

2015
AMENDMENT

CLRP

Financially Constrained Long Range Transportation Plan
for the National Capital Region

MAJOR CHANGES

to The Draft 2015 CLRP

Presentation to the Transportation Planning Board

September 16, 2015



National Capital Region
Transportation Planning Board

The Long-Range Transportation Plan (CLRP)

- Twenty-five 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 2015 CLRP Amendment Schedule

- Call for Projects – November 2014
- Inputs for Air Quality Conformity Analysis approved in February 2015
- Travel demand modeling and air quality analysis from March through August
- Additional Performance Analysis of CLRP in July and August
- Meets financial constraint requirement
- Meets air quality standards set by EPA



Capital Improvements in the CLRP

- More than 500 projects that have impacts on the region's roadways and transit networks.
- All phases and segments are listed in the 2015 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 36 miles of transit rail (Purple Line, Silver Line – Phase 2, DC streetcars) by 2020



Update on Major CLRP Projects

Summary of some major projects in the CLRP

- CLRP project cost estimates updated
- Completion dates updated in February based on best information at that time



Update on Major CLRP Projects

- **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
- **DC Streetcar Project**
 - Segments complete in 2015, 2016 and 2020
 - \$782 million



Update on Major CLRP Projects

- **South Capitol Street Bridge**
 - Complete in 2015
 - \$823 million
- **I-270/US 15 Corridor**
 - Complete 2030
 - \$5.47 billion
- **I-95 HOV/Bus/HOT Lanes**
 - Complete 2015, 2018
 - \$982 million
- **Fairfax County Parkway HOV**
 - Complete 2035
 - \$300 million



Major Additions and Changes for 2015

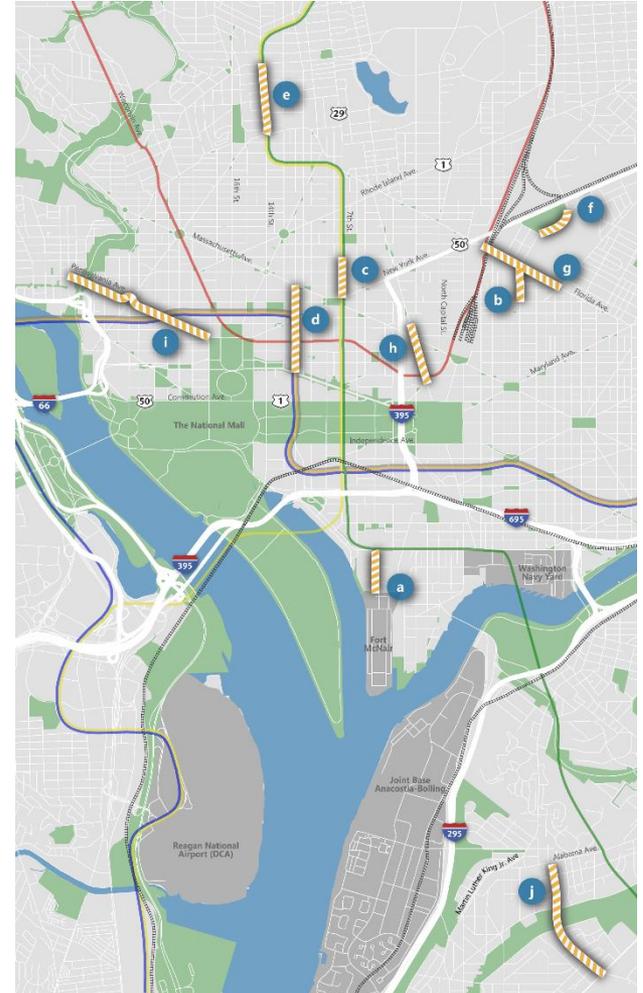
District of Columbia

Dedicated Bike Lanes, Citywide

Length: 9 miles
Complete: 2015
Cost: \$470,000

The District Department of Transportation (DDOT) proposes to add a series of dedicated bike lane projects that will remove one or more lanes for vehicular traffic on 10 different roadways by reducing lanes as follows:

