ITEM 7 – Information
February 17, 2016

Briefing on Project Submissions for the 2016 CLRP Amendment and the FY 2017-2022 TIP

Staff Recommendation: Receive briefing

Issues: None

Background: The Board will be briefed on the major projects submitted by transportation agencies to date. On February 11, the project submissions were released for a 30-day public comment period that will end March 12. At the March 16 meeting, the Board is scheduled to approve the project submissions for the air quality conformity analysis of the 2016 CLRP Amendment and the FY2017-2022 TIP.

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board

FROM: Andrew Austin, TPB Transportation Planner

SUBJECT: Additions and Changes to Projects Proposed for the 2016 Amendment to the Financially Constrained Long-Range Transportation Plan (CLRP)

DATE: February 11, 2016

The project submissions for inclusion in the Air Quality Conformity Analysis of the 2016 CLRP Amendment were released for public comment on February 11, 2016. The attached materials present a summary of the major new projects and changes to existing major projects included in this year's submissions. Comments may be submitted:

- Online at www.mwcog.org/TPBcomment
- Via email at TPBcomment@mwcog.org
- By calling (202) 962-3262, TDD: (202) 962-3213
- Or in writing to The Transportation Planning Board
  777 North Capitol Street, NE, Suite 300
  Washington, DC 20002-4239

The public comment period ends on March 12 and the TPB will be asked to approve the project submissions for inclusion in analysis of the CLRP at the March 16 meeting. In October, the TPB will seek comments on the results of the Air Quality Conformity Analysis and performance of the CLRP prior to taking action to approve the analysis and adopt the 2016 CLRP Amendment.

REGIONAL POLICY FRAMEWORK FOR DEVELOPMENT OF THE 2016 CLRP AMENDMENT

The TPB approved the Call for Projects for the 2016 Amendment to the CLRP on December 16, 2015. TPB member agencies were asked to submit their project inputs by January 22, 2016.

For the second year in a row, the Call for Projects document specifically listed the region's "greatest needs" reflecting the TPB's Vision and regional transportation priorities. The Call for Projects encouraged agencies to consider regional goals, priorities and needs as they developed and selected projects to submit for inclusion in the 2016 Amendment. The CLRP project description form asked agencies to explain how their new projects support the goals laid out in the Regional Transportation Priorities Plan (RTPP).

This year, the agencies' responses to those questions have been compiled in Table 1 on page 7 of the attachment, along with the agencies' responses to how projects support the federal Planning Factors on Table 2. Additionally, based on feedback from TPB members and representatives on the Technical Committee, staff developed individual project profile sheets that provide readers with "at a glance" information, as well as a narrative describing how the proposed major project supports the RTPP and other regional goals. A Project Profile has been created for each of the nine major projects proposed in this year's CLRP amendment.

SUMMARY OF PROJECT SUBMISSIONS

This year's project submissions include nine new projects, including five that are considered major. The submissions also include many changes to existing CLRP projects, and four of these are considered major. (For the purposes of this documentation, "major" projects are defined as those which directly affect interstates, major arterials, and expressways or freeways with at-grade intersections, as well as dedicated transit facilities.)

In all, there were nine major new and changed projects in the 2016 submissions. These nine projects are listed in the attached Table 1 and they are also the subject of two-page project profiles, which are attached. Further details about these projects are contained in the CLRP Project Description Forms which are also attached to this memo. Four other new projects, which are not considered major, are included in Table 1, but they are not highlighted with individual project profiles. The remaining project changes proposed for the 2016 CLRP Amendment are detailed in the Air Quality Conformity Inputs table, distributed separately from this memo.

In the **District of Columbia**, DDOT is proposing to implement bus priority lanes on 16th Street NW between H Street and Arkansas Avenue, and to expand its bicycle lane network with eight additional segments. DDOT has also submitted new information about lane configurations and removals for the DC Streetcar: Union Station to Georgetown project which has been in the CLRP since 2014.

No new major projects are proposed this year in **Maryland**. MDOT has responded to the call for projects by providing minor project updates. MDOT typically submits projects for inclusion in the CLRP once project-level NEPA analysis is substantially complete. At this time, no MDOT projects meet that criteria.

In **Virginia**, VDOT and the Virginia Department of Rail and Public Transportation are proposing to extend VRE commuter rail from the City of Manassas to the Gainesville/Haymarket area. VDOT is also proposing to extend the Crystal City Transitway north to the Pentagon City Metro Station, and to extend Express Lanes on I-395 from Turkeycock Run to the vicinity of Eads Street in Arlington County.

Additionally, changes have been submitted by VDOT for two major projects on I-66 that were amended into the CLRP in 2015, and for one project on VA Route 28 that has been in the CLRP since 2004. The I-66 Multimodal Improvements *Inside* the Capital Beltway project is being revised to alter the vehicle-occupancy requirements and hours of operation for the proposed HOT lanes, as well as the scope of future widening. The I-66 Corridor Improvements *Outside* the Capital Beltway project is also being revised to reflect the preferred alternative that was selected in 2015, after the approval of the 2015 CLRP amendment, specifying the locations of access points between the general purpose and high occupancy lanes. The CLRP includes a project to widen VA Route 28 between I-66 and VA Route 7 from 6 to 8 lanes. For this amendment, the project is being revised to convert one general purpose lane in each direction into HOV lanes between I-66 and the Dulles Toll Road. Additionally, one auxiliary lane will be added in each direction between I-66 and Westfields Blvd.

No new major additional capacity projects are proposed by the **Washington Metropolitan Area Transit Authority** at this time.

MATERIALS FOR PUBLIC COMMENT

Attached to this memo are the following draft materials that have been prepared by TPB staff to be released for public comment on February 11:

- Summary of RTPP Goals and CLRP project description form questions
- Table 1: 2016 CLRP Amendment Project Submissions and the RTPP Goals
- Table 2: 2016 CLRP Amendment Project Submissions and federal Planning Factors
- Project Profiles for the following projects:
    - 16th Street Bus Priority from H Street NW to Arkansas Avenue NW
    - DC Dedicated Bicycle Lane Network on Multiple Street Segments Throughout City
    - DC Streetcar: Union Station to Georgetown, Primarily Along the K Street NW Corridor
    - VRE Haymarket Extension from Manassas VRE Station to Gainesville/Haymarket
    - Crystal City Transitway: Northern Extension from Crystal City Metro Station to Pentagon City Metro Station
    - I-395 Express Lanes Inside the Capital Beltway (Turkeycock Run to the Vicinity of Eads Street)
    - I-66 Multimodal Improvements Inside the Capital Beltway
    - I-66 Corridor Improvements Outside the Capital Beltway
    - VA Route 28 HOV and Widening
- Complete CLRP Project Description Forms for each project listed above

An interactive map of the proposed major new and changed projects can be found online at www.mwcog.org/clrp2016.

NEXT STEPS

The 30-day public comment period will be open from Thursday, February 11 until Saturday, March 12. On February 17, the TPB will be briefed on the major new projects and changes to major projects already in the CLRP. This briefing will include a project-level assessment of support for the RTPP and federal Planning Factors.

Following the public comment period, the TPB will be briefed on the comments received and then be asked to approve the project inputs for the Air Quality Analysis at their meeting on March 16. The Air Quality Conformity Analysis will take place from March through September and draft results will be published in October at the commencement of a second public comment period. After that comment period, the TPB will be asked to approve the Conformity Analysis and the 2016 CLRP Amendment in November.

Assessing CLRP Project Submissions against the Regional Transportation Priorities Plan and MAP-21

The CLRP Project Description form includes a set of questions under the Regional Policy Framework section. These questions are intended to examine how projects support the goals set forth in the Regional Transportation Priorities Plan (RTPP). The six RTPP goals are described here and are matched up with the corresponding questions from the CLRP Project Description form. The responses provided by the submitting agencies for all new projects proposed for amendment to the CLRP this year have been summarized in the attached table, along with their responses as to how the projects support the federal planning factors prescribed under MAP-21.

Goal 1

Provide a Comprehensive Range of Transportation Options

Question **22**

- Please identify all travel mode options that this project provides, enhances, supports, or promotes.
- Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

Goal 2

Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers

Question **23**

- Does this project begin or end in an Activity Center?
- Does this project connect two or more Activity Centers?
- Does this project promote non-auto travel within one or more Activity Centers?

Goal 3

Ensure Adequate System Maintenance, Preservation, and Safety

Question **24**

- Does this project contribute to enhanced system maintenance, preservation, or safety?

Goal 4

Maximize Operational Effectiveness and Safety of the Transportation System

Question **25**

- Does this project reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
- Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

Goal 5

Enhance Environmental Quality, and Protect Natural and Cultural Resources

Question **26**

- Is this project expected to contribute to reductions in emissions of criteria pollutants?
- Is this project expected to contribute to reductions in emissions of greenhouse gases?

Goal 6

Support Inter-Regional and International Travel and Commerce

Question **27**

- Please identify all freight carrier modes that this project enhances, supports, or promotes.
- Please identify all passenger carrier modes that this project enhances, supports, or promotes.

TABLE 1

THE 2016 CLRP AMENDMENT PROJECT SUBMISSIONS AND THE REGIONAL TRANSPORTATION PRIORITIES PLAN GOALS

This matrix provides a visual summary of the responses provided by the relevant implementing agencies as to how their proposed projects support the goals identified in the RTPP.

	Estimated Cost	Projected Completion	Goal 1													Goal 2			Goal 3			Goal 4		Goal 5		Goal 6						
			SOV	HOV/Carpool	MetroRail	Commuter Rail	Streetcar/Lt. Rail	BRT	Express Bus	Metrobus	Local Bus	Bicycling	Walking	Other	Disadvantaged Groups	Begin/End in AC	Connect ACs	Non-Auto w/in AC	Maintenance	Reduce Time w/o Capacity	Enhance Safety	Criteria Pollutants	Greenhouse Gases	Long Haul Truck	Local Delivery	Freight Rail	Freight Air	Air Passenger	Amtrak	Intercity Bus
MAJOR* ADDITIONS AND CHANGES																															
● 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	$10 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	☑												☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑			☑			

● New project △ Change to project already in the CLRP

TABLE 2
THE 2016 CLRP 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	Accessibility/Mobility Freight	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 CLRP

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.....

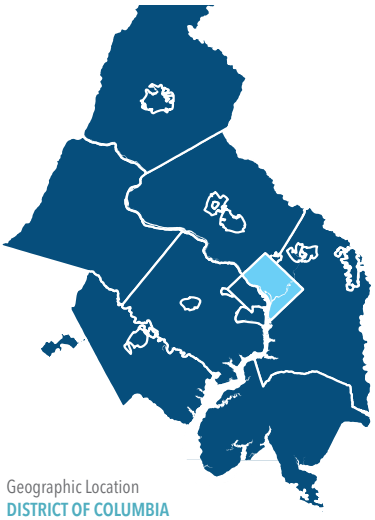
☑ **Federal** ☐ State ☐ Local ☐ Private ☐ Bonds ☐ Other

CLRP ID **3522**

HIGHWAY

TRANSIT

BICYCLE OR PEDESTRIAN



Geographic Location
DISTRICT OF COLUMBIA

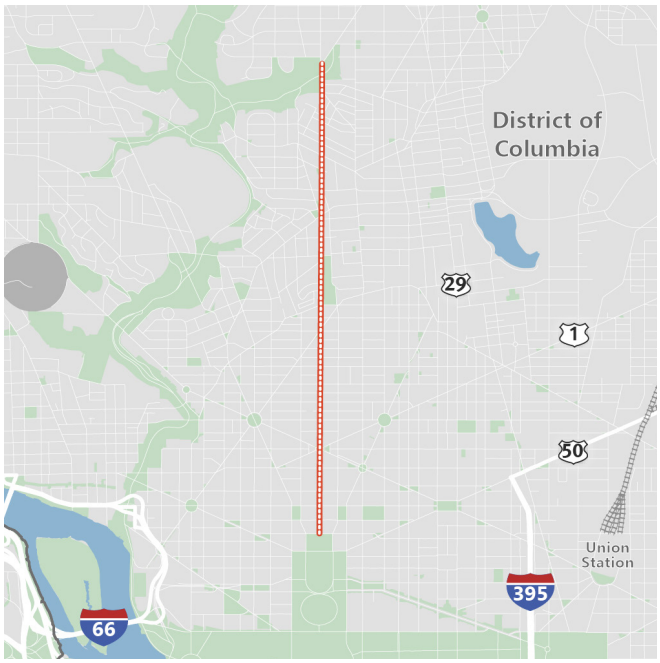
NOW AVAILABLE FOR COMMENT

February 11–March 12, 2016

See reverse for details, or visit www.mwcog.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.

16TH STREET BUS PRIORITY

PROPOSED MAJOR ADDITION
2016 CLRP AMENDMENT

How this project supports or advances goals in the Regional Transportation Priorities Plan

By providing reliable express bus service for nearly three miles in the congested 16th Street Corridor, this project will expand travel options (**Goal 1**) and improve connections between Activity Centers and circulation within them (**Goal 2**). The project also enhances system efficiencies (**Goal 4**) by reducing transit travel times without expanding capacity, supports emissions reductions by reducing congestion (**Goal 5**), and improves safety (**Goal 4**).

