



Financially Constrained
**Long-Range
Transportation Plan**
For the National Capital Region

**CLRP
2014**

SUMMARY OF PROJECTS

Maps of Major Highway and Transit Projects in the 2014 CLRP

Approved October 15, 2014



NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

MEMORANDUM

September 11, 2014

To: Transportation Planning Board

From: Andrew Austin
Department of Transportation Planning

Re: Briefing on the Draft 2014 CLRP and FY 2015-2020 TIP

In November 2013, the TPB released the Call for Projects for the 2014 CLRP and the FY 2015-2020 TIP. At that time, the region's implementing agencies also began work to develop the Financial Analysis for the 2014 CLRP. The projects submitted by each agency were approved for by the TPB for inclusion in the Air Quality Conformity Analysis in April 2014. Since then the travel demand modeling and air quality analysis has been completed and the CLRP has been found to meet the air quality standards set forth by the EPA.

The CLRP covers a 26 year span through the year 2040 and includes capital improvements, maintenance and preservation projects, as well as operational programs for the region's roadway network and transit systems. The total for the entirety of the CLRP is approximately \$243 billion, the vast majority of which will go to operate and maintain the region's roads, bridges, and transit and commuter rail systems. The Financial Analysis has concluded that the CLRP meets the fiscal constraint required by federal law.

Those capital improvement projects that have impacts on the capacity of the region's road and transit systems are listed in the "2014 CLRP and FY 2015-2020 TIP Air Quality Conformity Inputs" table, included in the Air Quality Conformity Analysis. That table includes more than 300 projects, and highlights more than 250 changes to limits and/or completion dates for previously approved projects or new projects. Included with this memo are highlights of 10 major new projects or changes to existing projects, summarized below.

Summary of Major Additions and Changes to Projects In the CLRP

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 14th 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. Virginia Railway Express is updating its System Plan as a part of the CLRP.

See the attached materials for further information on these projects and plans.

FY 2015-2020 TIP

The FY 2015-2020 TIP provides for the obligation of federal funds to state, local and regional agencies to implement their projects. It includes all modes of transportation: roads, transit, bicycle and pedestrian projects, as well as funding for operational and maintenance programs. The six year total of the TIP includes almost \$18 billion in funding. Much like the CLRP, the majority of funding for projects in the TIP comes from state and local governments. Funding from the Federal Highway Administration and Federal Transit Administration combined makes up just 37% of the TIP. More than 50% of the funding in the TIP is included in the first two years. By federal regulation, the funding identified in the first two years of the TIP must be available and committed. After the first two years, funding need only be "reasonably expected to be available." For many reasons, including budget flows and project readiness, funding beyond the first two years is often much less defined. The figures programmed in the TIP are a snapshot of funding at the current moment and are subject to change via the amendment and modification process as implementation of projects move forward. The most recently approved TIP can always be found on the CLRP website at www.mwcog.org/clrp/tip.

Public Comment on the CLRP and TIP

At the September 11 meeting of the Citizens Advisory Committee, the TPB released the Draft 2014 Constrained Long-Range Transportation Plan (CLRP) and FY 2015-2020 Transportation Improvement Program (TIP) for a 30 day public comment period, along with the Air Quality Conformity Analysis and the Financial Analysis. The comment period will close on Saturday, October 11. Interested parties may submit their comments via any of these means:

- Online at www.mwcog.org/TPBcomment
- Via email at TPBcomment@mwkog.org
- By phone at (202) 962-3262, TDD: (202) 962-3213

The TPB will be asked to approve the CLRP and TIP at their meeting on October 15.

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



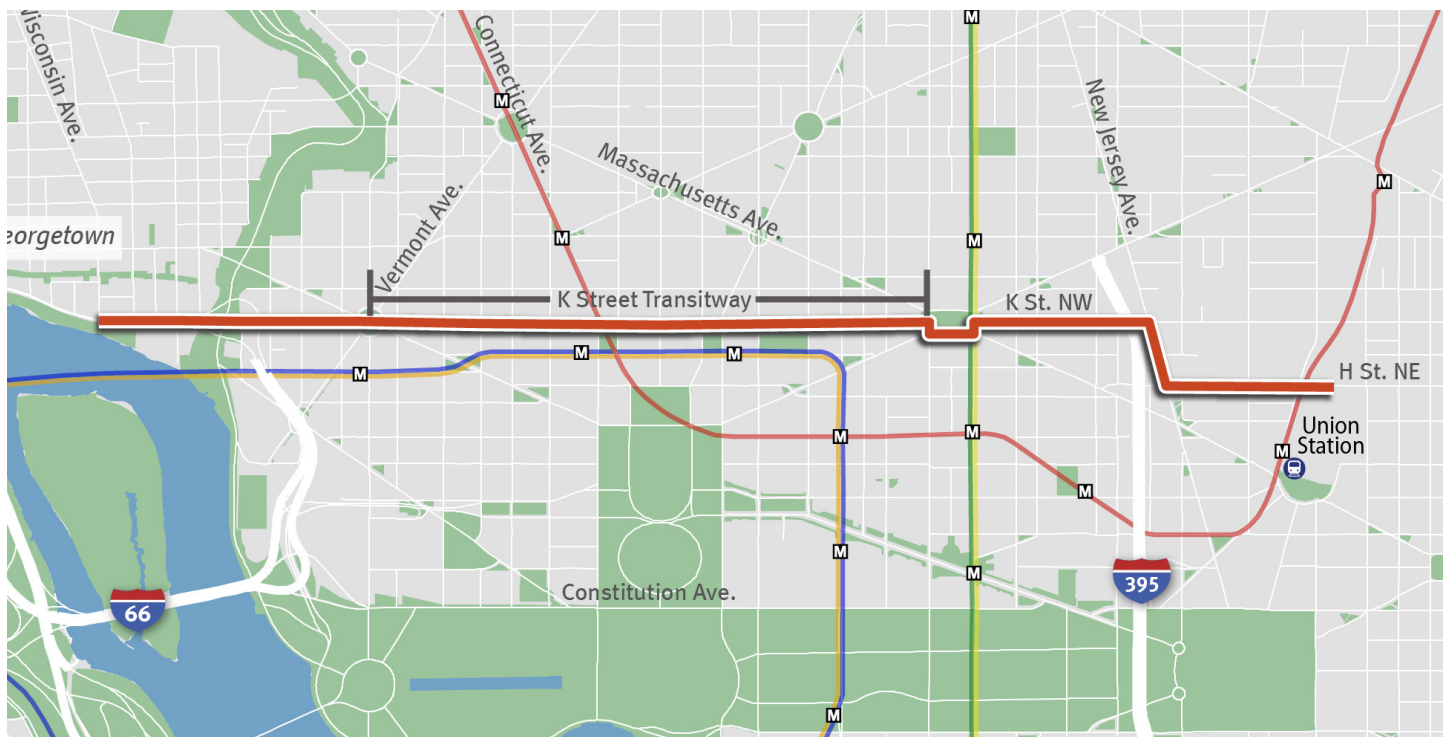
District of Columbia

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

See CLRP Project Description Form in Attachment A for more information.