- a. 4th St. SW, M St. to P St. – 4 to 2 lanes
- b. 6th St. NE, Florida Ave. to K St. – 2 to 1 lanes
- c. 7th St. NW, New York Ave. to N St. – 4 to 2 lanes
- d. 12th St. NW, Pennsylvania Ave. to Massachusetts Ave. – 4 to 3 lanes
- e. 14th St. NW, Florida Ave. to Columbia Rd. – 4 to 2 lanes
- f. Brentwood Pkwy. NE, 6th St./Penn St. to 9th St. – 4 to 2 lanes
- g. Florida Ave. NE, 2nd St. to West Virginia Ave. – 6 to 4/5 lanes
- h. New Jersey Ave. NW, H St. to Louisiana Ave., – 4 to 2 lanes
- i. Pennsylvania Ave. NW, 17th St. to 29th St., – 4/6 to 2 or 4 lanes
- j. Wheeler Rd. SE, Alabama Ave. to Southern Ave., – 4 to 2 lanes



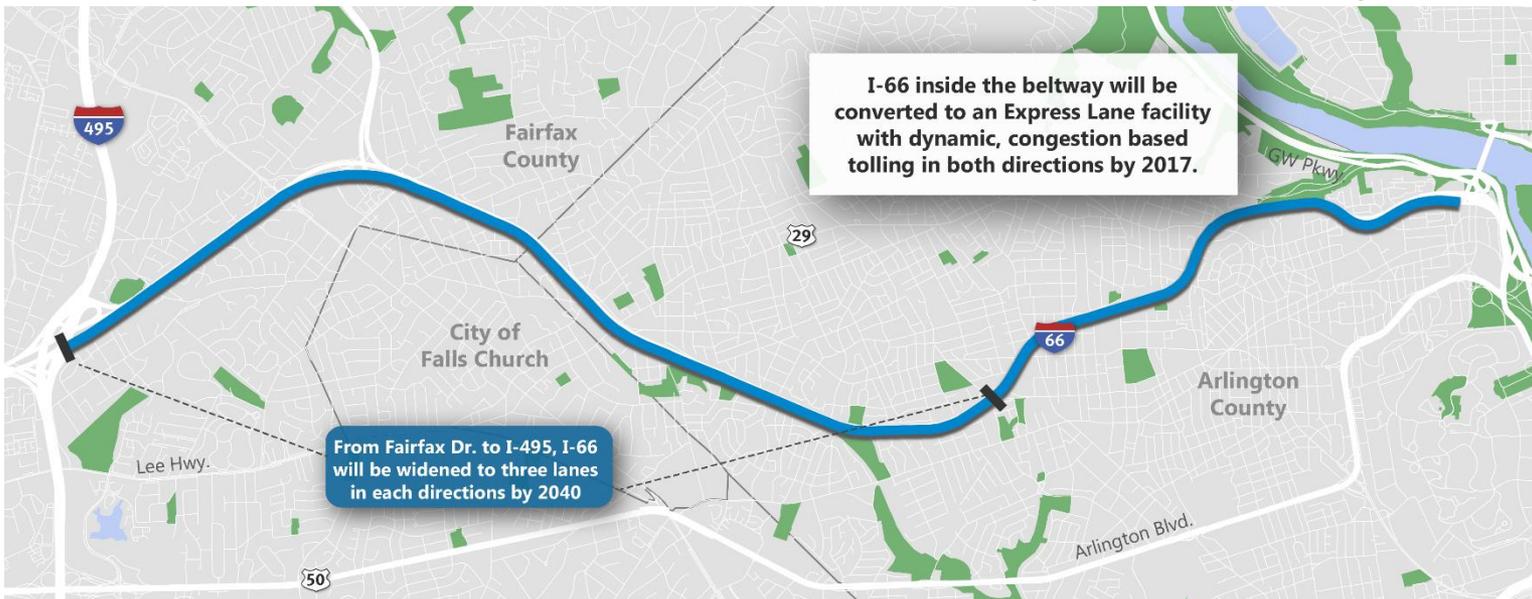
Major Additions and Changes for 2015

Virginia

I-66 Multimodal Improvement Project, Inside the Beltway US Route 29 in Rosslyn to I-495