GOAL 1: PROVIDE A RANGE OF TRANSPORTATION OPTIONS

Provides, enhances, supports, or promotes the following travel mode options:

- ☐ Single Driver (SOV)
- ☐ Carpool/HOV
- ☐ Metrorail
- ☐ Commuter Rail
- ☐ Streetcar/Light Rail
- ☐ BRT
- ☐ Express/Commuter Bus
- ☑ **Metrobus**
- ☐ Local Bus
- ☐ Bicycling
- ☑ **Walking**
- ☐ Other

☑ **Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)**

GOAL 2: PROMOTE DYNAMIC ACTIVITY CENTERS

- ☑ **Begins or ends in an Activity Center**
- ☑ **Connects two or more Activity Centers**
- ☑ **Promotes non-auto travel within one or more Activity Centers**

GOAL 3: ENSURE SYSTEM MAINTENANCE, PRESERVATION, AND SAFETY

☑ **Contributes to enhanced system maintenance, preservation, or safety**

GOAL 4: MAXIMIZE OPERATIONAL EFFECTIVENESS AND SAFETY

- ☑ **Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)**
- ☑ **Enhances safety for motorists, transit users, pedestrians, and/or bicyclists**

GOAL 5: PROTECT AND ENHANCE THE NATURAL ENVIRONMENT

Expected to contribute to reductions in emissions of:

☑ **Criteria Pollutants (NOx, VOCs, PM2.5)** ☑ **Greenhouse Gases**

GOAL 6: SUPPORT INTERREGIONAL AND INTERNATIONAL TRAVEL AND COMMERCE

Enhances, supports, or promotes the following freight carrier modes:

☐ Long-haul Truck ☐ Local Delivery ☐ Rail ☐ Air

Enhances, supports, or promotes the following passenger carrier modes:

☐ Air ☐ Amtrak Intercity Passenger Rail ☐ Intercity Bus

Comment on this project or the 2016 CLRP Amendment

- **February 11–March 12, 2016**
  Comment on projects before they are included in the federally required Air Quality Conformity Analysis.
- **October 13–November 12, 2016**
  Comment on projects and any other aspect of the draft 2016 CLRP Amendment before final TPB adoption.

www.mwcog.org/TPBcomment

TPBcomment@mwcog.org

(202) 962-3262

777 North Capitol Street NE, Suite 300
Washington DC 20002

At the beginning of the monthly TPB meeting

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of the CLRP:

- ☑ **Support Economic Vitality**
- ☑ **Increase Safety for All Users**
- ☐ Support Homeland and Personal Security
- ☑ **Increase Accessibility and Mobility of People and/or Freight**
- ☑ **Protect and Enhance the Environment**
- ☑ **Enhance Integration and Connectivity**
- ☑ **Promote Efficient System Management and Operation**
- ☐ Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- ☐ Transportation demand management measures (including growth management and congestion pricing)
- ☐ Traffic operational improvements
- ☐ Public transportation improvements
- ☐ Intelligent Transportation Systems (ITS) technologies
- ☐ Other congestion management strategies
- ☑ **Not applicable**—This project does not increase SOV capacity or is exempt from consideration of alternatives.
- ☐ Not yet available—Agencies have until May 6, 2016 to complete the required Congestion Management Documentation.

See the CLRP Congestion Management Documentation Form for more information.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in the CLRP.

The information on this form was last updated on February 8, 2016.

National Capital Region
Transportation Planning Board

DC DEDICATED BICYCLE LANE NETWORK

Multiple Street Segments Throughout City

PROPOSED MAJOR ADDITION
2016 CLRP AMENDMENT

Basic Project Information

Project Length..... **3.9 miles**

Anticipated Completion..... **2016, 2017**

Estimated Cost of Construction ..... **$1.35 million**

Submitting Agency..... **District of Columbia DOT**

Anticipated Funding Sources.....

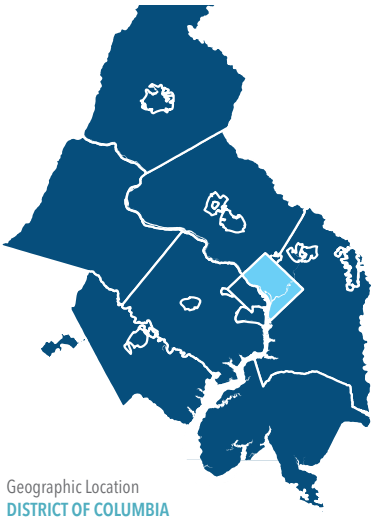
☐ Federal ☐ State ☑ **Local** ☐ Private ☐ Bonds ☐ Other

CLRP ID..... **1171**

HIGHWAY

TRANSIT

BICYCLE OR PEDESTRIAN



Geographic Location
DISTRICT OF COLUMBIA

NOW AVAILABLE FOR COMMENT

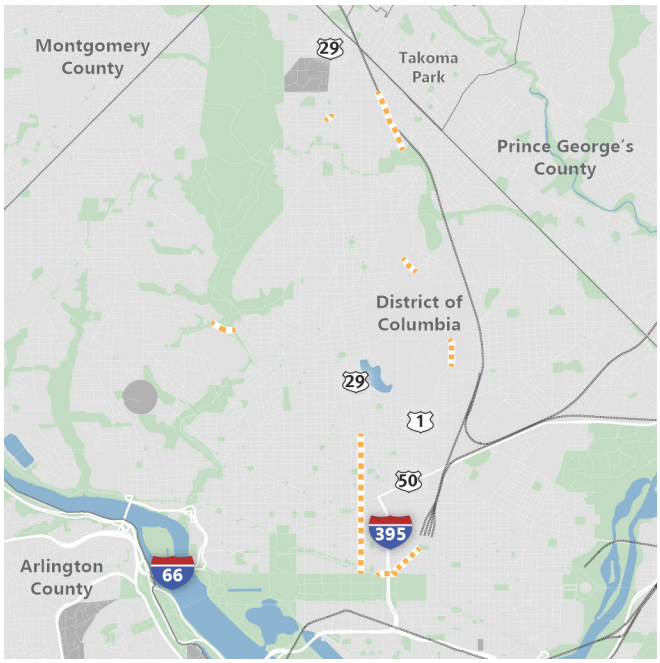
February 11–March 12, 2016

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

Project Description

This project will expand the District of Columbia's dedicated bicycle lane network by removing one or more travel lanes for motor vehicles on the following road segments:

- **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*
- **Klingle 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*



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:

☑ **MoveDC**

☑ **Eastern Downtown Protected Bike Lane Study**

See official CLRP Project Description Form for more information about this project.

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.

DC DEDICATED BICYCLE LANE NETWORK

PROPOSED MAJOR ADDITION
2016 CLRP AMENDMENT

How this project supports or advances goals in the Regional Transportation Priorities Plan

The viability of bicycling as a travel mode—representing an expansion of transportation options (**Goal 1**)— will be advanced with the implementation of nearly four miles of new bike lanes in the District. The project is particularly supportive of the Priorities Plan's call for improved non-motorized circulation within Activity Centers (**Goal 2**) to make bicycle travel more efficient and safer (**Goals 3 and 4**). The project further supports emissions reductions (**Goal 5**).

GOAL 1: PROVIDE A RANGE OF TRANSPORTATION OPTIONS

Provides, enhances, supports, or promotes the following travel mode options:

- ☐ Single Driver (SOV)
- ☐ Carpool/HOV
- ☐ Metrorail
- ☐ Commuter Rail
- ☐ Streetcar/Light Rail
- ☐ BRT
- ☐ Express/Commuter Bus
- ☐ Metrobus
- ☐ Local Bus
- ☑ **Bicycling**
- ☐ Walking
- ☐ Other
- ☑ **Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)**

GOAL 2: PROMOTE DYNAMIC ACTIVITY CENTERS

- ☑ **Begins or ends in an Activity Center**
- ☑ **Connects two or more Activity Centers**
- ☑ **Promotes non-auto travel within one or more Activity Centers**

GOAL 3: ENSURE SYSTEM MAINTENANCE, PRESERVATION, AND SAFETY

- ☑ **Contributes to enhanced system maintenance, preservation, or safety**

GOAL 4: MAXIMIZE OPERATIONAL EFFECTIVENESS AND SAFETY

- ☐ Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- ☑ **Enhances safety for motorists, transit users, pedestrians, and/or bicyclists**

GOAL 5: PROTECT AND ENHANCE THE NATURAL ENVIRONMENT

Expected to contribute to reductions in emissions of:

- ☑ **Criteria Pollutants (NOx, VOCs, PM2.5)**
- ☑ **Greenhouse Gases**

GOAL 6: SUPPORT INTERREGIONAL AND INTERNATIONAL TRAVEL AND COMMERCE

Enhances, supports, or promotes the following freight carrier modes:

- ☐ Long-haul Truck
- ☐ Local Delivery
- ☐ Rail
- ☐ Air

Enhances, supports, or promotes the following passenger carrier modes:

- ☐ Air
- ☐ Amtrak Intercity Passenger Rail
- ☐ Intercity Bus

Comment on this project or the 2016 CLRP Amendment

- **February 11–March 12, 2016**
  Comment on projects before they are included in the federally required Air Quality Conformity Analysis.
- **October 13–November 12, 2016**
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www.mwcog.org/TPBcomment

TPBcomment@mwcog.org

(202) 962-3262

777 North Capitol Street NE, Suite 300
Washington DC 20002

At the beginning of the monthly TPB meeting

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of the CLRP:

- ☑ **Support Economic Vitality**
- ☑ **Increase Safety for All Users**
- ☐ Support Homeland and Personal Security
- ☑ **Increase Accessibility and Mobility of People and/or Freight**
- ☑ **Protect and Enhance the Environment**
- ☑ **Enhance Integration and Connectivity**
- ☐ Promote Efficient System Management and Operation
- ☐ Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- ☐ Transportation demand management measures (including growth management and congestion pricing)
- ☐ Traffic operational improvements
- ☐ Public transportation improvements
- ☐ Intelligent Transportation Systems (ITS) technologies
- ☐ Other congestion management strategies
- ☑ **Not applicable**—This project does not increase SOV capacity or is exempt from consideration of alternatives.
- ☐ Not yet available—Agencies have until May 6, 2016 to complete the required Congestion Management Documentation.

See the CLRP Congestion Management Documentation Form for more information.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in the CLRP.

The information on this form was last updated on February 4, 2016.

National Capital Region
Transportation Planning Board

DC STREETCAR: UNION STATION TO GEORGETOWN

Primarily Along the K Street NW Corridor

PROPOSED MAJOR CHANGE
2016 CLRP AMENDMENT

Basic Project Information

Project Length..... **3.5 miles**

Anticipated Completion..... **2022**

Estimated Cost of Construction ..... **$348 million**

Submitting Agency..... **District of Columbia DOT**

Anticipated Funding Sources.....

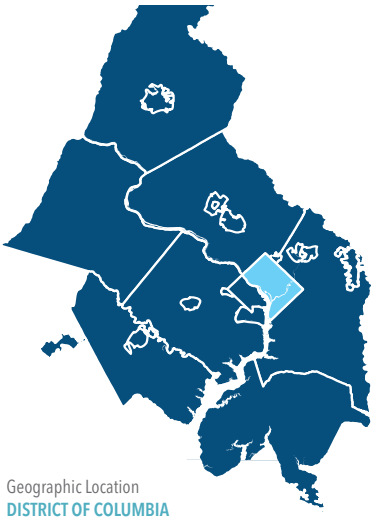
☑ **Federal** ☐ State ☑ **Local** ☐ Private ☐ Bonds ☐ Other

CLRP ID **3081**

HIGHWAY

TRANSIT

BICYCLE OR PEDESTRIAN



Geographic Location
DISTRICT OF COLUMBIA

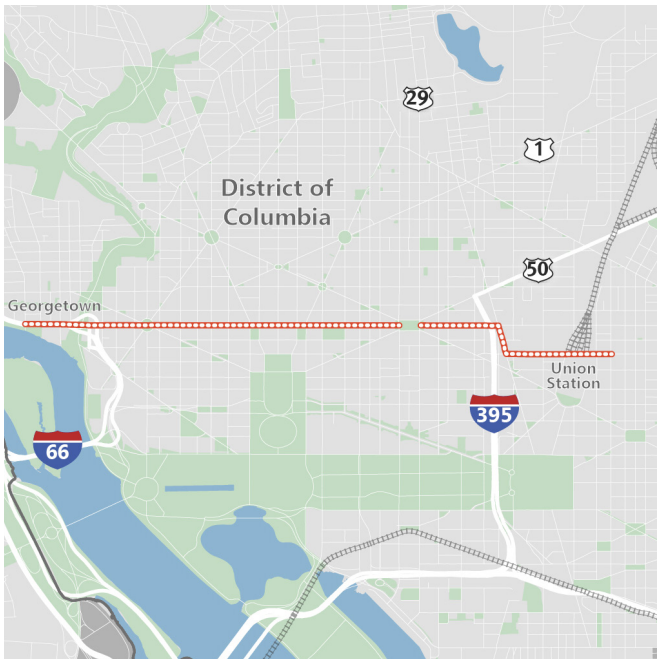
NOW AVAILABLE FOR COMMENT

February 11–March 12, 2016

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

Project Description

This project will extend the H Street NE streetcar line from Union Station to Georgetown, mainly along the K Street NW corridor. The project was added to the CLRP in 2014. In this proposed major change, the District Department of Transportation (DDOT) has indicated that travel lanes in each direction on H Street and segments of K Street would be removed and new lanes on New Jersey Avenue and other segments of K Street would be added in order to allow the streetcar to run on an exclusive transitway.



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:

☑ **2014 Constrained Long-Range Transportation Plan (CLRP)**
☑ **moveDC**
☑ **Final Alternative Analysis Study Report**

See official CLRP Project Description Form for more information about this project, or visit the project website at: www.unionstationtogeorgetown.com

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.

DC STREETCAR: UNION STATION TO GEORGETOWN

PROPOSED MAJOR CHANGE
2016 CLRP AMENDMENT

How this project supports or advances goals in the Regional Transportation Priorities Plan

This 3.5-mile streetcar line will provide a new express travel option (**Goal 1**) and support connections between key Activity Centers (**Goal 2**), including NoMa, Downtown DC, and Georgetown. The project will increase access to Union Station, supporting commuter rail and intercity rail and bus (**Goal 6**). And by reducing driving and congestion, the project aims to support emissions reductions (**Goal 5**). The Priorities Plan supported street-level transit systems, like streetcars, in jurisdictions that have determined them to be cost-effective and important for mobility, accessibility, and community development.