Major Additions and Changes to the 2014 CLRP Update

2. M Street Southeast/Southwest 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 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.

See CLRP Project Description Form in Attachment A for more information.



Major Additions and Changes to the 2014 CLRP Update

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 Avenue 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 CLRP Update

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

Length: ≈9 miles

Complete: 2015

Cost: \$5.9 million

A. 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.

B. 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.

C. 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.

See CLRP Project Description Forms in Attachment A for more information.





Major Additions and Changes to the 2014 CLRP Update

Maryland

6. MARC Growth and Investment Plan

Complete: 2040

Cost: \$1.295 billion (Washington region)

MDOT is including \$1.06 billion of project improvements for MARC as identified in the MARC Growth and Investment Plan. The MARC Growth and Investment Plan is a multi-phased, multi-year plan to increase the capacity of MARC, Maryland's commuter rail system. MARC is a key component of Maryland's commuter network providing rail service for more than 30,000 commuters a day traveling between Washington's Union Station and northern, central and western Maryland.



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 \$1.295 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.

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

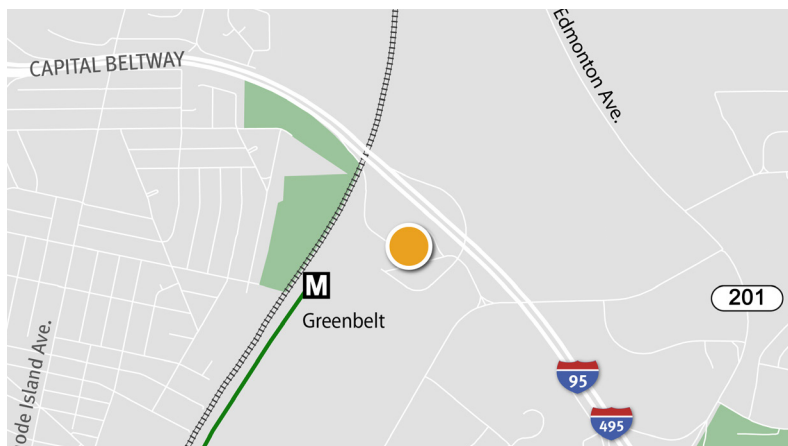
Length: <1 mile

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 the inner loop of the 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.

See CLRP Project Description Form in Attachment A for more information.





Major Additions and Changes to the 2014 CLRP Update

Virginia

8. Virginia Railway Express System Plan

Cost: 2040

Cost: \$977.4 million

The VRE System Plan provides a framework for VRE service expansion through 2040. The Plan includes system investments and expansion of peak service on the Fredericksburg and Manassas Lines, introduction of reverse-peak service, additional mid-day service, and service extension to the Gainesville-Haymarket area of Prince William County. Major railroad capacity projects focus on the relief of key capacity bottlenecks on the VRE system, including additional track capacity in the Long Bridge corridor and completion of a third main track on the Fredericksburg Line from Alexandria to Spotsylvania County.

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.





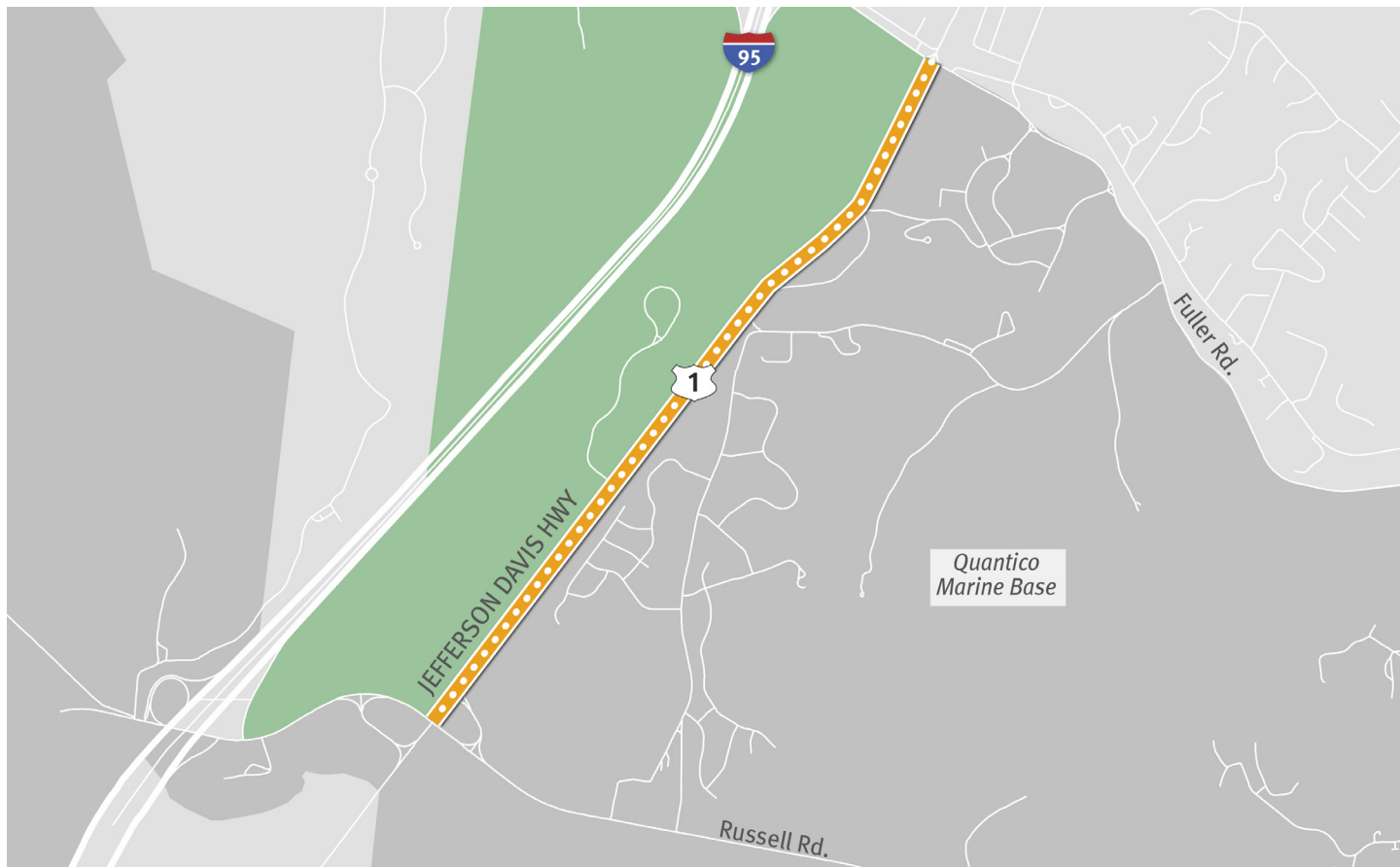
Major Additions and Changes to the 2014 CLRP Update

9. 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.