Length: 10 miles
Complete: 2017, 2040
Cost: \$350 million

- Convert I-66 to a managed express lanes facility with dynamic, congestion-based tolling for all vehicles with less than 3 occupants in both directions, during peak periods only by 2017
- Implement enhanced bus service and complete elements of the bicycle and pedestrian network by 2017
- Widen from 2 to 3 lanes in both directions between Fairfax Dr. and I-495 by 2040
- Toll facility owned and operated by VDOT



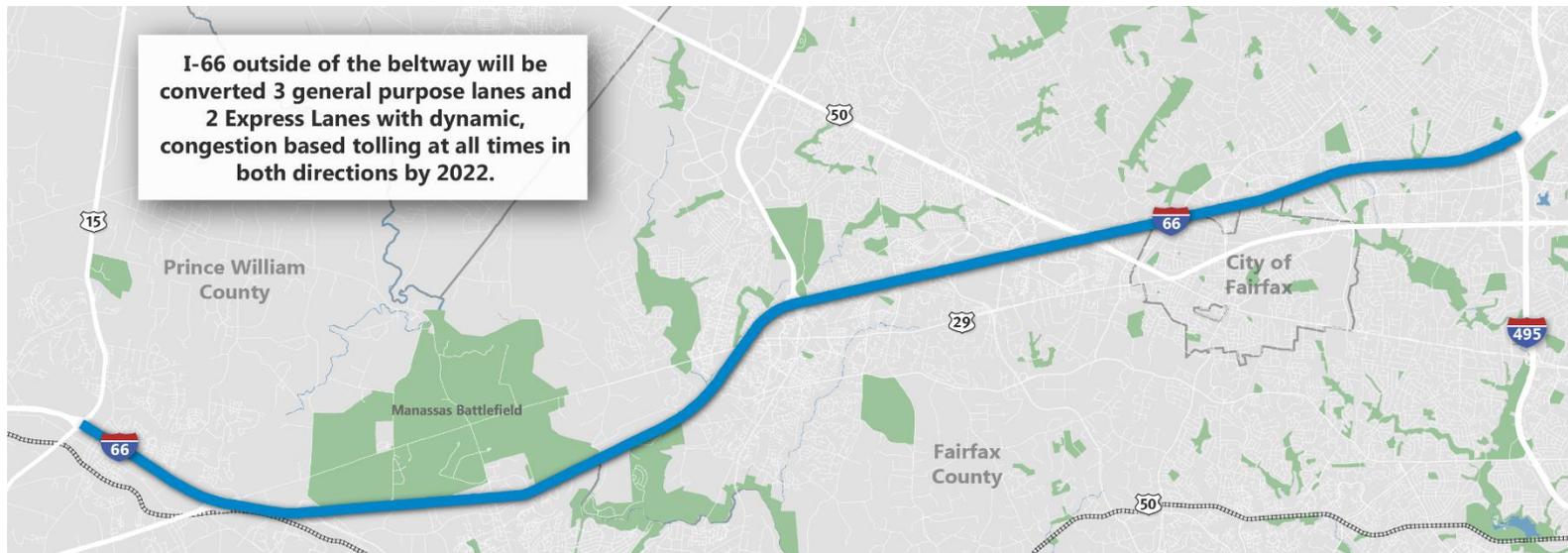
Major Additions and Changes for 2015

Virginia

I-66 Corridor Improvements Outside the Beltway I-495 to US Route 15 in Prince William County

Length: 25 miles
Complete: 2022
Cost: \$2-3 billion

- Reconfigure I-66 to have 2 managed express lanes and 3 general purpose lanes in each direction.
- Express lanes use dynamic, congestion-based tolling for vehicles with less than 3 occupants at all times to maintain free-flow conditions
- New high-frequency bus service and construction of new or expanded commuter park-and-ride lots
- Two alternatives for access and egress points between the general purpose and express lanes were analyzed separately



