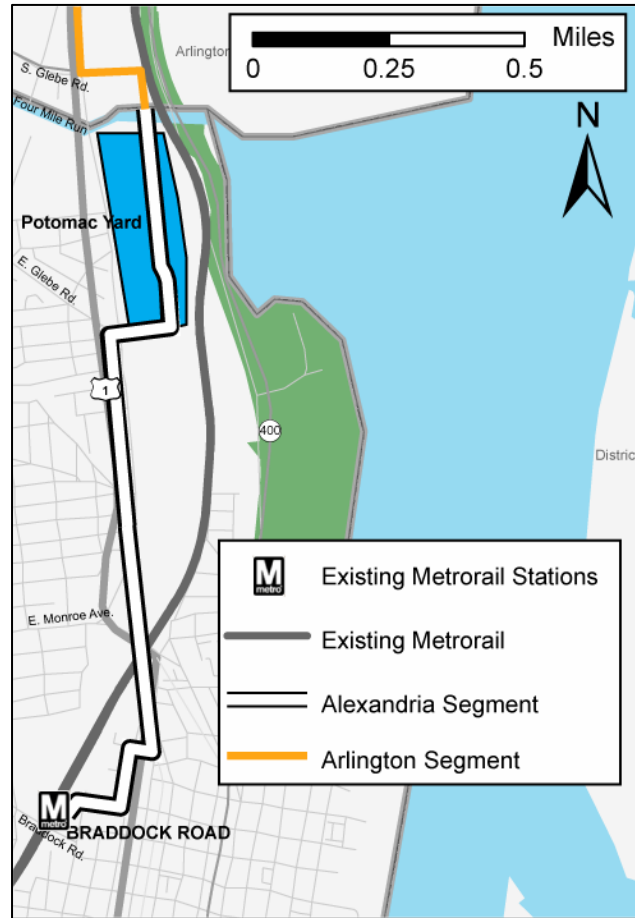
Projects for Construction

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

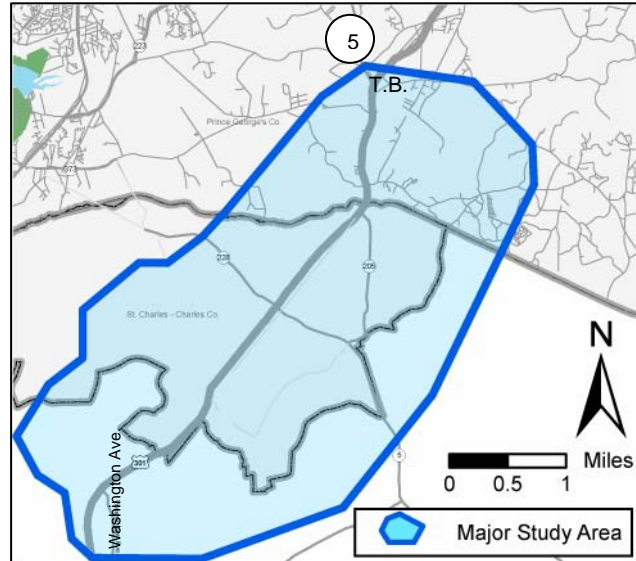


Studies

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

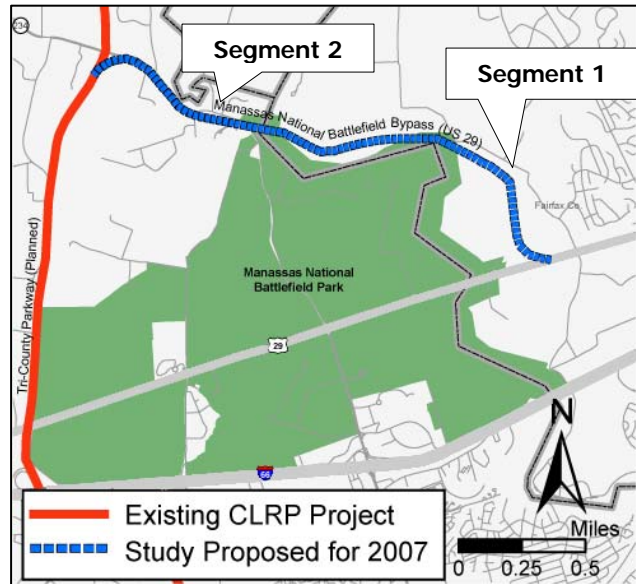


<http://www.us301waldorf.org>

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

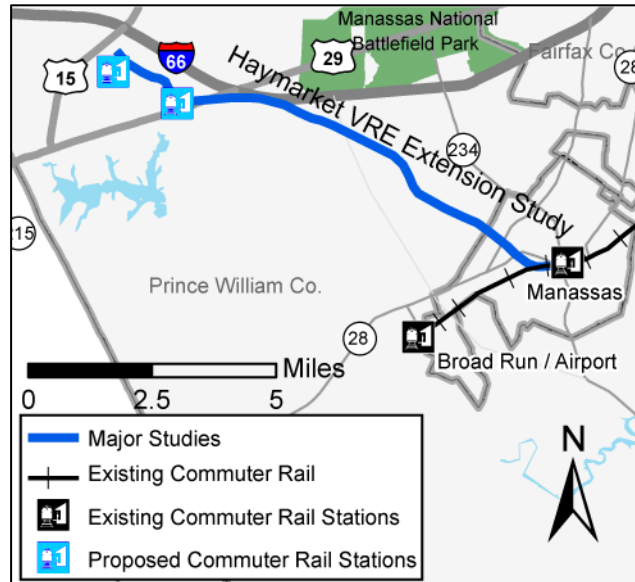