See CLRP Project Description Form in Attachment A for more information.



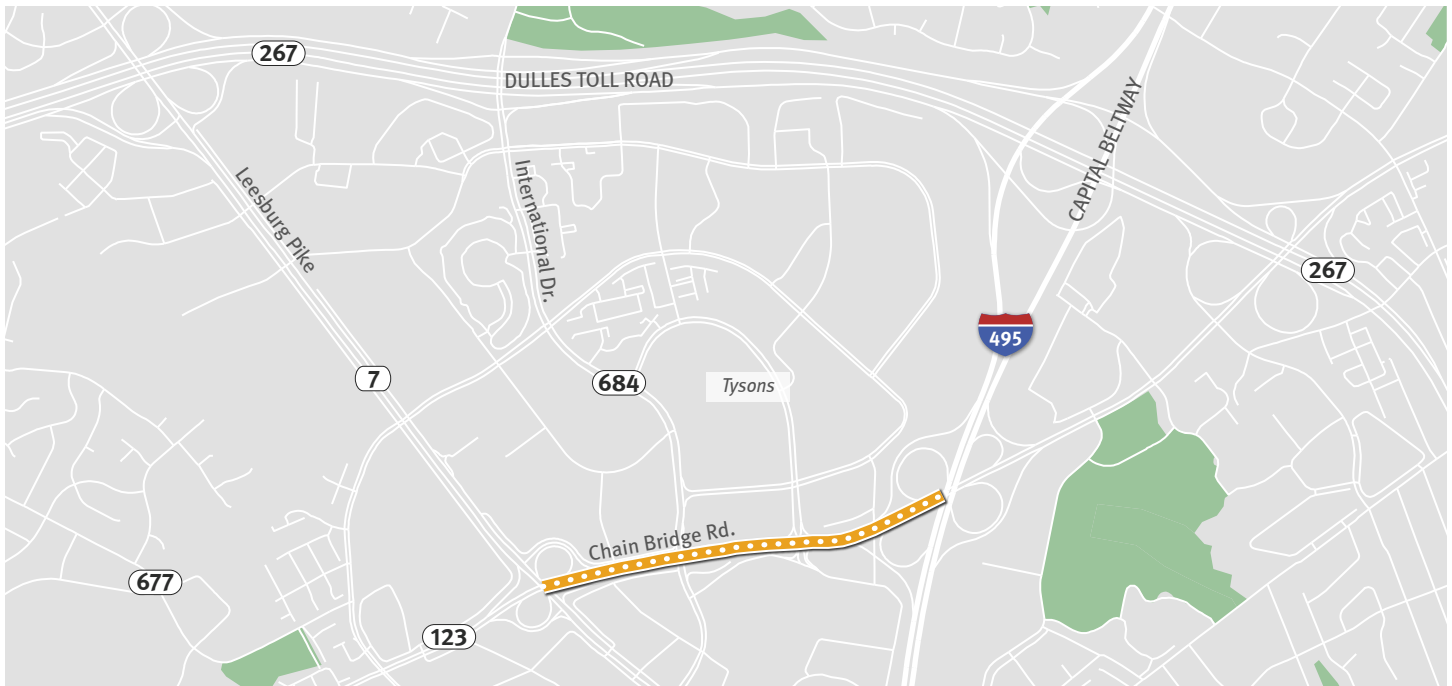
Major Additions and Changes to the 2014 CLRP Update

10. 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.

See CLRP Project Description Form in Attachment A for more information.



Attachment A

Project Description Forms

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



1. Union Station to Georgetown Streetcar Line

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: STC12A, SA306C
4. Project Type: ☐ Interstate ☒ Primary ☐ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped ☐ X Transit ☐ CMAQ
☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program
☐ Human Service Transportation Coordination ☐ TERMS
5. Category: ☐ System Expansion; ☐ System Maintenance; ☐ Operational Program; ☐ Study; ☒ Other (Intermodal Improvement)
6. Project Name: Union Station to Georgetown Streetcar Line

	Prefix	Route	Name	Modifier
7. Facility:				
8. From (_ at):			3 rd / H Street NE	
9. To:			Wisconsin Avenue under Whitehurst Freeway NW	

10. Description: DDOT is proposing a transportation improvement and the introduction of streetcar along the K Street NW corridor from Union Station to Georgetown. This project will provide an efficient east-west connection for transit and improve transportation mobility, and improve transit reliability. The streetcar alignment is primarily located along K Street, NW, New Jersey Avenue NW, and H Street, NE. Below are the proposed station locations and corridor links (to be finalized in the NEPA process):

Station locations:

Location	Platform	Serves
H Street @ Hopscotch Bridge	side platform	Union Station
K Street between 3rd and 4th Streets	side platform	NoMa
Mount Vernon Square	side platform	Mount Vernon
K Street @ McPherson Square	side platform	14th and 15th Streets
K Street @ Farragut Square	side platform	17th and 18th Streets
K Street @ 19th and 20th Streets	side platform	19th and 20th Streets
K Street @ 25th and 26th Streets	split center	Foggy Bottom / GU
K Street @ Wisconsin Avenue	center	Georgetown

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Link-by-link connection:

Link	Roadway	shared/exclusive	streetcar
Georgetown to Washington Circle	Along K Street NW	shared lanes	center
At Washington Circle	Under circle	shared lanes	center
Washington Circle to Mount Vernon Square	Along K Street NW	exclusive	center
At Mount Vernon Square	WB: north side	shared lanes	curb
	EB: south side		curb
Mount Vernon Square to Union Station	K Street	shared lanes	curb
	New Jersey	shared lanes	center
	H Street	shared lanes	curb
At Union Station	Hopscotch Bridge	shared lanes	curb
Connection to existing tracks	at 3rd Street NE	shared lanes	curb

The streetcar program will operate with a 10 minute headway.

NEPA Status: DDOT will begin NEPA in the first quarter of CY 2014; it will be 12 – 18 months.

Map of preferred alternative from Alternatives Analysis. The NEPA process will build from this alternative and information gathered in the AA.