GOAL 1: PROVIDE A RANGE OF TRANSPORTATION OPTIONS

Provides, enhances, supports, or promotes the following travel mode options:

- ☐ Single Driver (SOV)
- ☐ Carpool/HOV
- ☐ Metrorail
- ☑ **Commuter Rail**
- ☑ **Streetcar/Light Rail**
- ☐ BRT
- ☐ Express/Commuter Bus
- ☐ Metrobus
- ☐ Local Bus
- ☐ Bicycling
- ☐ Walking
- ☐ Other
- ☐ Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)

GOAL 2: PROMOTE DYNAMIC ACTIVITY CENTERS

- ☑ **Begins or ends in an Activity Center**
- ☑ **Connects two or more Activity Centers**
- ☑ **Promotes non-auto travel within one or more Activity Centers**

GOAL 3: ENSURE SYSTEM MAINTENANCE, PRESERVATION, AND SAFETY

- ☐ Contributes to enhanced system maintenance, preservation, or safety

GOAL 4: MAXIMIZE OPERATIONAL EFFECTIVENESS AND SAFETY

- ☐ Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- ☐ Enhances safety for motorists, transit users, pedestrians, and/or bicyclists

GOAL 5: PROTECT AND ENHANCE THE NATURAL ENVIRONMENT

Expected to contribute to reductions in emissions of:

- ☑ **Criteria Pollutants (NOx, VOCs, PM2.5)**
- ☑ **Greenhouse Gases**

GOAL 6: SUPPORT INTERREGIONAL AND INTERNATIONAL TRAVEL AND COMMERCE

Enhances, supports, or promotes the following freight carrier modes:

- ☐ Long-haul Truck
- ☐ Local Delivery
- ☐ Rail
- ☐ Air

Enhances, supports, or promotes the following passenger carrier modes:

- ☐ Air
- ☑ **Amtrak Intercity Passenger Rail**
- ☑ **Intercity Bus**

Comment on this project or the 2016 CLRP Amendment

- **February 11–March 12, 2016**
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TPBcomment@mwcog.org

(202) 962-3262

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Washington DC 20002

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Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of the CLRP:

- ☑ **Support Economic Vitality**
- ☐ Increase Safety for All Users
- ☐ Support Homeland and Personal Security
- ☑ **Increase Accessibility and Mobility of People and/or Freight**
- ☑ **Protect and Enhance the Environment**
- ☑ **Enhance Integration and Connectivity**
- ☑ **Promote Efficient System Management and Operation**
- ☐ Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- ☐ Transportation demand management measures (including growth management and congestion pricing)
- ☐ Traffic operational improvements
- ☐ Public transportation improvements
- ☐ Intelligent Transportation Systems (ITS) technologies
- ☐ Other congestion management strategies
- ☑ **Not applicable**—This project does not increase SOV capacity or is exempt from consideration of alternatives.
- ☐ Not yet available—Agencies have until May 6, 2016 to complete the required Congestion Management Documentation.

See the CLRP Congestion Management Documentation Form for more information.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in the CLRP.

The information on this form was last updated on February 4, 2016.

National Capital Region
Transportation Planning Board

VRE HAYMARKET EXTENSION

From Manassas VRE Station to Gainesville/Haymarket

PROPOSED MAJOR ADDITION
2016 CLRP AMENDMENT

Basic Project Information

Project Length..... **11 miles**

Anticipated Completion..... **2022**

Estimated Cost of Construction ..... **$433 million**

Submitting Agency..... **Virginia DOT**

Anticipated Funding Sources.....

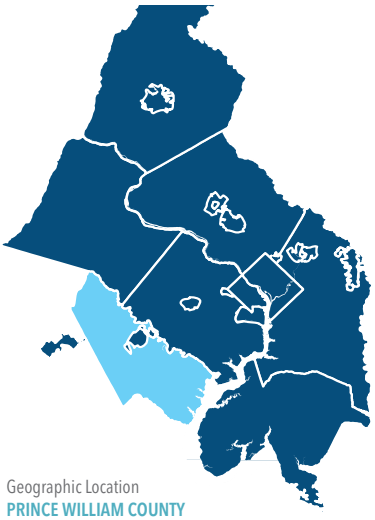
☑ **Federal** ☑ **State** ☑ **Local** ☑ **Private** ☐ Bonds ☑ **Other**

CLRP ID..... **2420**

HIGHWAY

TRANSIT

BICYCLE OR PEDESTRIAN



Geographic Location
PRINCE WILLIAM COUNTY

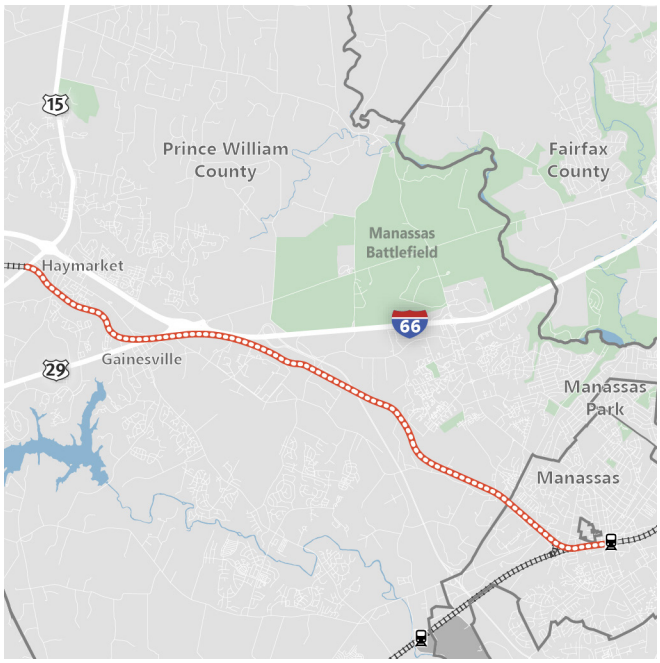
NOW AVAILABLE FOR COMMENT

February 11–March 12, 2016

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

Project Description

This project will extend the Virginia Railway Express (VRE) Manassas Line by approximately 11 miles to Gainesville and Haymarket. The project includes up to three new stations with platforms, bicycle and pedestrian access, and park-and-ride lots. The project also includes the purchase of additional railcars, expansion of equipment storage and yard facilities, widening of existing right-of-way, and real-time information on parking availability and train arrival. An alternatives analysis and environmental impact study are currently underway.



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:

- ☑ **Prince William County Comprehensive Plan Transportation Element**
- ☑ **Town of Haymarket Comprehensive Plan**
- ☑ **City of Manassas Comprehensive Plan**
- ☑ **NVTA TransAction 2040 Project List**

See official CLRP Project Description Form for more information about this project, or visit the project website at: **www.vre.org/ghx**

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.

VIRGINIA RAILWAY EXPRESS (VRE): HAYMARKET EXTENSION

PROPOSED MAJOR ADDITION
2016 CLRP AMENDMENT

How this project supports or advances goals in the Regional Transportation Priorities Plan

The 11-mile Manassas Line extension will offer VRE services to more residents, eliminate crowding and serve future markets – key components that will expand transportation options (**Goal 1**). The project will also connect Activity Centers (**Goal 2**), which are focal points for economic opportunity and growth. And by reducing congestion and driving, the extension will support emissions reductions (**Goal 5**) and boost efficient freight movement on both roads and rail (**Goal 6**).

GOAL 1: PROVIDE A RANGE OF TRANSPORTATION OPTIONS

Provides, enhances, supports, or promotes the following travel mode options:

- ☐ Single Driver (SOV)
- ☑ **Carpool/HOV**
- ☐ Metrorail
- ☑ **Commuter Rail**
- ☐ Streetcar/Light Rail
- ☐ BRT
- ☐ Express/Commuter Bus
- ☐ Metrobus
- ☐ Local Bus
- ☑ **Bicycling**
- ☑ **Walking**
- ☑ **Other**
- ☑ **Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)**

GOAL 2: PROMOTE DYNAMIC ACTIVITY CENTERS

- ☑ **Begins or ends in an Activity Center**
- ☑ **Connects two or more Activity Centers**
- ☐ Promotes non-auto travel within one or more Activity Centers

GOAL 3: ENSURE SYSTEM MAINTENANCE, PRESERVATION, AND SAFETY

- ☐ Contributes to enhanced system maintenance, preservation, or safety

GOAL 4: MAXIMIZE OPERATIONAL EFFECTIVENESS AND SAFETY

- ☐ Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- ☑ **Enhances safety for motorists, transit users, pedestrians, and/or bicyclists**

GOAL 5: PROTECT AND ENHANCE THE NATURAL ENVIRONMENT

Expected to contribute to reductions in emissions of:

- ☑ **Criteria Pollutants (NOx, VOCs, PM2.5)**
- ☑ **Greenhouse Gases**

GOAL 6: SUPPORT INTERREGIONAL AND INTERNATIONAL TRAVEL AND COMMERCE

Enhances, supports, or promotes the following freight carrier modes:

- ☑ **Long-haul Truck**
- ☐ Local Delivery
- ☑ **Rail**
- ☐ Air

Enhances, supports, or promotes the following passenger carrier modes:

- ☐ Air
- ☐ Amtrak Intercity Passenger Rail
- ☐ Intercity Bus

Comment on this project or the 2016 CLRP Amendment

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Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of the CLRP:

- ☑ **Support Economic Vitality**
- ☑ **Increase Safety for All Users**
- ☑ **Support Homeland and Personal Security**
- ☑ **Increase Accessibility and Mobility of People and/or Freight**
- ☑ **Protect and Enhance the Environment**
- ☑ **Enhance Integration and Connectivity**
- ☐ Promote Efficient System Management and Operation
- ☐ Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- ☐ Transportation demand management measures (including growth management and congestion pricing)
- ☐ Traffic operational improvements
- ☐ Public transportation improvements
- ☐ Intelligent Transportation Systems (ITS) technologies
- ☐ Other congestion management strategies
- ☑ **Not applicable**—This project does not increase SOV capacity or is exempt from consideration of alternatives.
- ☐ Not yet available—Agencies have until May 6, 2016 to complete the required Congestion Management Documentation.

See the CLRP Congestion Management Documentation Form for more information.

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The information on this form was last updated on February 4, 2016.

National Capital Region
Transportation Planning Board

CRYSTAL CITY TRANSITWAY: NORTHERN EXTENSION

From Crystal City Metro Station to Pentagon City Metro Station

PROPOSED MAJOR ADDITION
2016 CLRP AMENDMENT

Basic Project Information

Project Length..... **1 mile**

Anticipated Completion..... **2023**

Estimated Cost of Construction ..... **$24 million**

Submitting Agency..... **Virginia DOT**

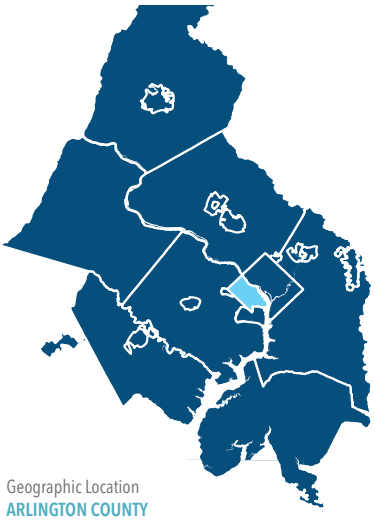
Anticipated Funding Sources.....
☑ **Federal** ☑ **State** ☑ **Local** ☑ **Private** ☐ Bonds ☑ **Other**

CLRP ID..... **3521**

HIGHWAY

TRANSIT

BICYCLE OR PEDESTRIAN



Geographic Location
ARLINGTON COUNTY

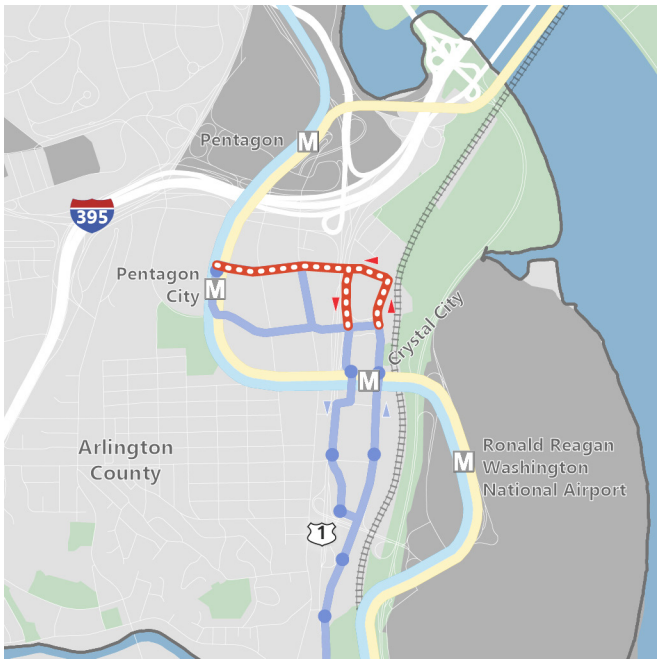
NOW AVAILABLE FOR COMMENT

February 11–March 12, 2016

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

Project Description

This project will extend the existing Metroway bus rapid transit (BRT) line from the Crystal City Metro Station north to the Pentagon City Metro Station. The extension will follow Clark Street and Crystal Drive as far as 12th Street South, at which point it will turn left and continue to South Hayes Street. The project includes construction of three new BRT stations along the route, as well as construction of a new one-block segment of 12th Street South.



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:

☑ **Pending**

See official CLRP Project Description Form for more information about this project, or visit the project website at: www.metrowayva.com

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.

CRYSTAL CITY TRANSITWAY: NORTHERN EXTENSION

PROPOSED MAJOR ADDITION
2016 CLRP AMENDMENT

How this project supports or advances goals in the Regional Transportation Priorities Plan

The Priorities Plan specifically called for cost-effective transit alternatives like bus rapid transit (BRT) that approach the speed, frequency, and reliability of heavy rail, but at a fraction of the cost. This BRT extension will expand transportation choice (**Goal 1**) by providing a new express transit option and improving the accessibility of non-motorized modes and other transit. By adding dedicated transit lanes and a new street segment, the project will connect Activity Centers and promote circulation within them (**Goal 2**). It will also maximize use of existing infrastructure without adding new capacity (**Goal 4**), while reducing emissions (**Goal 5**) and supporting local delivery freight (**Goal 6**).