Figure 2: Changes to Selected Existing Major Projects in the CLRP

The following changes were made to three 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 \$1.5 billion.

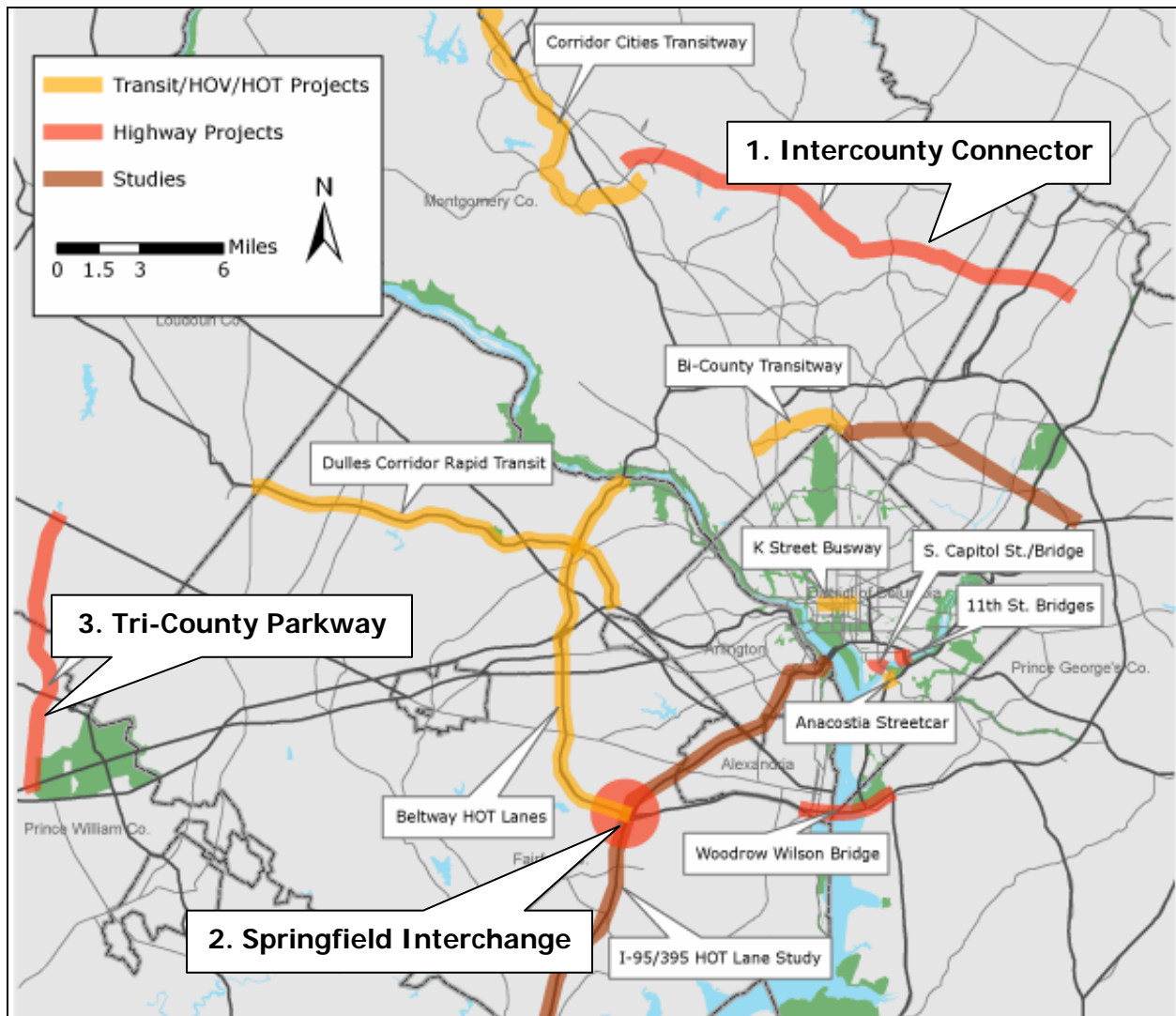


Figure 3: The 2007 CLRP Website: www.mwcog.org/clrp

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clrp
Long-Range
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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.