11. Projected Completion Year: 2020
12. Project Manager: Lezlie Rupert
13. Project Manager E-Mail: lezlie.rupert@dc.gov
14. Project Information URL: www.unionstationtogeorgetown.com
15. Total Miles: 3.41 miles
16. Schematic:
17. Documentation: Union Station to Georgetown Alternatives Analysis (September 2013)
18. Jurisdictions: DDOT
19. Baseline Cost: \$348 million cost estimate as of 09/30/2013
20. Amended Cost: cost estimate as of MM/DD/YYYY
21. Funding Sources: ☐ Federal; ☐ State; ☐ Local; ☐ Private; ☐ Bonds; ☐ Other

CLRP PROJECT DESCRIPTION FORM

MAP-21 PLANNING FACTORS

22. Please identify any and all planning factors that are addressed by this project:
- a. ☒ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 - b. ☐ Increase the **safety** of the transportation system for all motorized and non-motorized users.
 - i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☐ No
 - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
 - c. ☐ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
 - d. ☒ Increase **accessibility and mobility** of people.
 - e. ☐ Increase accessibility and mobility of **freight**.
 - f. ☒ 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.
 - g. ☒ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
 - h. ☒ Promote efficient system **management and operation**.
 - i. ☒ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

23. Have any potential mitigation activities been identified for this project? ☐ Yes; ☒ No
- a. If yes, what types of mitigation activities have been identified?
 - ☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; Vibrations;
 - ☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program? ☐ Yes; ☒ No
 - b. If so, is the congestion recurring or non-recurring? ☐ Recurring; ☐ Non-recurring
 - c. If the congestion is on another facility, please identify it:
25. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☐ Yes; ☒ No
 - b. If the answer to Question 24.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
 - ☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
 - ☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
 - ☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile
 - ☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - ☐ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
 - ☐ The project consists of preliminary studies or engineering only, and is not funded for construction
 - ☐ The construction costs for the project are less than \$10 million.
 - c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

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



2. M Street Southeast / Southwest Streetcar Line

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: ☐ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped ☒ Transit ☐ CMAQ
☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program
☐ Human Service Transportation Coordination ☐ TERMS
5. Category: ☐ System Expansion; ☐ System Maintenance; ☐ Operational Program; ☐ Study; ☐ Other
6. Project Name: Streetcar - M Street Southeast/Southwest Streetcar Line

	Prefix	Route	Name	Modifier
7. Facility:		M	DC streetcar – M Street SE/SW	
8. From (_ at):			11 th Street Bridge	
9. To:			Maine Avenue SW	

10. Description: 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.
11. Projected Completion Year: 2020
12. Project Manager: Thomas Perry
13. Project Manager E-Mail: Thomas.Perry@dc.gov
14. Project Information URL: www.dcstreetcar.com
15. Total Miles: 3
16. Schematic:
17. Documentation: NEPA Phase
18. Jurisdictions: Washington, DC
19. Baseline Cost (in Thousands): \$250 million cost estimate as of 1/23/2014
20. Amended Cost (in Thousands): TBD cost estimate as of MM/DD/YYYY
21. Funding Sources: ☐ Federal; ☐ State; ☒ Local; ☐ Private; ☐ Bonds; ☐ Other

MAP-21 PLANNING FACTORS

22. Please identify any and all planning factors that are addressed by this project:
 - a. ☒ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 - b. ☒ Increase the **safety** of the transportation system for all motorized and non-motorized users.
 - i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☐ No
 - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
 - c. ☐ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
 - d. ☒ Increase **accessibility and mobility** of people.

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- e. ☐ Increase accessibility and mobility of **freight**.
- f. ☒ 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.
- g. ☒ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- h. ☒ Promote efficient system **management and operation**.
- i. ☒ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

23. Have any potential mitigation activities been identified for this project? ☐ Yes; ☒ No
- a. If yes, what types of mitigation activities have been identified?
- ☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; Vibrations;
☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program? ☐ Yes; ☒ No
- b. If so, is the congestion recurring or non-recurring? ☒ Recurring; ☐ Non-recurring
- c. If the congestion is on another facility, please identify it:
25. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☒ Yes; ☐ No
- b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
- ☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
- ☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
- ☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile
- ☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
- ☒ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
- ☐ The project consists of preliminary studies or engineering only, and is not funded for construction
- ☐ The construction costs for the project are less than \$10 million.
- c. If the project is not exempt and requires a Congestion Management Documentation Form, click [here](#) to open a blank Congestion Management Documentation Form.

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



3. Benning Road Streetcar Spur – Minnesota Avenue Metro Station

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: CD052A
4. Project Type: ☐ Interstate ☒ Primary ☐ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped ☐ Transit ☐ CMAQ
☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program
☐ Human Service Transportation Coordination ☐ TERMS
5. Category: ☐ System Expansion; ☐ System Maintenance; ☒ Operational Program; ☐ Study; ☐ Other
6. Project Name: Streetcar – Benning Road/Minnesota Avenue Spur

	Prefix	Route	Name	Modifier
7. Facility:			Minnesota Avenue	
8. From (_ at):			Benning Road	
9. To:			Minnesota Avenue Metro Station	

10. Description:

This will be an addition to the DC Streetcar Project which was part of the 2010 CLRP. This addition will have a spur at the Benning/Minnesota Ave intersection and proceed along Minnesota Ave to the Minnesota Ave Metro Station.

11. Projected Completion Year: 2018
12. Project Manager: Clarence Dickerson
13. Project Manager E-Mail: Clarence.dickerson@dc.gov
14. Project Information URL:
15. Total Miles: 2/10 of a mile
16. Schematic:
17. Documentation: DC Streetcar Project (2010 CLRP)
18. Jurisdictions: District of Columbia
19. Baseline Cost: \$40 million cost estimate as of MM/DD/YYYY
20. Amended Cost: cost estimate as of MM/DD/YYYY
21. Funding Sources: ☒ Federal; ☒ State; ☐ Local; ☐ Private; ☐ Bonds; ☐ Other

MAP-21 PLANNING FACTORS

22. Please identify any and all planning factors that are addressed by this project:
 - a. ☐ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 - b. ☒ Increase the **safety** of the transportation system for all motorized and non-motorized users.
 - i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☒ No
 - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
 - c. ☐ Increase the ability of the transportation system to support **homeland security** and to

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safeguard the personal security of all motorized and non-motorized users.

- d. ☒ Increase **accessibility and mobility** of people.
- e. ☐ Increase accessibility and mobility of **freight**.
- f. ☐ 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.
- g. ☒ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- h. ☒ Promote efficient system **management and operation**.
- i. ☐ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

23. Have any potential mitigation activities been identified for this project? ☐ Yes; ☒ No
- a. If yes, what types of mitigation activities have been identified?
- ☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; Vibrations;
☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program? ☒ Yes; ☐ No
- b. If so, is the congestion recurring or non-recurring? ☒ Recurring; ☐ Non-recurring
- c. If the congestion is on another facility, please identify it:
25. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☒ Yes; ☐ No
- b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
- ☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
 - ☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
 - ☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile
 - ☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - ☐ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
 - ☐ The project consists of preliminary studies or engineering only, and is not funded for construction
 - ☒ The construction costs for the project are less than \$10 million.
- c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

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



5A. Study: Managed Lanes on the 14th Street/Rochambeau Bridge

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: PM0A4A
4. Project Type: ☒ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped ☐ Transit ☐ CMAQ
☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program
☐ Human Service Transportation Coordination ☐ TERMS
5. Category: ☐ System Expansion; ☐ System Maintenance; ☐ Operational Program; ☒ Study; ☐ Other
6. Project Name: Study: Managed Lanes Conversion to HOV Lanes/HOT Lanes

	Prefix	Route	Name	Modifier
7. Facility:			Rochambeau Bridge (I-395)	
8. From (_ at):			Va State Line	
9. To:			Southeast/Southwest Freeway (I-395/I-695)	
10. Description:				

The managed lanes study consists of a network of three independent corridors linked to provide access into and through the District of Columbia to provide a predictable travel time. The project will promote multi-modal and High Occupancy Vehicle (HOV) use and promote the reduction of Single Occupancy Vehicle (SOV) travel into the District. The project utilizes the existing transportation network and makes improvements to that network as appropriate and required to provide a managed lane facility. Eventually HOV will be converted to HOT.