GOAL 1: PROVIDE A RANGE OF TRANSPORTATION OPTIONS

Provides, enhances, supports, or promotes the following travel mode options:

- ☐ Single Driver (SOV)
- ☐ Carpool/HOV
- ☐ Metrorail
- ☐ Commuter Rail
- ☐ Streetcar/Light Rail
- ☑ **BRT**
- ☐ Express/Commuter Bus
- ☑ **Metrobus**
- ☑ **Local Bus**
- ☑ **Bicycling**
- ☑ **Walking**
- ☐ Other
- ☑ **Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)**

GOAL 2: PROMOTE DYNAMIC ACTIVITY CENTERS

- ☑ **Begins or ends in an Activity Center**
- ☑ **Connects two or more Activity Centers**
- ☑ **Promotes non-auto travel within one or more Activity Centers**

GOAL 3: ENSURE SYSTEM MAINTENANCE, PRESERVATION, AND SAFETY

- ☐ Contributes to enhanced system maintenance, preservation, or safety

GOAL 4: MAXIMIZE OPERATIONAL EFFECTIVENESS AND SAFETY

- ☑ **Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)**
- ☐ Enhances safety for motorists, transit users, pedestrians, and/or bicyclists

GOAL 5: PROTECT AND ENHANCE THE NATURAL ENVIRONMENT

Expected to contribute to reductions in emissions of:

- ☑ **Criteria Pollutants (NOx, VOCs, PM2.5)**
- ☑ **Greenhouse Gases**

GOAL 6: SUPPORT INTERREGIONAL AND INTERNATIONAL TRAVEL AND COMMERCE

Enhances, supports, or promotes the following freight carrier modes:

- ☐ Long-haul Truck
- ☑ **Local Delivery**
- ☐ Rail
- ☐ Air

Enhances, supports, or promotes the following passenger carrier modes:

- ☐ Air
- ☐ Amtrak Intercity Passenger Rail
- ☐ Intercity Bus

Comment on this project or the 2016 CLRP Amendment

- **February 11–March 12, 2016**
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Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of the CLRP:

- ☑ **Support Economic Vitality**
- ☑ **Increase Safety for All Users**
- ☐ Support Homeland and Personal Security
- ☑ **Increase Accessibility and Mobility of People and/or Freight**
- ☑ **Protect and Enhance the Environment**
- ☑ **Enhance Integration and Connectivity**
- ☑ **Promote Efficient System Management and Operation**
- ☐ Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- ☐ Transportation demand management measures (including growth management and congestion pricing)
- ☐ Traffic operational improvements
- ☐ Public transportation improvements
- ☐ Intelligent Transportation Systems (ITS) technologies
- ☐ Other congestion management strategies
- ☑ **Not applicable**—This project does not increase SOV capacity or is exempt from consideration of alternatives.
- ☐ Not yet available—Agencies have until May 6, 2016 to complete the required Congestion Management Documentation.

See the CLRP Congestion Management Documentation Form for more information.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in the CLRP.

The information on this form was last updated on February 4, 2016.

National Capital Region
Transportation Planning Board

I-395 EXPRESS LANES

Inside the Capital Beltway (Turkeycock Run to vicinity of Eads Street)

PROPOSED MAJOR ADDITION
2016 CLRP AMENDMENT

Basic Project Information

Project Length.....**8 miles**

Anticipated Completion.....**2019**

Estimated Cost of Construction.....**$220 million**

Submitting Agency.....**Virginia DOT**

Anticipated Funding Sources.....

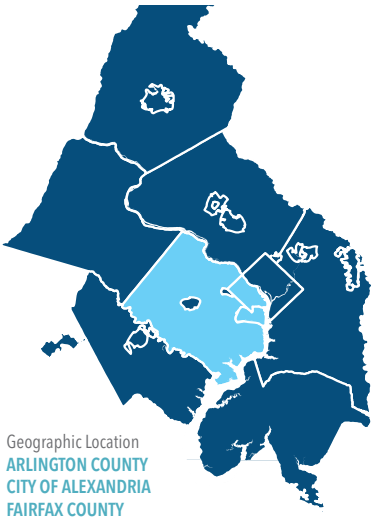
☐ Federal ☐ State ☐ Local ☑ **Private** ☐ Bonds ☐ Other

CLRP ID.....**3525**

HIGHWAY

TRANSIT

BICYCLE OR PEDESTRIAN



Geographic Location
ARLINGTON COUNTY
CITY OF ALEXANDRIA
FAIRFAX COUNTY

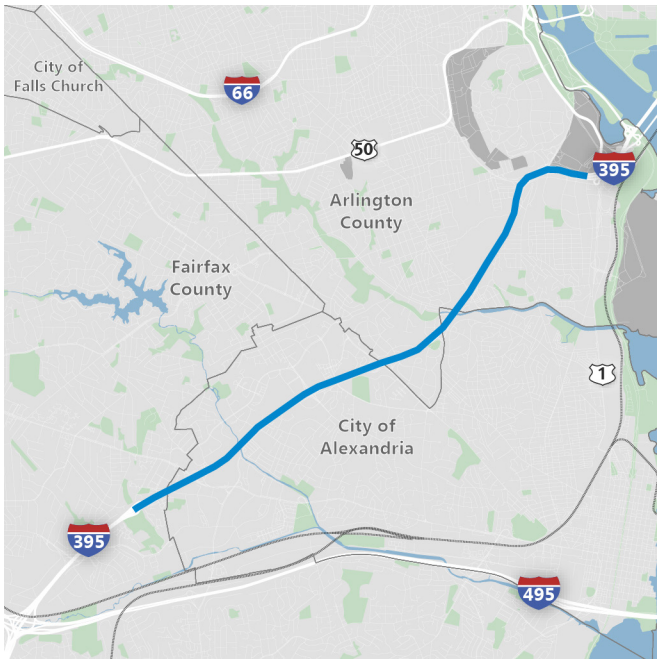
NOW AVAILABLE FOR COMMENT

February 11–March 12, 2016

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

Project Description

This project will convert and reconfigure the two existing reversible high-occupancy vehicle (HOV) lanes on I-395 inside the Capital Beltway to a three-lane, reversible high-occupancy/toll (HOT) facility ("Express Lanes"). The project will provide a seamless connection from the I-95 Express Lanes to the vicinity of Eads Street in Arlington. This conversion was originally added to the CLRP in 2007 but was removed in 2011. The 2014 opening of the I-95 Express Lanes has led to renewed interest in this project. Travel demand management and enhanced transit services are currently being developed and are expected in the next update of the CLRP. Toll revenue will be used in part to fund transit services.



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:

☑ **Pending**

See official CLRP Project Description Form for more information about this project.

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.

I-395 EXPRESS LANES

PROPOSED MAJOR ADDITION
2016 CLRP AMENDMENT

How this project supports or advances goals in the Regional Transportation Priorities Plan

The Priorities Plan called upon the region to use tolling and pricing mechanisms to manage road congestion and raise revenue, and this project adds another key component to the region's express lane network. The I-395 Express Lanes will expand transportation choices (**Goal 1**) by providing free-flowing travel lanes to solo drivers who pay tolls, carpools, and express bus services. The 8-mile project connects several Activity Centers, which are the region's primary engines for economic growth and opportunity (**Goal 2**).

GOAL 1: PROVIDE A RANGE OF TRANSPORTATION OPTIONS

Provides, enhances, supports, or promotes the following travel mode options:

- ☑ **Single Driver (SOV)**
- ☑ **Carpool/HOV**
- ☐ Metrorail
- ☐ Commuter Rail
- ☐ Streetcar/Light Rail
- ☑ **BRT**
- ☑ **Express/Commuter Bus**
- ☑ **Metrobus**
- ☑ **Local Bus**
- ☐ Bicycling
- ☐ Walking
- ☐ Other
- ☑ **Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)**

GOAL 2: PROMOTE DYNAMIC ACTIVITY CENTERS

- ☑ **Begins or ends in an Activity Center**
- ☑ **Connects two or more Activity Centers**
- ☑ **Promotes non-auto travel within one or more Activity Centers**

GOAL 3: ENSURE SYSTEM MAINTENANCE, PRESERVATION, AND SAFETY

- ☑ **Contributes to enhanced system maintenance, preservation, or safety**

GOAL 4: MAXIMIZE OPERATIONAL EFFECTIVENESS AND SAFETY

- ☐ Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- ☐ Enhances safety for motorists, transit users, pedestrians, and/or bicyclists

GOAL 5: PROTECT AND ENHANCE THE NATURAL ENVIRONMENT

Expected to contribute to reductions in emissions of:

- ☐ Criteria Pollutants (NOx, VOCs, PM2.5)
- ☐ Greenhouse Gases

GOAL 6: SUPPORT INTERREGIONAL AND INTERNATIONAL TRAVEL AND COMMERCE

Enhances, supports, or promotes the following freight carrier modes:

- ☑ **Long-haul Truck**
- ☑ **Local Delivery**
- ☐ Rail
- ☐ Air

Enhances, supports, or promotes the following passenger carrier modes:

- ☐ Air
- ☐ Amtrak Intercity Passenger Rail
- ☑ **Intercity Bus**

Comment on this project or the 2016 CLRP Amendment

- **February 11–March 12, 2016**
  Comment on projects before they are included in the federally required Air Quality Conformity Analysis.
- **October 13–November 12, 2016**
  Comment on projects and any other aspect of the draft 2016 CLRP Amendment before final TPB adoption.

www.mwcog.org/TPBcomment

TPBcomment@mwcog.org

(202) 962-3262

777 North Capitol Street NE, Suite 300
Washington DC 20002

At the beginning of the monthly TPB meeting

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of the CLRP:

- ☑ **Support Economic Vitality**
- ☑ **Increase Safety for All Users**
- ☑ **Support Homeland and Personal Security**
- ☑ **Increase Accessibility and Mobility of People and/or Freight**
- ☐ Protect and Enhance the Environment
- ☑ **Enhance Integration and Connectivity**
- ☑ **Promote Efficient System Management and Operation**
- ☐ Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- ☐ Transportation demand management measures (including growth management and congestion pricing)
- ☐ Traffic operational improvements
- ☐ Public transportation improvements
- ☐ Intelligent Transportation Systems (ITS) technologies
- ☐ Other congestion management strategies
- ☐ Not applicable—This project does not increase SOV capacity or is exempt from consideration of alternatives.
- ☑ **Not yet available**—Agencies have until May 6, 2016 to complete the required Congestion Management Documentation.

See the CLRP Congestion Management Documentation Form for more information.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in the CLRP.

The information on this form was last updated on February 4, 2016.

National Capital Region
Transportation Planning Board

I-66 MULTIMODAL IMPROVEMENTS

Inside the Capital Beltway

PROPOSED MAJOR CHANGE
2016 CLRP AMENDMENT

Basic Project Information

Project Length..... **10 miles**

Anticipated Completion..... **2017, 2020, 2040**

Estimated Cost of Construction ..... **$375 million**

Submitting Agency..... **Virginia DOT**

Anticipated Funding Sources.....

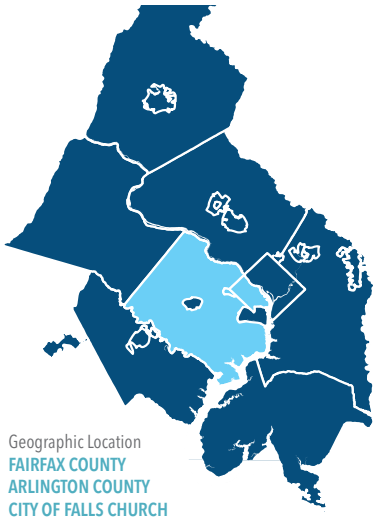
☑ **Federal** ☑ **State** ☐ Local ☐ Private ☑ **Bonds** ☑ **Other**

CLRP ID **3484**

HIGHWAY

TRANSIT

BICYCLE OR PEDESTRIAN



Geographic Location
FAIRFAX COUNTY
ARLINGTON COUNTY
CITY OF FALLS CHURCH

NOW AVAILABLE FOR COMMENT

February 11–March 12, 2016

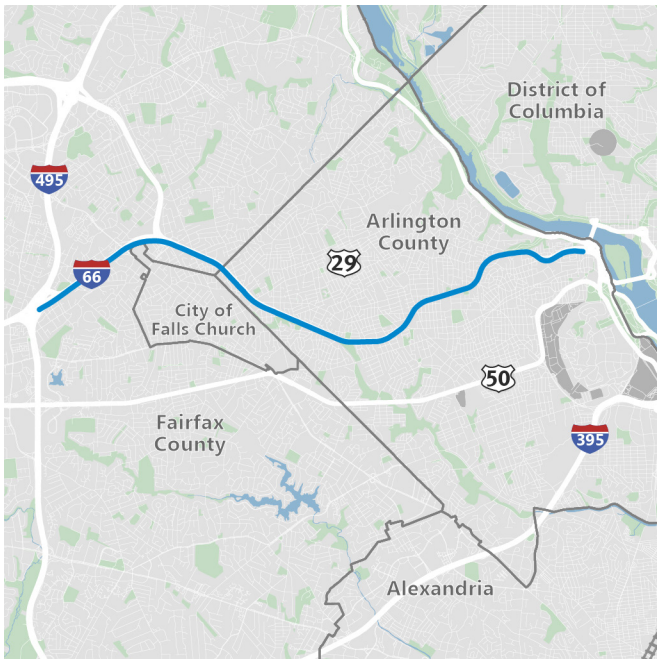
See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

This project will convert I-66 inside the Capital Beltway to high-occupancy/ toll (HOT) lanes ("Express Lanes") and widen certain segments (see schedule below). The project also includes enhanced bus service and numerous bicycle, pedestrian, and other multimodal improvements in the corridor.

- **In 2017:** Begin HOT-2+ during peak periods in peak direction
- **By 2020:** Widen EB I-66 from Dulles Toll Rd to Fairfax Dr (near Ballston)
- **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

This project was added to the CLRP in 2015. This proposed change alters the scope and timing of the tolling and lane widenings through 2040.



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:

☑ **I-66 Multimodal Study Inside the Beltway**

☑ **2015 Constrained Long-Range Transportation Plan (CLRP) Amendment**

See official CLRP Project Description Form for more information about this project, or visit the project website at: **www.Transform66.org**

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.

I-66 MULTIMODAL IMPROVEMENTS

PROPOSED MAJOR CHANGE
2016 CLRP AMENDMENT

How this project supports or advances goals in the Regional Transportation Priorities Plan

This project is designed to expand transportation choices by introducing a new travel option–Express Lanes–to the I-66 corridor while supporting other transportation modes (**Goal 1**), including carpooling, express buses, bicycling, and walking. The 10-mile project forms a key link in a network of recent and forthcoming priced-lane projects in the region, which is consistent with the Priorities Plan's call for the consideration of express toll facilities. It also supports the Priorities Plan strategy of making targeted roadway improvements that provide congestion relief for drivers in key locations. In addition to the first goal, the project supports aspects of all the other goals in the Priorities Plan.