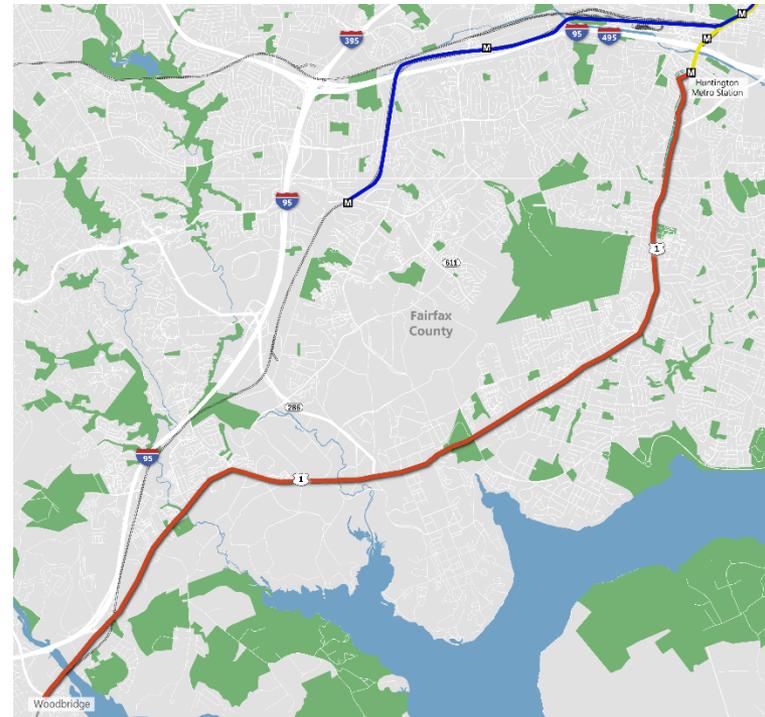
Major Additions and Changes for 2015

Virginia

US 1, Richmond Highway Bus Rapid Transit (BRT) Huntington Metro Station to Woodbridge VRE Station

Length: 15 miles
Complete: 2032
Cost: \$1 billion

- Phase 1 – Buses would connect from the Huntington Metro Station via North Kings Highway to US Route 1 where they would run on a dedicated Transitway located in the median to Hybla Valley – complete 2026
- Phase 2 – The dedicated, median Transitway would be extended to the Fort Belvoir area – complete 2028
- Phase 3 – The dedicated, median Transitway would be extended to the Woodbridge VRE Station – complete 2032
- The project will also include a 10-foot shared use path on both sides of US Route 1.



Major Additions and Changes for 2015

Projects Withdrawn This Year

District of Columbia

- Streetcar: Benning Road Spur from Benning Road to the Minnesota Ave. Metro Station (in Plan since 2014)

Virginia

- Columbia Pike Streetcar from Skyline Center to Pentagon City (in Plan since 2008)
- Crystal City Streetcar from Pentagon City Metro Station to Four Mile Run/Alexandria City Limits (in Plan since 2011)



Public Comment on the 2015 CLRP Amendment

- The 2015 CLRP Amendment, Air Quality Conformity Analysis, and Performance Analysis released for a 30-day public comment period on Thursday, September 10
- Ads placed in the Washington Post (9/10), Afro-American (9/11), and Washington Hispanic (9/4) newspapers
- Web and Social Media
 - www.mwcog.org/TPBcomment
 - TPBcomment@mwkog.org
 - www.mwcog.org/CLRP2015



Schedule for the 2015 CLRP Amendment

- September 10 – Public comment period begins
- September 16 – TPB briefed on the CLRP Amendment, Air Quality Conformity Analysis and CLRP Performance Analysis
- October 10 – Public comment period closes
- October 21 – TPB asked to approve the 2015 CLRP Amendment and the Air Quality Conformity Analysis