The District Department of Transportation completed a feasibility study on the Managed Lanes Corridor, which consisted of Rochambeau Bridge/I-395 (Corridor I); Southeast Southwest Freeway/I-395,I-695 (Corridor II); I-295 (Corridor III). Corridors II and III will have additional NEPA needs.

There are currently three bridges that cross into the District of Columbia from Virginia along the I-395 corridor. The Arland Williams Jr Memorial Bridge (Route 1/I-395) carries the northbound traffic coming into DC, has four General Purpose Lanes. These lanes will remain as GP Lanes and are not being changed.

The George Mason Memorial Bridge (Route 1/I-395) carries the southbound traffic coming into Va, has four GP Lanes, which will remain as GP Lanes and are not being changed.

The Rochambeau Bridge carries in total four lanes, two northbound and two southbound lanes. Traffic from these lanes feed into or come out of the existing HOV system in Va.

The operation of HOV will mirror the existing operation in Va, which is HOV 3+, 6am to 9am/3:30pm to 6pm Mon-Fri.

We are planning to convert the HOV to HOT by March 2015, with the NEPA being a Documented Categorical Exclusion. Corridor 2 and 3 will go through NEPA process.

There have been continuous and on-going coordination with state dot's and jurisdictions.

CLRP PROJECT DESCRIPTION FORM

11. Projected Completion Year: 2015
12. Project Manager: Clarence Dickerson
13. Project Manager E-Mail: Clarence.dickerson@dc.gov
14. Project Information URL:
15. Total Miles: ≈9 miles
16. Schematic:
17. Documentation: Managed Lanes Corridor Project Feasibility Study (December 2013)
18. Jurisdictions: Virginia, District of Columbia
19. Baseline Cost: \$5.9 million cost estimate as of 12/31/2013
20. Amended Cost: cost estimate as of MM/DD/YYYY
21. Funding Sources: ☒ Federal; ☒ State; ☐ Local; ☒ Private; ☐ Bonds; ☐ Other

MAP-21 PLANNING FACTORS

22. Please identify any and all planning factors that are addressed by this project:
- a. ☐ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 - b. ☒ Increase the **safety** of the transportation system for all motorized and non-motorized users.
 - i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☐ No
 - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
 - c. ☐ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
 - d. ☒ Increase **accessibility and mobility** of people.
 - e. ☐ Increase accessibility and mobility of **freight**.
 - f. ☐ 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.
 - g. ☐ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
 - h. ☒ Promote efficient system **management and operation**.
 - i. ☐ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

23. Have any potential mitigation activities been identified for this project? ☐ Yes; ☒ No
- a. If yes, what types of mitigation activities have been identified?
 - ☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; Vibrations;
 - ☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program? ☒ Yes; ☐ No
 - b. If so, is the congestion recurring or non-recurring? ☒ Recurring; ☐ Non-recurring
 - c. If the congestion is on another facility, please identify it:

CLRP PROJECT DESCRIPTION FORM

25. Capacity

- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☒ Yes; ☐ No
- b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
- ☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
 - ☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
 - ☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile
 - ☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - ☐ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
 - ☐ The project consists of preliminary studies or engineering only, and is not funded for construction
 - ☒ The construction costs for the project are less than \$10 million.
- c. If the project is not exempt and requires a Congestion Management Documentation Form, click [here](#) to open a blank Congestion Management Documentation Form.

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



5B/C. Study: Managed Lanes on the 14th Street/Rochambeau Bridge

1. Submitting Agency: DDOT
2. Secondary Agency: DDOT
3. Agency Project ID: PM0A4A
4. Project Type: ☒ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped ☐ Transit ☐ CMAQ
☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program
☐ Human Service Transportation Coordination ☐ TERMS
5. Category: ☐ System Expansion; ☐ System Maintenance; ☐ Operational Program; ☒ Study; ☐ Other
6. Project Name: Managed Lanes Corridor II and III NEPA

	Prefix	Route	Name	Modifier
7. Facility:			{Corridor 2 SE/SW Freeway (I-395/I-695)}	
8. From (_ at):			{Corridor 3 (I-295)}	
9. To:			{Corridor 2 At Case Bridge}	
10. Description:			{Corridor 3 at the junction of (I-295/I-695)}	
			{Corridor 2 11 th Street Bridge}	
			{Corridor 3 DC/MD Line}	

The managed lanes project consists of a network of three independent corridors linked to provide access into and through the District of Columbia to provide a predictable travel time. The project will promote multi-modal and High Occupancy Vehicle (HOV) use and promote the reduction of Single Occupancy Vehicle (SOV) travel into the District. The project utilizes the existing transportation network and makes improvements to that network as appropriate and required to provide a managed lane facility.

DDOT has plans to perform an environmental study on the Managed Lanes Corridor II and III. The study level of the NEPA document will be determined at later time but it will be at a higher level NEPA document.

Corridor II will be along SE/SW Freeway (I-395/I-695) beginning near the Case Bridge to the 11th Street Bridge. Corridor III will be along I-295 beginning near the 11th Street Bridge to the DC/MD line. The lanes along these corridors would either be converted to HOV/HOT or built into HOV/HOT lanes.

11. Projected Completion Year:
12. Project Manager: Clarence Dickerson
13. Project Manager E-Mail: Clarence.dickerson@dc.gov
14. Project Information URL:
15. Total Miles: 5.5 miles
16. Schematic:
17. Documentation: Managed Lanes Corridor Project Feasibility Study (December 2013)
18. Jurisdictions: Virginia, District of Columbia and Maryland
19. Baseline Cost (in Thousands): cost estimate as of MM/DD/YYYY
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
21. Funding Sources: ☒ Federal; ☒ State; ☐ Local; ☒ Private; ☐ Bonds; ☐ Other

CLRP PROJECT DESCRIPTION FORM

MAP-21 PLANNING FACTORS

22. Please identify any and all planning factors that are addressed by this project:

- a. ☐ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- b. ☐ Increase the **safety** of the transportation system for all motorized and non-motorized users.
 - i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☐ No
 - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
- c. ☐ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
- d. ☒ Increase **accessibility and mobility** of people.
- e. ☐ Increase accessibility and mobility of **freight**.
- f. ☐ 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.
- g. ☐ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- h. ☒ Promote efficient system **management and operation**.
- i. ☐ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

23. Have any potential mitigation activities been identified for this project? ☐ Yes; ☒ No

a. If yes, what types of mitigation activities have been identified?

- ☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; Vibrations;
- ☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions

- a. Do traffic congestion conditions necessitate the proposed project or program? ☒ Yes; ☐ No
- b. If so, is the congestion recurring or non-recurring? ☒ Recurring; ☐ Non-recurring
- c. If the congestion is on another facility, please identify it:

25. Capacity

- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☒ Yes; ☐ No
- b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
 - ☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
 - ☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
 - ☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile
 - ☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - ☐ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
 - ☐ The project consists of preliminary studies or engineering only, and is not funded for construction
 - ☒ The construction costs for the project are less than \$10 million.
- c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

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



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

1. Submitting Agency: MDOT
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: ☒ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped ☐ Transit ☐ CMAQ
5. Category: ☒ System Expansion; ☐ System Maintenance; ☐ Operational Program; ☐ Study; ☐ Other
6. Project Name: I-95/I-495 Interchange at the Greenbelt Metro Station

	Prefix	Route	Name	Modifier
7. Facility:	I	495/95	Capital Beltway	
8. From (_ at):			Greenbelt Metro Station	
9. To:				

10. Description: 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 auxilliary lanes on I-95/I-495 between the Greenbelt metro and MD 201 interchanges.
11. Projected Completion Year: 2020
12. Project Manager:
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles:
16. Schematic:
17. Documentation:
18. Jurisdictions: District of Columbia
19. Baseline Cost: \$78.21 million cost estimate as of 12/11/2013
20. Amended Cost: cost estimate as of MM/DD/YYYY
21. Funding Sources: ☒ Federal; ☒ State; ☐ Local; ☐ Private; ☐ Bonds; ☐ Other

MAP-21 PLANNING FACTORS

22. Please identify any and all planning factors that are addressed by this project:
 - a. ☐ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 - b. ☐ Increase the **safety** of the transportation system for all motorized and non-motorized users.
 - i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☒ No
 - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
 - c. ☐ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

CLRP PROJECT DESCRIPTION FORM

- d. ☒ Increase **accessibility and mobility** of people.
- e. ☐ Increase accessibility and mobility of **freight**.
- f. ☒ 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.
- g. ☒ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- h. ☐ Promote efficient system **management and operation**.
- i. ☐ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

23. Have any potential mitigation activities been identified for this project? ☒ Yes; ☐ No
- a. If yes, what types of mitigation activities have been identified?
☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; Vibrations;
☐ Energy; ☒ Noise; ☒ Surface Water; ☐ Hazardous and Contaminated Materials; ☒ Wetlands

CONGESTION MANAGEMENT INFORMATION

24. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program? ☐ Yes; ☐ No
 - b. If so, is the congestion recurring or non-recurring? ☐ Recurring; ☐ Non-recurring
 - c. If the congestion is on another facility, please identify it:
25. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☐ Yes; ☐ No
 - b. If the answer to Question 24.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
 - ☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
 - ☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
 - ☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile
 - ☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - ☐ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
 - ☐ The project consists of preliminary studies or engineering only, and is not funded for construction
 - ☐ X The construction costs for the project are less than \$10 million.
 - c. If the project is not exempt and requires a Congestion Management Documentation Form, click [here](#) to open a blank Congestion Management Documentation Form.

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



9. Widen US 1 from Fuller Road to Russell Road Interchange

1. Agency Project ID: N/A Secondary Agency:
2. Project Type: ☒ System Expansion; ☐ System Maintenance; ☐ Operational Program; ☐ Study; ☐ Other
(check all ☐ Freeway; ☒ Primary; ☐ Secondary; ☐ Urban; ☐ Bridge; ☐ Bike/Ped; ☐ Transit; ☐ CMAQ;
that apply) ☐ ITS; ☐ Enhancement; ☐ Other
3. Project Title: Widen US 1 from Fuller Road to Russell Road Interchange
4. Facility:

Prefix	Route	Name	Modifier
US	1	Jefferson Davis	
		Fuller Road	
		Russell Road	Interchange
5. From (_ at):
6. To:
7. Jurisdiction(s): Prince William County
8. Description: Widen Route 1 from Fuller Road to Russell Road from 4 to 6 lanes
9. Bicycle or Pedestrian Accommodations: ☐ Not Included; ☒ Included; ☐ Primarily a Bike/Ped Project; ☐ N/A
10. Total Miles:
11. Project Manager:
12. E-Mail: mbackmon@pwccgov.org
13. Project Information URL:
14. Projected Completion Year: 2025
15. Actual Completion Year: ☐ Project is ongoing. Year refers to implementation.
16. ☐ This project is being withdrawn from the Plan as of:
17. Total cost: \$76 million
18. Remaining cost (in Thousands):
19. Funding Sources: ☒ Federal; ☐ State; ☒ Local; ☐ Private; ☐ Bonds; ☒ Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? ☒ Yes; ☐ No
21. If so, describe those conditions: ☒ Recurring congestion; ☐ Non-site specific congestion;
☐ Frequent incident-related, non-recurring congestion; ☐ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? ☐ Yes; ☒ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? ☐ Yes; ☐ No
24. If not, please identify the criteria that exempt the project here:
 - ☐ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
 - ☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - ☐ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
 - ☐ The project consists of preliminary studies or engineering only, and is not funded for construction
 - ☐ The project received NEPA approval on or before April 6, 1992
 - ☐ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.

CLRP PROJECT DESCRIPTION FORM

☐ The construction costs for the project are less than \$5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:

X 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.

a. Is this project being proposed specifically to address a safety issue? ☐ Yes; X No

b. Please identify issues: ☐ High accident location; ☐ Pedestrian safety; ☐ Other
☐ Truck or freight safety; ☐ Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

☐ Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

X Increase accessibility and mobility of people and 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.