GOAL 1: PROVIDE A RANGE OF TRANSPORTATION OPTIONS

Provides, enhances, supports, or promotes the following travel mode options:

- ☑ **Single Driver (SOV)**
- ☑ **Carpool/HOV**
- ☑ **Metrorail**
- ☐ Commuter Rail
- ☐ Streetcar/Light Rail
- ☐ BRT
- ☑ **Express/Commuter Bus**
- ☑ **Metrobus**
- ☑ **Local Bus**
- ☑ **Bicycling**
- ☑ **Walking**
- ☐ Other
- ☑ **Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)**

GOAL 2: PROMOTE DYNAMIC ACTIVITY CENTERS

- ☑ **Begins or ends in an Activity Center**
- ☑ **Connects two or more Activity Centers**
- ☑ **Promotes non-auto travel within one or more Activity Centers**

GOAL 3: ENSURE SYSTEM MAINTENANCE, PRESERVATION, AND SAFETY

- ☑ **Contributes to enhanced system maintenance, preservation, or safety**

GOAL 4: MAXIMIZE OPERATIONAL EFFECTIVENESS AND SAFETY

- ☐ Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- ☑ **Enhances safety for motorists, transit users, pedestrians, and/or bicyclists**

GOAL 5: PROTECT AND ENHANCE THE NATURAL ENVIRONMENT

Expected to contribute to reductions in emissions of:

- ☑ **Criteria Pollutants (NOx, VOCs, PM2.5)**
- ☑ **Greenhouse Gases**

GOAL 6: SUPPORT INTERREGIONAL AND INTERNATIONAL TRAVEL AND COMMERCE

Enhances, supports, or promotes the following freight carrier modes:

- ☐ Long-haul Truck
- ☐ Local Delivery
- ☐ Rail
- ☐ Air

Enhances, supports, or promotes the following passenger carrier modes:

- ☐ Air
- ☐ Amtrak Intercity Passenger Rail
- ☑ **Intercity Bus**

Comment on this project or the 2016 CLRP Amendment

- **February 11–March 12, 2016**
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- **October 13–November 12, 2016**
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www.mwcog.org/TPBcomment

TPBcomment@mwcog.org

(202) 962-3262

777 North Capitol Street NE, Suite 300
Washington DC 20002

At the beginning of the monthly TPB meeting

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of the CLRP:

- ☑ **Support Economic Vitality**
- ☑ **Increase Safety for All Users**
- ☑ **Support Homeland and Personal Security**
- ☑ **Increase Accessibility and Mobility of People and/or Freight**
- ☑ **Protect and Enhance the Environment**
- ☑ **Enhance Integration and Connectivity**
- ☑ **Promote Efficient System Management and Operation**
- ☑ **Emphasize System Preservation**

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- ☑ **Transportation demand management measures (including growth management and congestion pricing)**
- ☑ **Traffic operational improvements**
- ☑ **Public transportation improvements**
- ☑ **Intelligent Transportation Systems (ITS) technologies**
- ☐ Other congestion management strategies
- ☐ Not applicable—This project does not increase SOV capacity or is exempt from consideration of alternatives.
- ☐ Not yet available—Agencies have until May 6, 2016 to complete the required Congestion Management Documentation.

See the CLRP Congestion Management Documentation Form for more information.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in the CLRP.

The information on this form was last updated on February 4, 2016.

National Capital Region
Transportation Planning Board

I-66 CORRIDOR IMPROVEMENTS

Outside the Capital Beltway

PROPOSED MAJOR CHANGE
2016 CLRP AMENDMENT

Basic Project Information

Project Length..... **26 miles**

Anticipated Completion..... **2021, 2040**

Estimated Cost of Construction ..... **$2-3 billion**

Submitting Agency..... **Virginia DOT**

Anticipated Funding Sources.....

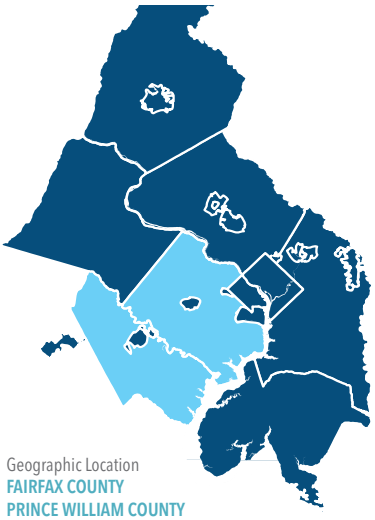
☑ **Federal** ☑ **State** ☑ **Local** ☑ **Private** ☑ **Bonds** ☐ Other

CLRP ID..... **3448**

HIGHWAY

TRANSIT

BICYCLE OR PEDESTRIAN



Geographic Location
FAIRFAX COUNTY
PRINCE WILLIAM COUNTY

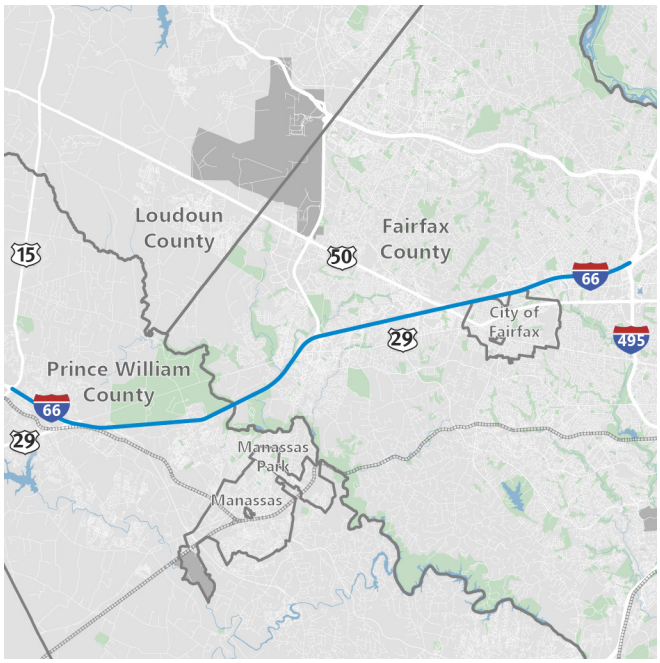
NOW AVAILABLE FOR COMMENT

February 11–March 12, 2016

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

Project Description

This project will add two new high-occupancy/toll (HOT) lanes ("Express Lanes") in either direction to I-66 outside the Capital Beltway. One lane will be added new while the other will come from converting the existing high-occupancy vehicle (HOV) lane. Vehicles with three or more occupants (HOV-3+) will get to use the lanes for free while those not meeting the occupancy requirement will pay a toll. The project also includes new park-and-ride lots and enhanced express bus service in the corridor. The project was added to the CLRP in 2015. This proposed major change includes various ramp movement modfications, but no major policy or facility changes.



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:

☑ **2015 Constrained Long-Range Transportation Plan (CLRP) Amendment**

See official CLRP Project Description Form for more information about this project, or visit the project website at: **www.Transform66.org**

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.

I-66 CORRIDOR IMPROVEMENTS

PROPOSED MAJOR CHANGE
2016 CLRP AMENDMENT

How this project supports or advances goals in the Regional Transportation Priorities Plan

The extension of Express Lanes on I-66 outside the Capital Beltway supports a variety of transportation options by providing congestion-free travel for solo drivers who pay tolls, as well as for carpoolers and express bus services (**Goal 1**). The 26-mile project is consistent with the Priorities Plan's call for the use of pricing mechanisms to manage road congestion and raise revenue, especially when building new lanes or roads—that is, when expanding capacity. The project forms a key link in an emerging network of recent and forthcoming priced-lane projects. It supports aspects of all the Priorities Plan goals, ranging from connecting Activity Centers to enhancing safety to reducing emissions.

GOAL 1: PROVIDE A RANGE OF TRANSPORTATION OPTIONS

Provides, enhances, supports, or promotes the following travel mode options:

- ☑ Single Driver (SOV)
- ☑ Carpool/HOV
- ☑ Metrorail
- ☑ Commuter Rail
- ☐ Streetcar/Light Rail
- ☑ BRT
- ☑ Express/Commuter Bus
- ☑ Metrobus
- ☑ Local Bus
- ☑ Bicycling
- ☑ Walking
- ☐ Other
- ☑ Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)

GOAL 2: PROMOTE DYNAMIC ACTIVITY CENTERS

- ☑ Begins or ends in an Activity Center
- ☑ Connects two or more Activity Centers
- ☑ Promotes non-auto travel within one or more Activity Centers

GOAL 3: ENSURE SYSTEM MAINTENANCE, PRESERVATION, AND SAFETY

- ☑ Contributes to enhanced system maintenance, preservation, or safety

GOAL 4: MAXIMIZE OPERATIONAL EFFECTIVENESS AND SAFETY

- ☐ Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- ☑ Enhances safety for motorists, transit users, pedestrians, and/or bicyclists

GOAL 5: PROTECT AND ENHANCE THE NATURAL ENVIRONMENT

Expected to contribute to reductions in emissions of:

- ☑ Criteria Pollutants (NOx, VOCs, PM2.5)
- ☑ Greenhouse Gases

GOAL 6: SUPPORT INTERREGIONAL AND INTERNATIONAL TRAVEL AND COMMERCE

Enhances, supports, or promotes the following freight carrier modes:

- ☑ Long-haul Truck
- ☑ Local Delivery
- ☐ Rail
- ☐ Air

Enhances, supports, or promotes the following passenger carrier modes:

- ☐ Air
- ☐ Amtrak Intercity Passenger Rail
- ☑ Intercity Bus

Comment on this project or the 2016 CLRP Amendment

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Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of the CLRP:

- ☑ Support Economic Vitality
- ☑ Increase Safety for All Users
- ☑ Support Homeland and Personal Security
- ☑ Increase Accessibility and Mobility of People and/or Freight
- ☑ Protect and Enhance the Environment
- ☑ Enhance Integration and Connectivity
- ☑ Promote Efficient System Management and Operation
- ☑ Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- ☑ Transportation demand management measures (including growth management and congestion pricing)
- ☑ Traffic operational improvements
- ☑ Public transportation improvements
- ☑ Intelligent Transportation Systems (ITS) technologies
- ☐ Other congestion management strategies
- ☐ Not applicable—This project does not increase SOV capacity or is exempt from consideration of alternatives.
- ☐ Not yet available—Agencies have until May 6, 2016 to complete the required Congestion Management Documentation.

See the CLRP Congestion Management Documentation Form for more information.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in the CLRP.

The information on this form was last updated on February 4, 2016.

National Capital Region
Transportation Planning Board

VA 28 HOV AND WIDENING

From I-66 to the Dulles Toll Road

PROPOSED MAJOR CHANGE
2016 CLRP AMENDMENT

Basic Project Information

Project Length.....**8 miles**

Anticipated Completion.....**2021, 2025, 2040**

Estimated Cost of Construction .....**$100 million**

Submitting Agencies.....**Fairfax County, Virginia DOT**

Anticipated Funding Sources.....

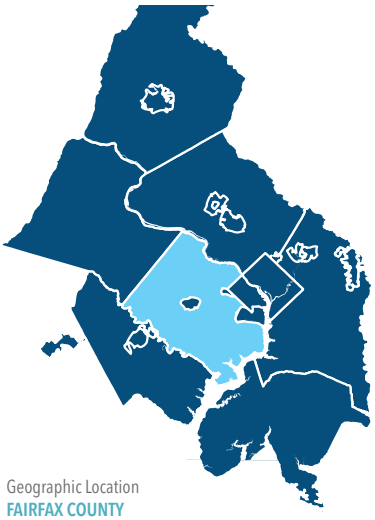
☐ Federal ☑ State ☑ Local ☐ Private ☐ Bonds ☑ Other

CLRP ID **1734**

HIGHWAY

TRANSIT

BICYCLE OR PEDESTRIAN



Geographic Location
FAIRFAX COUNTY

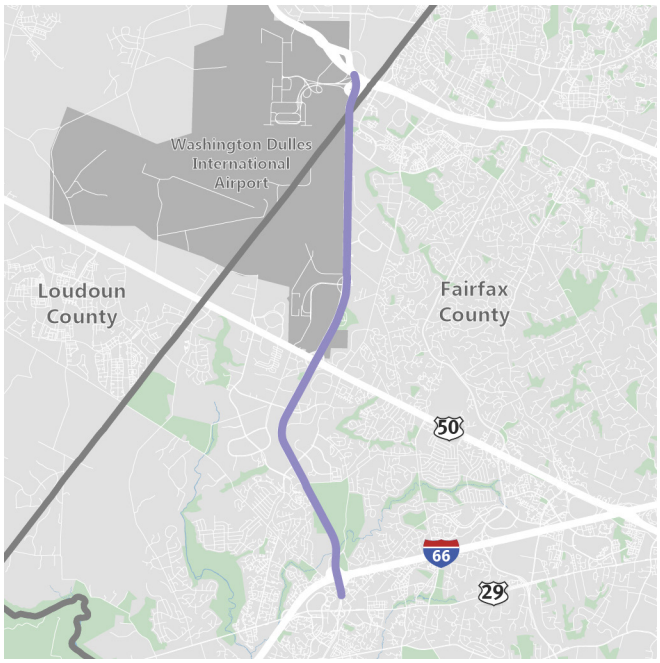
NOW AVAILABLE FOR COMMENT

February 11–March 12, 2016

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

Project Description

This project will create high-occupancy vehicle (HOV) lanes on VA Route 28 (Sully Rd) between I-66 and the Dulles Toal Road by 2040 by converting one general purpose lane in either direction to HOV. The project will also add a new auxiliary lane in either direction on a 2-mile stretch between I-66 and Westfields Blvd by 2021. This project is part of a larger project to widen VA 28 from 6 to 8 lanes between I-66 and VA Route 7 which has been in the CLRP since 2004. The addition of auxiliary lanes between I-66 and Westfields Blvd will bring the total number of lanes on that segment to 10.



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:

☑ **Fairfax County Transportation Plan**

See official CLRP Project Description Form for more information about this project, or visit the project website at: **www.28freeway.com**

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.

VA 28 WIDENING AND HOV

PROPOSED MAJOR CHANGE
2016 CLRP AMENDMENT

How this project supports or advances goals in the Regional Transportation Priorities Plan

This 8-mile road widening will connect four Activity Centers (Goal 2) along a heavily congested circumferential corridor. TPB and COG policies have long emphasized the importance of improving transportation connections between Activity Centers, which are anticipated to attract 75 percent of the region's new jobs over the next 25 years.

The VA 28 project will also expand transportation options in the corridor (Goal 1) by providing carpool lanes in each direction by 2040. In addition, the project will improve access to Dulles Airport, supporting interregional and international travel and commerce. (Goal 6).

GOAL 1: PROVIDE A RANGE OF TRANSPORTATION OPTIONS

Provides, enhances, supports, or promotes the following travel mode options:

- ☑ **Single Driver (SOV)**
- ☑ **Carpool/HOV**
- ☐ Metrorail
- ☐ Commuter Rail
- ☐ Streetcar/Light Rail
- ☐ BRT
- ☐ Express/Commuter Bus
- ☐ Metrobus
- ☐ Local Bus
- ☐ Bicycling
- ☐ Walking
- ☐ Other
- ☐ Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)

GOAL 2: PROMOTE DYNAMIC ACTIVITY CENTERS

- ☑ **Begins or ends in an Activity Center**
- ☑ **Connects two or more Activity Centers**
- ☐ Promotes non-auto travel within one or more Activity Centers

GOAL 3: ENSURE SYSTEM MAINTENANCE, PRESERVATION, AND SAFETY

- ☐ Contributes to enhanced system maintenance, preservation, or safety

GOAL 4: MAXIMIZE OPERATIONAL EFFECTIVENESS AND SAFETY

- ☐ Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- ☐ Enhances safety for motorists, transit users, pedestrians, and/or bicyclists

GOAL 5: PROTECT AND ENHANCE THE NATURAL ENVIRONMENT

Expected to contribute to reductions in emissions of:

- ☐ Criteria Pollutants (NOx, VOCs, PM2.5)
- ☐ Greenhouse Gases

GOAL 6: SUPPORT INTERREGIONAL AND INTERNATIONAL TRAVEL AND COMMERCE

Enhances, supports, or promotes the following freight carrier modes:

- ☑ **Long-haul Truck**
- ☑ **Local Delivery**
- ☐ Rail
- ☑ **Air**

Enhances, supports, or promotes the following passenger carrier modes:

- ☑ **Air**
- ☐ Amtrak Intercity Passenger Rail
- ☐ Intercity Bus

Comment on this project or the 2016 CLRP Amendment

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Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of the CLRP:

- ☐ Support Economic Vitality
- ☐ Increase Safety for All Users
- ☐ Support Homeland and Personal Security
- ☑ **Increase Accessibility and Mobility of People and/or Freight**
- ☐ Protect and Enhance the Environment
- ☑ **Enhance Integration and Connectivity**
- ☑ **Promote Efficient System Management and Operation**
- ☐ Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- ☐ Transportation demand management measures (including growth management and congestion pricing)
- ☐ Traffic operational improvements
- ☐ Public transportation improvements
- ☐ Intelligent Transportation Systems (ITS) technologies
- ☐ Other congestion management strategies
- ☐ Not applicable—This project does not increase SOV capacity or is exempt from consideration of alternatives.
- ☑ **Not yet available**—Agencies have until May 6, 2016 to complete the required Congestion Management Documentation.

See the CLRP Congestion Management Documentation Form for more information.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in the CLRP.

The information on this form was last updated on February 11, 2016.

National Capital Region
Transportation Planning Board

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

BASIC PROJECT INFORMATION

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

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

7. Facility:
8. From (☐at):
9. To:
10. 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.
11. Projected Completion Year: 2021
12. Project Manager: Megan Kanagy
13. Project Manager E-Mail: megan.kanagy@dc.gov
14. Project Information URL: http://ddot.dc.gov/page/16th-street-nw-transit-priority-planning-study
15. Total Miles: *2.7 miles*
16. Schematic (file upload): *see attached*
17. State/Local Project Standing (file upload): A year-long planning study will be completed in early 2016.
18. Jurisdictions: *District of Columbia ANCs 1A, 1B, 1C, 1D, 2A, 2B, 2C, 2F, 4A, 4C*
19. Baseline Cost (in Thousands): $6,000 cost estimate as of 01/20/2016
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
21. Funding Sources: **X** 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.

22. **Provide a Comprehensive Range of Transportation Options**

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

☐ Single Driver	☐Carpool/HOV		
☐Metrorail	☐Commuter Rail	☐Streetcar/Light Rail	
☐BRT	☐Express/Commuter bus	**X** Metrobus	☐Local Bus
☐Bicycling	**X** Walking	☐Other	

X Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. **Promote Regional Activity Centers**

X Does this project begin or end in an Activity Center?
X Does this project connect two or more Activity Centers?
X Does this project promote non-auto travel within one or more Activity Centers?

24. **Ensure System Maintenance, Preservation, and Safety**

X Does this project contribute to enhanced system maintenance, preservation, or safety?

25. **Maximize Operational Effectiveness and Safety**

X Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
X Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. **Protect and Enhance the Natural Environment**

X Is this project expected to contribute to reductions in emissions of criteria pollutants?
X Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. **Support Interregional and International Travel and Commerce**

Please identify all <u>freight carrier modes</u> that this project enhances, supports, or promotes.

☐Long-Haul Truck ☐Local Delivery ☐Rail ☐Air

Please identify all <u>passenger carrier modes</u> that this project enhances, supports, or promotes.

☐Air ☐Amtrak intercity passenger rail ☐Intercity bus

28. **Additional Policy Framework Response**

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

MAP-21 PLANNING FACTORS

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

a. **X** Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. **X** 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; **X** 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. **X** Increase **accessibility and mobility** of people.

e. ☐ Increase accessibility and mobility of **freight.**

f. **X** 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. **X** Enhance the **integration and connectivity** of the transportation system, across and between

modes, for people and freight.

h. **X** Promote efficient system **management and operation**.

i. ☐ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? ☐ Yes; **X** 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

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? **X** Yes; ☐ No

b. If so, is the congestion recurring or non-recurring? **X** Recurring; ☐ Non-recurring

c. If the congestion is on another facility, please identify it:

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? **X** Yes; ☐ No

b. If the answer to Question 32.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)

X 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

X 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

BASIC PROJECT INFORMATION **CLRP ID 1171**

1. Submitting Agency: **DDOT**
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: ☐ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☑ Bike/Ped ☐ Transit
5. Category: ☑ System Expansion; ☐ System Maintenance; ☐ Operational Program; ☐ Study; ☑ Other
6. Project Name: **Dedicated Bike Lanes, Citywide**
7. Facility: **See facilities and limits in description below**
10. Description: **Include an additional eight segments of the District of Columbia's Bike Lane Network as described below:**

- **4th St. NE from Lincoln Rd. NE to Harewood Rd. NE**
  This project will connect existing bike lanes south of Lincoln Rd and to the north on Harewood Rd. It will reduce roadway capacity from 4 lanes to 2 lanes plus a center turn lane. 0.27 mile, $20,000
- **Eastern Downtown Protected Bike Lane Study**
  Design alternatives being considered in this study include 5th St NW, 6th street and 9th St NW. For the purposes of air quality conformity analysis, the project includes the maximum potential change in traffic conditions, which would reduce roadway capacity on 6th St. NW between Constitution Ave. and Massachusetts Ave NW through converting the existing roadway configuration from six general purpose travel lanes in the peak periods to four lanes and protected bicycle lanes. In the off-peak scenario, it would change from four general purpose travel lanes to two lanes and protected bicycle lanes. Between Massachusetts Ave. and Florida Ave. the project would reduce roadway capacity through converting the existing roadway configuration from four general purpose travel lanes to two general purpose travel lanes, a center turn lane, and protected bicycle lanes. 1.6 miles, $150,000
- **Blair Rd. NW from Peabody St. NW to Aspen St. NW**
  Reduce roadway capacity through converting the existing roadway configuration from three general purpose travel lanes (two northbound and one southbound) to two general purpose lanes (one in each direction) and a shared use trail. 0.73 mile, $1 million
- **Constitution Ave. NW from 1st St NW to Pennsylvania Ave. NW**
  Reduce roadway capacity through converting the existing roadway configuration from six general purpose travel lanes and a center turn lane to four general purpose lanes, a center turn lane, and protected bicycle lanes. 0.23 mile, $35,000
- **Harewood Rd. NW from Rock Creek Church Rd. NW to North Capitol St.**
  Harewood Road is currently one-way with two lanes. This project will reduce roadway capacity through the elimination of one lane to provide room for the addition of separated bicycle lanes. It will provide a bicycle connection between the communities along Rock Creek Church Road and the schools east of North Capitol Street. 0.2 mile, $20,000
- **Klingle Rd. NW from Adams Mill Rd. NW to Porter St. NW**
  Klingle Road has four lanes separated by a crash-barrier-style median – two eastbound lanes, and two westbound lanes This project will reduce roadway capacity through the elimination of one lane in each direction to provide room for the addition of separated bicycle lanes on either side of the roadway. It will provide a bicycle connection between Mount Pleasant and the new Klingle Rd bicycle and pedestrian path under construction in Rock Creek Park. 0.31 mile, $20,000
- **Louisiana Ave. NW from Columbus Cir. NE/Massachusetts Ave. NE to Constitution Ave. NW**
  Reduce roadway capacity through converting the existing roadway configuration from four general purpose travel lanes and a center turn lane to three general purpose lanes, a center turn lane, and protected bicycle lanes. This lane would connect existing protected lanes on 1st Street NE and Pennsylvania Avenue NW. 0.42 mile, $100,000
- **Piney Branch Rd. NW from Georgia Ave. NW to Underwood St. NE**
  This project will reduce roadway capacity through converting the existing roadway configuration from four general purpose travel lanes and a center turn lane to two general purpose lanes, a center turn lane, and bicycle lanes. 0.11 mile, $5,000

11. Projected Completion Year: **2016**
12. Project Manager: **Mike Goodno**
13. Project Manager E-Mail: **mike.goodno@dc.gov**
14. Project Information URL:
15. Total Miles: **3.88**
16. Schematic (file upload):
17. State/Local Project Standing (file upload):
18. Jurisdictions: District of Columbia
19. Baseline Cost (in Thousands): **$1,350** 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

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.

22. **Provide a Comprehensive Range of Transportation Options**

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

☐Single Driver	☐Carpool/HOV		
☐Metrorail	☐Commuter Rail	☐Streetcar/Light Rail	
☐BRT	☐Express/Commuter bus	☐Metrobus	☐Local Bus
☑ Bicycling	☐Walking	☐Other	

☑ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. **Promote Regional Activity Centers**
    - ☑ Does this project begin or end in an Activity Center?
    - ☑ Does this project connect two or more Activity Centers?
    - ☑ Does this project promote non-auto travel within one or more Activity Centers?

24. **Ensure System Maintenance, Preservation, and Safety**
    - ☑ Does this project contribute to enhanced system maintenance, preservation, or safety?

25. **Maximize Operational Effectiveness and Safety**
    - ☐ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
    - ☑ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. **Protect and Enhance the Natural Environment**
    - ☑ Is this project expected to contribute to reductions in emissions of criteria pollutants?
    - ☑ Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. **Support Interregional and International Travel and Commerce**

Please identify all freight carrier modes that this project enhances, supports, or promotes.

☐Long-Haul Truck ☐Local Delivery ☐Rail ☐Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

☐Air ☐Amtrak intercity passenger rail ☐Intercity bus

28. **Additional Policy Framework Response**

Please provide additional written information that describes how this project further supports or

advances these and other regional goals or needs.

MAP-21 PLANNING FACTORS

29. 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

30. 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

31. 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:
32. 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 32.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.

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

BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: ☐ Interstate x Primary ☐ Secondary x Urban ☐ Bridge ☐ Bike/Ped x Transit ☐ CMAQ ☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination ☐ TERMs
5. Category: x System Expansion; ☐ System Maintenance; ☐ Operational Program; ☐ Study; ☐ Other
6. Project Name: Union Station to Georgetown Streetcar
7. Facility:
8. From (☐at): H Street NE/NW at 3rd Street NE
9. To: K Street NW at Wisconsin Ave NW
10. Description: Implement streetcar from Union Station to Georgetown in the K Street corridor.

The project is projected to encompass the following changes to the roadway network:

- H Street NE/NW from 3rd St NE to NJ Ave – reduce lanes from 6 to 4, add 1 lane in each direction exclusive for transit
- NJ Ave NW from H to K streets – remove the one-way segment and provide 1 vehicle lane in each direction (this may be included already), add 1 lane in each direction exclusive for transit
- K St NW from NJ Ave to 7th St - add 1 lane in each direction exclusive for transit
- K St NW from 9th St to 12th St – reduce vehicle lanes from 4 to 2, add 1 lane in each direction exclusive for transit
- K St NW from 12th to 21st - add 1 lane in each direction exclusive for transit (this may be in the network already)
- K St NW from 21st to 25th – reduce vehicle lanes from 4 to 2, add 1 lane in each direction exclusive for transit
- K St NW from 25th to 29th - add 1 lane in each direction exclusive for transit
- K St NW from 29th to Wisconsin – reduce vehicle lanes from 4 to 2, add 1 lane in each direction exclusive for transit

11. Projected Completion Year: 2022
12. Project Manager: Jamie Henson
13. Project Manager E-Mail: Jamie.henson@dc.gov
14. Project Information URL:
15. Total Miles: 3.5
16. Schematic (file upload):
17. State/Local Project Standing (file upload):
18. Jurisdictions: DC
19. Baseline Cost (in Thousands):$348M cost estimate as of 09/30/2013
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
21. Funding Sources: x Federal; x State; x 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.

22. **Provide a Comprehensive Range of Transportation Options**

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

☐Single Driver	☐Carpool/HOV		
☐Metrorail	x Commuter Rail	x Streetcar/Light Rail	
☐BRT	☐Express/Commuter bus	☐Metrobus	☐Local Bus
☐Bicycling	☐Walking	☐Other	

☐ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. **Promote Regional Activity Centers**

x Does this project begin or end in an Activity Center?
x Does this project connect two or more Activity Centers?
x Does this project promote non-auto travel within one or more Activity Centers?

24. **Ensure System Maintenance, Preservation, and Safety**

☐ Does this project contribute to enhanced system maintenance, preservation, or safety?

25. **Maximize Operational Effectiveness and Safety**

☐ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
☐ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. **Protect and Enhance the Natural Environment**

x Is this project expected to contribute to reductions in emissions of criteria pollutants?
x Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. **Support Interregional and International Travel and Commerce**

Please identify all <u>freight carrier modes</u> that this project enhances, supports, or promotes.

☐Long-Haul Truck ☐Local Delivery ☐Rail ☐Air

Please identify all <u>passenger carrier modes</u> that this project enhances, supports, or promotes.

☐Air x☐Amtrak intercity passenger rail x☐Intercity bus

28. **Additional Policy Framework Response**

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

<u>MAP-21 PLANNING FACTORS</u>

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

a. x 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. x Increase **accessibility and mobility** of people.

e. ☐ Increase accessibility and mobility of **freight.**

f. x 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. x Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. x Promote efficient system **management and operation**.

i. ☐ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

30. 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

31. 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:
32. 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 32.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.