X 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.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? ☐ Yes X No

27. If yes, what types of mitigation activities have been identified?

☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; Vibrations;
☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? ☐ Yes; X No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? ☐ Not Started; ☐ Ongoing, not complete; ☐ Complete

30. Under which Architecture:

☐ DC, Maryland or Virginia State Architecture

☐ WMATA Architecture

☐ COG/TPB Regional ITS Architecture

☐ Other, please specify:

31. Other Comments

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



10. Widen VA 123 from VA 7 to I-495

1. Agency Project ID: N/A Secondary Agency:
2. Project Type: ☒ System Expansion; ☐ System Maintenance; ☐ Operational Program; ☐ Study; ☐ Other
(check all that apply) ☐ Freeway; ☒ Primary; ☐ Secondary; ☐ Urban; ☐ Bridge; ☒ Bike/Ped; ☒ Transit; ☐ CMAQ;
☐ ITS; ☐ Enhancement; ☐ Other
3. Project Title: Widen VA 123 from VA 7, Leesburg Pike to I-495, Capital Beltway
4. Facility:

Prefix	Route	Name	Modifier
VA	123	Chain bridge Road	
VA	7	Leesburg Pike	
I	495	Capital Beltway	
5. From (_ at):
6. To:
7. Jurisdiction(s): Fairfax County, VA
8. Description: Widen VA Route 123 from Leesburg Pike to the Capital Beltway from 6 to 8 lanes.
9. Bicycle or Pedestrian Accommodations: ☐ Not Included; ☒ Included; ☒ Primarily a Bike/Ped Project; ☐ N/A
10. Total Miles: 0.35 miles
11. Project Manager: Tad Borkowski 12. E-Mail: Tad.Borkowski@Fairfaxcounty.gov
13. Project Information URL: <http://www.fairfaxcounty.gov/tysons/transportation>
14. Projected Completion Year: 2021
15. Actual Completion Year: ☐ Project is ongoing. Year refers to implementation.
16. ☐ This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): \$22 million
18. Remaining cost (in Thousands):
19. Funding Sources: ☐ Federal; ☐ State; ☐ Local; ☐ Private; ☐ Bonds; ☐ Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? ☒ Yes; ☐ No
21. If so, describe those conditions: ☒ Recurring congestion; ☒ Non-site specific congestion;
☐ Frequent incident-related, non-recurring congestion; ☐ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? ☐ Yes; ☒ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? ☐ Yes; ☐ No
24. If not, please identify the criteria that exempt the project here:
 - ☒ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
 - ☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - ☐ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
 - ☐ The project consists of preliminary studies or engineering only, and is not funded for construction
 - ☐ The project received NEPA approval on or before April 6, 1992
 - ☐ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.

CLRP PROJECT DESCRIPTION FORM

☐ The construction costs for the project are less than \$5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:

☒ 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.

a. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☒ No

b. Please identify issues: ☐ High accident location; ☐ Pedestrian safety; ☐ Other
☐ Truck or freight safety; ☐ Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

☐ 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 and 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.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? ☐ Yes; ☒ No

27. If yes, what types of mitigation activities have been identified?

☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; Vibrations;

☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? ☐ Yes; ☒ No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? ☐ Not Started; ☐ Ongoing, not complete; ☐ Complete

30. Under which Architecture:

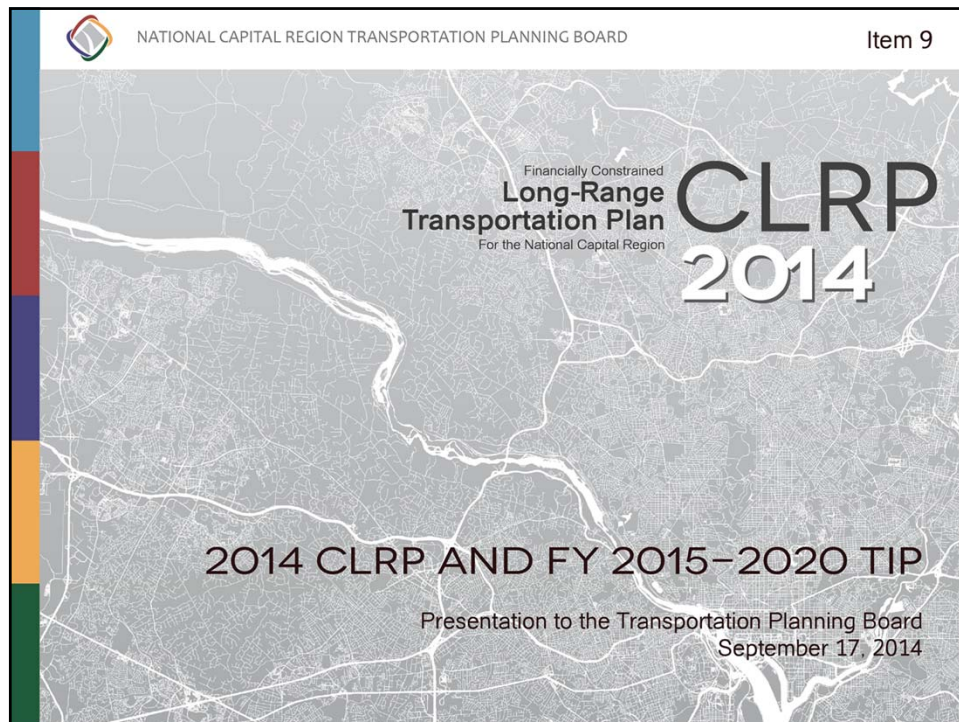
☐ DC, Maryland or Virginia State Architecture

☐ WMATA Architecture

☐ COG/TPB Regional ITS Architecture

☐ Other, please specify:

31. Other Comments



The CLRP

- Twenty-six year horizon out to 2040
- All regionally significant projects, \$243 billion
 - Operations & maintenance of highways, roads, and bridges, as well as local and regional transit systems and commuter rail services - \$201 billion
 - Capital improvements and expansion projects - \$42 billion

The CLRP

- Call for Projects – November 2013
- Financial Analysis work since late 2013
- Inputs for Air Quality Conformity Analysis approved in April 2014
- Travel demand modeling and air quality analysis from April through August
- Additional Performance Analysis of CLRP since August
- Meets financial constraint requirement
- Meets air quality standards set by EPA

3

CLRP - Capital Improvements

- More than 300 CLRP projects have impacts on the region's roadways and transit networks.
- All phases and segments are listed in the 2014 CLRP and FY 2015-2020 TIP Air Quality Conformity Inputs table with details on changes
- Almost 650 additional lane-miles by 2020, and an additional 538 lane-miles by 2040
- Additional 44 miles of transit rail (Purple Line, Silver Line – Phase 2, DC & Columbia Pike streetcars) by 2020

4

CLRP - Major Projects Update

Summary of some major projects in the CLRP

- CLRP project cost estimates updated as part of Financial Analysis
- Completion dates updated in April based on best information at that time

5

CLRP - Major Projects Update

- Silver Line
 - Phase 1 operational 2014
 - Phase 2 – complete in 2016
 - \$2.78 billion
- Corridor Cities Bus Rapid Transit
 - Complete 2020
 - \$1.04 billion
- Purple Line
 - Complete in 2020
 - \$2.37 billion

6

CLRP - Major Projects Update

- DC Streetcar Project
 - Segments complete in 2014, 2015, 2016 and 2020
 - \$822 million
- Crystal City/Potomac Yards Busway
 - BRT from Crystal City to Braddock Road open 2014
 - Segment to Pentagon City Metro complete 2015
 - Crystal City Streetcar complete 2019
- Columbia Pike Streetcar
 - Complete in 2017
 - \$358 million

7

CLRP - Major Projects Update

- I-270/US 15 Corridor
 - Complete 2030
 - \$5.47 billion
- I-95 HOV/Bus/HOT Lanes
 - Complete 2015
 - \$982 million
- South Capitol Street Bridge
 - Complete in 2015
 - \$823 million

8

Major Additions and Changes for 2014

DISTRICT OF COLUMBIA

1. STREETCAR – UNION STATION TO GEORGETOWN
2. STREETCAR – M STREET SE/SW LINE
3. STREETCAR – MINNESOTA AVE. 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

MARYLAND

6. MARC GROWTH AND INVESTMENT PLAN (NOT MAPPED)
7. I-95/I-495 INTERCHANGE AT GREENBELT METRO STATION

VIRGINIA

8. VRE SYSTEM PLAN (NOT MAPPED)
9. WIDEN US ROUTE 1
10. ROUTE 123 WIDENING



9

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



Length: 3.4 miles
Complete: 2020
Cost: \$348million

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. 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 9th Street NW and 23rd Street NW (a project previously approved in the CLRP called the "K Street Transitway").