RECORD MANAGEMENT

33. Completed Year:
34. ☐ Project is being withdrawn from the CLRP.
35. Withdrawn Date: MM/DD/YYYY
36. Record Creator:
37. Created On:
38. Last Updated by:
39. Last Updated On:
40. Comments:

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

BASIC PROJECT INFORMATION

1. Submitting Agency: **VDOT**
2. Secondary Agency: **VRE**
3. Agency Project ID: **VRE0004**
4. Project Type: ☐ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped ☑ Transit
5. Category: ☑ System Expansion; ☐ System Maintenance; ☐ Operational Program; ☐ Study; ☐ Other
6. Project Name: **VRE - Gainesville - Haymarket Extension**
7. Facility: **VRE Rail Lines**
8. From: **City of Manassas VRE Station**
9. To: **Gainesville/Haymarket**
10. Description: **The project extends VRE's Manassas Line by about 11 miles from the City of Manassas to Gainesville and the Town of Haymarket in western Prince William County along the Norfolk Southern (NS) owned B-Line. The project includes up to 3 new VRE stations with platforms, bike and pedestrian access, and park-and-ride lots. Real-time information on parking availability and train arrivals will be provided at the station facilities. Also included in the project are expansion of equipment storage yard facilities, rolling stock for additional trains, and right-of-way acquisitions for stations and to expand the B-Line railroad corridor from 65 feet to approximately 100 feet in width.**

The VRE Gainesville-Haymarket Extension (GHX) is one of 10 multimodal improvements in the I-66 corridor – including Express Lanes, additional general purpose lanes, high-frequency bus service, and Metrorail extension – recommended by the Commonwealth Transportation Board (CTB) in July 2013 to provide new travel choices and enhance transportation safety and travel reliability in this designated Corridor of Statewide Significance. The GHX and expanded VRE Manassas Line service are among the system investments identified in VRE's long-range system plan, System Plan 2040, which was adopted by the VRE Operations Board in January 2014. The plan provides a framework for VRE capital investments and actions that VRE should pursue through 2040 to best meet regional travel needs. System Plan 2040 identified GHX as a VRE priority to expand mobility and travel choices between western Prince William County and the Alexandria-Arlington-Washington, DC core and to provide congestion relief in the I-66 corridor. System Plan 2040 is included in the 2014 CLRP approved by the Transportation Planning Board on October 15, 2014.

Prior to 2014, the idea of extending VRE service to the Gainesville-Haymarket area dates to 2004 and earlier. Population growth and the availability of affordable new housing in western Prince William beyond the central Washington, DC-Arlington-Alexandria core area were acknowledged in the 2004 VRE Strategic Plan, VRE's first long-range plan, as two of the factors supporting the extension of VRE service westward along the I-66 corridor. In 2005, the Virginia General Assembly directed the development of a Gainesville-Haymarket Extension Implementation Plan to identify the necessary actions and estimated costs to facilitate the VRE service extension. Additional studies completed by VRE in 2009, including an Alternatives

Analysis and Feasibility, confirmed the merits of the extension, identified an initial set of potential station locations, and developed an updated set of capital and operating cost estimates.

Additionally, the VRE GHX and related Manassas Line service expansion has been included as a recommended rail transit improvement in the Northern Virginia Transportation Authority (NVTA) TransAction2040 plan, 2013 Virginia Statewide Rail Plan, and the Prince William County, City of Manassas and Town of Haymarket Comprehensive Plans. VRE trains operating over the NS B-Line would share tracks with freight trains. Because the VRE GHX includes construction of additional tracks on the B-Line, implementation of the extension expands freight rail capacity alleviates a freight bottleneck on the B-Line and adjacent Manassas junction as identified in the 2014 Virginia Multimodal Freight Plan.

Current Project Development Activities

In July 2015, VRE initiated a planning and design study for the GHX. The study includes:

- **Alternatives analysis of station locations and railroad infrastructure.**
- **Identification of a preferred railroad improvements, as well as the number of stations and station locations.**
- **Development of updated ridership projections and GHX service plans.**
- **Development of detailed cost estimates and a funding plan.**
- **National Environmental Policy Act (NEPA).**
- **Preliminary engineering for stations and railroad infrastructure.**

It is expected an Environmental Assessment (EA) will be the applicable NEPA class of action. The NEPA process will be initiated in mid-2016. Associated technical studies including traffic and ridership analysis and forecasts, noise and vibration analysis, air quality analysis, evaluation of historic and cultural resources, and examination of indirect and cumulative effects will be completed in conjunction with NEPA. Preliminary engineering for stations (e.g., platforms, parking, related road improvements) and railroad infrastructure (e.g., track, signals, equipment storage facilities) have been initiated and will be closely coordinated with the NEPA process. A comprehensive community and stakeholder engagement strategy has been implemented for the study, recognizing the critical importance of designing a VRE extension that serves the needs of corridor residents, current and future VRE riders, and stakeholders throughout the region. The full study is estimated to be completed in late 2017.

Financial Plan

The current, year-of-expenditure (YOE) cost for the GHX is approximately 400 to 500 million, based on prior cost estimates. Preparation of updated cost estimates and a detailed funding plan is underway as part of the current project development activities. The GHX is included in VRE's FY2017-2022 Capital Improvement Program. VRE expects that funding sources that have historically been used for VRE capital investments will be used for this project. These include: VRE system funds and contributions from its member jurisdictions, capital funding assistance from Virginia DRPT, Federal CMAQ and RSTP funds, and regional funds from the NVTA. The Virginia Rail Enhancement Fund (REF) is also an expected source of funding. The REF program is a source of funding for freight and/or passenger rail (including VRE) transportation rolling stock, right-of-way, railroad infrastructure and

related facilities and improvements that have been determined to support the common good of a region of the Commonwealth or the Commonwealth as a whole.

Current GHX project development activities, totaling $4.3M, are funded with a combination of NVTA and REF funding. Prior VRE improvements funded by NVTA include: platform expansions at VRE Lorton, Franconia-Springfield, Rippon, Alexandria and Crystal City stations ($32.6M); Slaters Lane railroad switch/signal ($7M); and parking expansion at VRE Manassas Park station ($0.5M). Prior VRE REF program commitments include: 2009 GHX Alternatives Analysis and Feasibility Study ($1.5M); VRE Brooke and Leeland Rd. station expansions ($14M); and Alexandria to Washington, DC cab signal installation. Freight investments in the VRE service area funded through the REF program include: Gainesville passing siding on NS B-Line ($6M); B-Line traffic control (signal system) Manassas to Front Royal ($18.5M); and CSX Virginia Avenue Tunnel NEPA and PE. VRE will submit the GHX project for funding consideration in NVTA's FY18-23 program. A FY18 REF application will be submitted February 2017.

Other sources of funding for the GHX project include state funding allocated through the House Bill 2 (HB2) evaluation process and federal Major Capital Investment Grant program funds, commonly referred to as the "New Starts" program. VRE submitted the GHX project for initial evaluation through the HB2 process in September 2015. While not recommended for funding based on the initial evaluation, the project ranked number 143 of 287 projects evaluated and received the 3rd highest score among all projects evaluated for the total project benefit score. VRE intends to re-submit the GHX project for HB2 evaluation, with updated project costs and ridership under development in the current planning and design study, in the next call for projects in September 2016. The Federal "New Starts" program requires a project sponsor submit a request to enter project development as a first step in applying for federal funding through the program. Once approved to enter project development, the project sponsor must complete NEPA as well as develop the estimated project costs, ridership and other data to enable the project to be rated for entry into engineering and a federal funding commitment. VRE intends to submit a request to enter project development to the Federal Transit Administration in late 2016. VRE is also working with Prince William County to take advantage of proffers for VRE stations, parking, and/or right of way along the rail corridor as new development occurs in the project vicinity.

Coordination with Other Project in the Corridor

This project is being coordinated with other active projects in the corridor including I-66 Corridor Improvement Project Outside the Beltway, US Route 15 improvement with railroad overpass, Dominion Power Haymarket High-Voltage Transmission Line, and Norfolk Southern Crescent Corridor initiative.

11. Projected Completion Year: **2022**
12. Project Manager: **Christine Hoeffner**
13. Project Manager E-Mail: **choeffner@vre.org**
14. Project Information URL: **www.vre.org/ghx**
15. Total Miles: **11 miles**
16. Schematic (file upload):

17. State/Local Project Standing (file upload):
18. Jurisdictions: **Prince William County**
19. Baseline Cost (in Thousands): **$433,000** cost estimate as of **9/28/2015**
20. Amended Cost (in Thousands): cost estimate as of
21. 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.

22. **Provide a Comprehensive Range of Transportation Options**

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

☐Single Driver	☑Carpool/HOV		
☐Metrorail	☑Commuter Rail	☐Streetcar/Light Rail	
☐BRT	☐Express/Commuter bus	☐Metrobus	☐Local Bus
☑Bicycling	☑Walking	☑Other	

☑ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. **Promote Regional Activity Centers**
☑ Does this project begin or end in an Activity Center?
☑ Does this project connect two or more Activity Centers?
☐ Does this project promote non-auto travel within one or more Activity Centers?

24. **Ensure System Maintenance, Preservation, and Safety**
☐ Does this project contribute to enhanced system maintenance, preservation, or safety?

25. **Maximize Operational Effectiveness and Safety**
☐ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
☑ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. **Protect and Enhance the Natural Environment**
☑ Is this project expected to contribute to reductions in emissions of criteria pollutants?
☑ Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. **Support Interregional and International Travel and Commerce**

Please identify all freight carrier modes that this project enhances, supports, or promotes.

☑Long-Haul Truck ☐Local Delivery ☑Rail ☐Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

☐Air ☐Amtrak intercity passenger rail ☐Intercity bus

28. **Additional Policy Framework Response**

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

The proposed extension of the Manassas Line will improve access for all demographics, including the historically transportation-disadvantaged populations, from Haymarket and north Prince William County to jobs and services in Washington, D.C., Arlington, and Alexandria. Additional trains will help relieve existing congestion on VRE trains. Reduced frequencies on the Manassas Line will make commuting on VRE feasible for even more residents all along the Line. In summary, the project will help more residents take

advantage of VRE services, eliminate existing passenger crowding, and serve future growth in these travel markets (Goal 1).

The project adds a new travel option & improves multimodal connectivity and accessibility from Gainesville, Innovation, City of Manassas and Manassas Regional Airport, which are identified activity centers to VRE destinations including Crystal City, Old Town and Carlyle.

Future land use maps for Prince Willliam County, City of Manassas, and Town of Haymarket show high density employment, commercial, and residential uses within the buffer areas of proposed station locations. The extension will support walkable transit-oriented development in these activity centers as well as the economic development goals of the jurisdictions (Goal 2). Commuter rail is one of the safest and most reliable modes of travel in this region (Goals 3&4).

New stations and additional trains along the Manassas Line will reduce congestion for passenger & freight traffic on adjacent highways, especially I-66 and Route 50. This will improve reliability on these highways due to lower traffic volumes. New/expanded park-and-ride lots along the extension would relieve lots in Fairfax County and Arlington. This project reduces emissions of criteria pollutants and greenhouse gases by reducing the vehicle miles traveled in single-occupant vehicles, as well as reducing congestion on adjacent highways (Goal 5).

The project also improves freight rail throughput by reducing identified bottlenecks on the Norfolk Southern B-Line near Manassas and increases capacity in Norfolk Southern's Crescent Corridor. Increased freight rail throughput will in turn reduce the number of trucks on the congested roadways in this region (Goal 6).

MAP-21 PLANNING FACTORS

29. 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

30. 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

31. 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: I-66
32. 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 32.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

BASIC PROJECT INFORMATION **CLRP ID 3521**

1. Submitting Agency: **VDOT**
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: ☐ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped ☑ Transit
5. Category: ☑ System Expansion; ☐ System Maintenance; ☐ Operational Program; ☐ Study; ☐ Other
6. Project Name: **Crystal City Potomac Yard Transitway Northern Extension**
7. Facility: **Crystal City Transitway**
8. From: **Crystal City Metro Station**
9. To: **Pentagon City Metro Station**
10. Description: **Extend the Metroway bus rapid transit (BRT) from Crystal City Metro to Pentagon City Metro. The transitway operates in Crystal City on a paired one-way couplet along South Clark Street and Crystal Drive, ending at 15th Street South. This project will extend tne transitway north along Clark Street and Crystal Drive as far as 12th Street South, at which point the transitway will turn left on 12th Street and continue as far as South Hayes Street.**
The project includes three new bi-directional BRT stations, at 12th/Clark, on 12th between Eads Street and Fern Street, and at 12th/Hayes/Pentagon City Metro.
The project also includes construction of new 1-block segment of 12th Street South, between Fern Street and Eads Street. where there is currently no street.
11. Projected Completion Year: **2023**
12. Project Manager: **Dan Malouff**
13. Project Manager E-Mail: **dmalouff@arlingtonva.us**
14. Project Information URL:
15. Total Miles: **1 mile**
16. Schematic (file upload):
17. State/Local Project Standing (file upload):
18. Jurisdictions: **Arlington County**
19. Baseline Cost (in Thousands): **$24,000** cost estimate as of **1/29/2016**
20. Amended Cost (in Thousands): cost estimate as of
21. 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.

22. **Provide a Comprehensive Range of Transportation Options**

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

☐Single Driver	☐Carpool/HOV		
☐Metrorail	☐Commuter Rail	☐Streetcar/Light Rail	
☑BRT	☐Express/Commuter bus	☑Metrobus	☑Local Bus
☑Bicycling	☑Walking	☐Other	

☑ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. **Promote Regional Activity Centers**
    ☑ Does this project begin or end in an Activity Center?
    ☑ Does this project connect two or more Activity Centers?
    ☑ Does this project promote non-auto travel within one or more Activity Centers?

24. **Ensure System Maintenance, Preservation, and Safety**
    ☐ Does this project contribute to enhanced system maintenance, preservation, or safety?

25. **Maximize Operational Effectiveness and Safety**
    ☑ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
    ☐ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. **Protect and Enhance the Natural Environment**
    ☑ Is this project expected to contribute to reductions in emissions of criteria pollutants?
    ☑ Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. **Support Interregional and International Travel and Commerce**

    Please identify all freight carrier modes that this project enhances, supports, or promotes.

    ☐Long-Haul Truck ☑ Local Delivery ☐ Rail ☐ Air

    Please identify all passenger carrier modes that this project enhances, supports, or promotes.

    ☐Air ☐Amtrak intercity passenger rail ☐Intercity bus

28. **Additional Policy Framework Response**

    Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

    This project adds new dedicated transit lanes as well as a new street segment, connecting and promoting circulation within regional activity centers.