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2. Streetcar - M Street SE/SW Line

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 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.

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3. Streetcar - Minnesota Avenue Spur

from Benning Rd. NE to Minnesota Ave. 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.

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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.



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

- A. 14th Street/Rochambeau Bridge The first study will look at converting the two northbound lanes on the 14th Street/Rochambeau Bridge to HOV 3+ during morning peak periods 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 lanes in Virginia. The study will also consider a subsequent conversion of the HOV lanes into HOT lanes.
- B. 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.
- C. 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.

Complete: 2015
Cost: \$5.9 million



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6. MARC Growth & Investment Plan

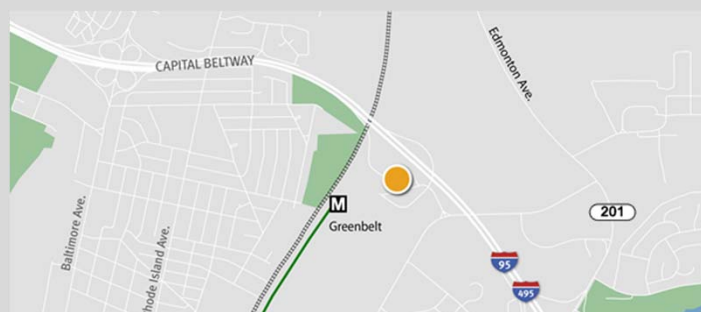
Primary objectives of the plan include providing better service for current riders and addressing existing problems with capacity, frequency and reliability. This package of projects will increase passenger-carrying capacity and increase share of trips by MARC during peak travel periods, among other benefits. The \$1.295 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: \$1.295 billion
 (Washington Region)

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7. 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.

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8. VRE System Plan

The Plan includes system investments and expansion of peak service on the Fredericksburg and Manassas Lines, introduction of reverse-peak service, additional mid-day service, and service extension to the Gainesville-Haymarket area of Prince William County. Major railroad capacity projects focus on the relief of key capacity bottlenecks on the VRE system, including additional track capacity in the Long Bridge corridor and completion of a third main track on the Fredericksburg Line from Alexandria to Spotsylvania County.

Complete: 2040
 Cost: \$997.4 million
 (Washington Region)

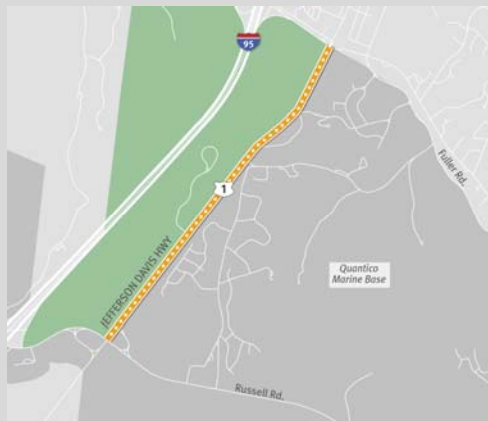


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9. Widen US Route 1 from Fuller Road to Russell Road Interchange

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

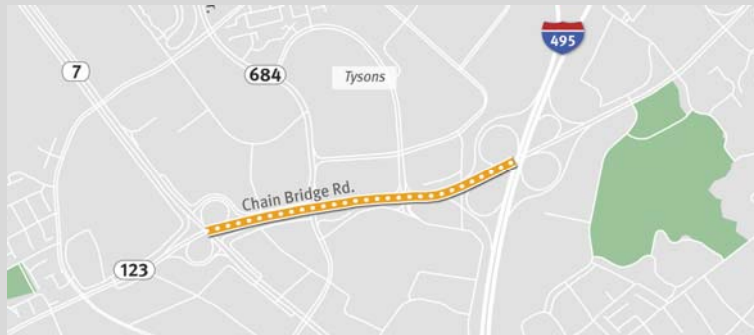
Length: 2.4 miles
 Complete: 2025
 Cost: \$76 million



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10. Widen VA Route 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.

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FY 2015-2020 TIP

- Obligation of federal funds to state and local projects
- Covers all modes – road, transit, and bicycle/ pedestrian projects
- Capital projects, and operations and maintenance
- Snapshot of funding, constantly updated

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FY 2015-2020 TIP

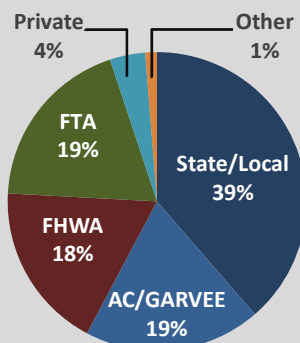
- Six year total - \$17.97 billion
- Priority given to first two years of the TIP
 - \$6.71 billion in FY 2015 (annual element)
 - \$3.22 billion in FY 2016

Project Type	FY 2015	FY 2016	FY 17-20	Total
Roads/Bridges	\$3,479	\$867	\$1,941	\$6,035
Transit	\$1,831	\$1,854	\$4,736	\$8,423
Bike/Ped	\$84	\$62	\$199	\$344
Other	\$1,315	\$438	\$1,162	\$2,915
	\$6,709	\$3,221	\$8,038	\$17,968

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FY 2015-2020 TIP

- Six year total - \$17.97 billion
- Largest share from state and local governments - \$7.82 billion



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Public Comment

- The 2014 CLRP, Financial Plan, FY 2015-2020 TIP, and Air Quality Conformity Analysis will be released for a 30-day public comment period on Thursday, September 11.
- Newspaper ads placed in Washington Post (9/11), Afro-American (9/12), and El Pregonero (9/4)
- Web and Social Media:
 - www.mwcog.org/TPBcomment
 - TPBcomment@mwkog.org
 - www.mwcog.org/CLRP2014

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Schedule

- September 11 – Public comment period begins
- September 17 – TPB briefed on CLRP & TIP
- October 11 – Public comment period ends
- October 15 – TPB asked to approve CLRP and FY 2015-2020 TIP, as well as Financial Plan and Air Quality Conformity Analysis

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