MAP-21 PLANNING FACTORS

29. 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

30. 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

31. 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: **Metrorail Blue and Yellow Lines, Route 1**
32. 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 32.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

BASIC PROJECT INFORMATION

1. Submitting Agency: **Virginia Department of Transportation**
2. Secondary Agency: **Virginia Department of Rail and Public Transportation**

3. Agency Project ID:
4. Project Type: x Interstate ☐ Primary ☐ Secondary x Urban ☐ Bridge ☐ Bike/Ped x Transit ☐ CMAQ x ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination ☐ TERMs
5. Category: x System Expansion; ☐ System Maintenance; x Operational Program; ☐ Study; ☐ Other
6. Project Name: **395 Express Lanes Project in Northern Virginia**
7. Facility: **I-395 HOV lanes**
8. From (☐at): Turkeycock Run near Duke Street
9. To: vicinity of Eads Street, Arlington County

10. **Description:**

The conversion of the I-395 reversible HOV lanes to reversible High Occupancy Toll (HOT) lanes was originally included as part of the I-95/I-395 HOV/Bus/HOT Lanes Project in the 2007 CLRP. This segment was removed from the project and the CLRP in 2011, and VDOT and Transurban (the Concessionaire for the project) moved forward with the I-95 Express Lanes project from Garrisonville to north of the Beltway, ending them at a flyover to the general purpose lanes at Turkeycock Run near Duke Street. The I-95 Express lanes opened to traffic in late 2014, and there is now renewed interested in converting the remaining HOV section of I-395 to Express Lanes, providing a seamless express connection from the I-95 Express Lanes to the vicinity of Eads Street.

The 395 Express Lanes project would expand the two existing reversible HOV lanes on I-395 to three (3) managed High Occupancy Toll lanes for approximately 8 miles, from the terminus of the I-95 Express Lanes (Turkeycock Run near Duke Street) to the vicinity of Eads Street near the Pentagon. The Express lanes will continue to be operated as a reversible facility; northbound in the weekday morning hours and southbound in the weekday evening hours. The 395 project connects to the I-95 Express Lanes at Turkeycock Run and traverses Fairfax County, the City of Alexandria and Arlington County.

The scope of the project includes the following:

- Convert the two existing reversible High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes; construct an additional HOT lane (total= 3 HOT lanes);
- Install a Tolling and Traffic Management System to enable active traffic management and dynamic tolling;
- Install directional, regulatory, and dynamic messaging signs;

- Construct soundwalls consistent with minimum Federal and State requirements; and
- Construct an improved connection between the 395 Project and Eads Street.
- Conduct multimodal study

All existing HOV ramps along I-395 will be converted to HOT ramps, with the exception of the new south facing bus/HOV only ramp at Seminary Road which will remain HOV/transit only at all times.

Long-Term Transit Investment

The Department of Rail and Public Transportation (DRPT) will conduct a multimodal study for the entire I-395 and existing I-95 Express Lanes corridor by December 2016. DRPT will solicit stakeholder input throughout the study, including scope development. The study will identify transit service and TDM program enhancements that would increase mobility and benefit toll payers in the I-95/I-395 corridor and could be funded with toll revenues. A list of projects will be identified, prioritized, and funded through the toll revenues.

The 395 Express concessionaire will fund an annual transit payment (amount to be determined), which will be provided to the Department. The transit services associated with the I-395 Project will be designed through the multimodal study, and developed in consultation with the local transit providers and local jurisdictions. .

Tolling Policy

The I-395 Express Lanes will be operated similar to the I-95 Express Lanes, using dynamic tolling to manage congestion on the lanes. Express lanes use dynamic pricing to maintain free-flowing conditions for all users during all hours. The toll rates will vary throughout the day, depending on demand and congestion levels. Toll prices will be adjusted in response to the level of traffic to ensure free flowing operations.

Dynamic message signs will provide drivers with current toll rates so they can choose whether or not to use the lanes. Toll collection on the Express Lanes will be totally electronic. There will be no toll booths. The dynamic message signs will be supplemented by other notification/communications methods to ensure all users, including transit operators, have as much advance notice of traffic conditions as is possible.

MAP-21 mandated strict performance standards which are intended to ensure free-flowing conditions on the Express lanes. The proposed Express lanes project will include performance monitoring as an integral part of the project and ensure that the MAP-21 mandated performance standards are complied with at a minimum. More specifically, the project will meet all applicable requirements of MAP-21 regarding "HOV Facility Management, Operation, Monitoring, and Enforcement" as described in Section 166 of Title 23 U.S.C., inclusive of the amendments (deletions, insertions and additions) prescribed by MAP-21 Section 1514 "HOV FACILITIES", similar to the I-95 Express Lanes. This includes a minimum average operating speed of 45 mph for 90% of the time over a specific period of time during the peak period.

Schedule

Construction of the project is projected to begin in 2017 and completed in 2019. The NEPA process will start in January 2016, and be completed by December 2016.

Federal Environmental Review ("NEPA") Process

VDOT and FHWA will be conducting an Environmental Assessment (EA) for the project starting in early 2016. The technical studies associated with this document include traffic analysis and forecasting, air analysis, noise analysis, and examination of indirect and cumulative effects. There will be a robust public outreach component for the project, with the first public information meetings being held in the spring of 2016. The Draft EA is anticipated for late summer 2016, with a formal Public Hearing planned in fall 2016.

Outreach

In addition to VDOT's outreach for the environmental document, VDOT will partner with Transurban to inform and engage key stakeholder groups and surrounding communities throughout the project planning, design, construction and implementation. A key stakeholder technical advisory group comprised of representatives of local jurisdictions and agencies will meet regularly to provide input on the project.

Financial Plan

An agreement between 95 Express Lanes LLC and VDOT outlines the framework to advance the 395 Express Lanes project under the I-95 Comprehensive Agreement as a Concessionaire Project Enhancement. 95 Express will be responsible to for the overall Project Cost, including funding an annual transit payment amount. VDOT will be responsible to complete the environmental document and oversight.

11. Projected Completion Year: 2019
12. Project Manager: Susan Shaw (VDOT)
13. Project Manager E-Mail: Susan.Shaw@vdot.virginia.gov
14. Project Information URL:
15. Total Miles: 8 miles
16. Schematic (file upload):
17. State/Local Project Standing (file upload):
18. Jurisdictions: Fairfax County, Arlington County, City of Alexandria
19. Baseline Cost (in Thousands): $220 million cost estimate as of 01/26/16
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY

21. Funding Sources: x☐ Federal; x☐ State; ☐ Local; x 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.

22. **Provide a Comprehensive Range of Transportation Options**

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

xSingle Driver	xCarpool/HOV		
☐Metrorail	☐Commuter Rail	☐Streetcar/Light Rail	
X BRT	x Express/Commuter bus	x Metrobus	x Local Bus
☐Bicycling	☐Walking	☐Other	

x Does this project improve accessibility for historically transportation-disadvantaged individuals
(i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. **Promote Regional Activity Centers**

x Does this project begin or end in an Activity Center?
x Does this project connect two or more Activity Centers?
x Does this project promote non-auto travel within one or more Activity Centers?

24. **Ensure System Maintenance, Preservation, and Safety**

x Does this project contribute to enhanced system maintenance, preservation, or safety?

25. **Maximize Operational Effectiveness and Safety**

☐ Project is primarily designed to reduce travel time on highways and/or transit without
building new capacity (e.g., ITS, bus priority treatments, etc.)?
☐ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. **Protect and Enhance the Natural Environment**

☐ Is this project expected to contribute to reductions in emissions of criteria pollutants?
☐ Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. **Support Interregional and International Travel and Commerce**

Please identify all <u>freight carrier modes</u> that this project enhances, supports, or promotes.

X Long-Haul Truck x Local Delivery ☐Rail ☐Air

Please identify all <u>passenger carrier modes</u> that this project enhances, supports, or promotes.

☐Air ☐Amtrak intercity passenger rail x Intercity bus

28. **Additional Policy Framework Response**

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

The I-395 Express Lanes project addresses several RTPP goals, as noted above. The project will be particularly effective in helping the Region achieve RTPP Goal # 1: ***Provide a Comprehensive Range of Transportation Options***. This project will combine capacity improvements with managed lanes, congestion pricing, intelligent transportation systems, new transit services, and ride-sharing opportunities to expand the range and magnitude of transportation alternatives available to travelers. Moreover, the project will provide a vital link to the Express Lanes network in Northern Virginia, improving regional accessibility by providing express access to the vicinity of Eads Street in Arlington County. The project addresses three of the four major problems cited in Goal Statement #1: roadway congestion, transit crowding, and inadequate bus service.

MAP-21 PLANNING FACTORS

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

a. **x** Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. **x** 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; **x** No

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. **x** 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. **x** Increase **accessibility and mobility** of people.

e. **x** 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. **x** Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. **x** Promote efficient system **management and operation**.

i. ☐ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? ☐ Yes; **x** 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

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? **x** Yes; ☐ No

b. If so, is the congestion recurring or non-recurring? **x** Recurring; ☐ Non-recurring

c. If the congestion is on another facility, please identify it: General Purpose lanes of I-395

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? **x** Yes; ☐ No

b. If the answer to Question 32.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):

x 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.

RECORD MANAGEMENT

33. Completed Year:
34. ☐ Project is being withdrawn from the CLRP.
35. Withdrawn Date: MM/DD/YYYY
36. Record Creator:
37. Created On:
38. Last Updated by:
39. Last Updated On:
40. Comments:

Congestion Management Documentation Form for Projects in the 2040 CLRP

Project Name: 395 Express Lanes Project in Northern Virginia

1. Indicate whether the proposed project's location is subject to or benefits significantly from any of the following in-place congestion management strategies:

a) x Metropolitan Washington Commuter Connections program (ridesharing, telecommuting, guaranteed ride home, employer programs)

b) _ A Transportation Management Association is in the vicinity

c) _ Channelized or grade-separated intersection(s) or roundabouts

d) x_Reversible, turning, acceleration/deceleration, or bypass lanes

e) x High occupancy vehicle facilities or systems

f) x Transit stop (rail or bus) within a 1/2 mile radius of the project location

g) x Park-and-ride lot within a one-mile radius of the project location

h) x Real-time surveillance/traffic device controlled by a traffic operations center

i) x Motorist assistance/hazard clearance patrols

j) _ Interconnected/coordinated traffic signal system

k) _ Other in-place congestion management strategy or strategies (briefly describe below:)

2. List and briefly describe how the following categories of (additional) strategies were considered as full or partial alternatives to single-occupant vehicle capacity expansion in the study or proposal for the project.

a. Transportation demand management measures, including growth management and congestion pricing

The project includes the addition of one HOV/HOT lane in each direction combined with the existing HOV lanes to provide three barrier-separated reversible managed HOT express lanes, which will be tolled (congestion priced) for single and two occupant vehicles. HOV-3+ and transit vehicles will travel on the express lanes for free.

b. Traffic operational improvements

Congestion pricing will insure that the express lanes will operate at 45 mph or better throughout the day.

c. Public transportation improvements

The Department of Rail and Public Transportation (DRPT) will conduct a multimodal study for the entire I-395 and existing I-95 Express Lanes corridor by December 2016. DRPT will solicit stakeholder input throughout the study, including scope development. The study will identify transit service and TDM program enhancements that would increase mobility and benefit toll payers in the corridor and could be funded with toll revenues. A list of projects will be identified, prioritized, and funded through the toll revenues.

The 395 Express concessionaire will fund an annual transit payment (amount to be determined), which will be provided to the Department. The transit services associated with the I-395 project will be designed through the multimodal study, and developed in consultation with the local transit providers and local jurisdictions.

d. Intelligent Transportation Systems technologies

The project will be operated similar to the I-95 Express Lanes using dynamic tolling to manage congestion in the lanes. There will be no toll booths; toll collection will be totally electronic.

e. Other congestion management strategies

f. Combinations of the above strategies

3. Could congestion management alternatives fully eliminate or partially offset the need for the proposed increase in single-occupant vehicle capacity? Explain why or why not.

The corridor currently is served by two reversible HOV lanes, Metrorail's Blue/Yellow Line service, the I-95 Express Lanes to the south, and numerous TDM strategies. The current multimodal services in the corridor do not alleviate the congested conditions experienced on a daily basis on the general purpose lanes. Increasing the HOV capacity and converting the HOV lanes to HOT will facilitate transit service, HOV trips, and others willing to pay a fee for a faster trip. This will not only help alleviate the congestion caused by the current merge from the I-95 HOT lanes to the general purpose lanes at Turkeycock, but could also reduce congestion in the existing general purpose lanes in the northbound (am) and southbound (pm) directions.

4. Describe all congestion management strategies that are going to be incorporated into the proposed highway project.

See 2a, 2b, 2c and 2d above.

5. Describe the proposed funding and implementation schedule for the congestion management strategies to be incorporated into the proposed highway project. Also describe how the effectiveness of strategies implemented will be monitored and assessed after implementation.

The 395 Express Lanes concessionaire will fund an annual transit payment (to be determined) which will be provided to VDOT. DRPT will complete the Transit/TDM Corridor Study in calendar year 2016 and then the implementation schedule will be determined. Strategies will be monitored by the implementing agencies, and modified as needed.

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

1. Submitting Agency: **Virginia Department of Transportation**

2. Secondary Agency: **Virginia Department of Rail and Public Transportation**

3. Agency Project ID: **UPC 107371**

4. Project Type:
X Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge **X** Bike/Ped
X Transit ☐ CMAQ ☐ ITS ☐ Enhancement ☐ Other
☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination
☐ TERMs

5. Category:
X System Expansion; ☐ System Maintenance; **X** Operational Program;
☐ Study; ☐ Other

6. Project Name: **I-66 Multimodal Improvement Project, Inside the Beltway**
Prefix Route Name Modifier

7. Facility: **I-66**

8. From: **I-495, Fairfax County**

9. To: **Route 29 near Rosslyn, Arlington County**

10. Description:

The I-66 Multimodal Improvement Project (the "Project") was originally submitted for the 2015 CLRP Air Quality Analysis, and this current submission provides the most recent updates to the project components, schedule, and costs.

The Project is based on the recommendations from the June 2012 Final Report of the I-66 Multimodal Study inside the Beltway. The study team for the Multimodal Study included local, state, regional and federal stakeholders who participated in an interactive process which resulted in endorsements from these partners. The study, which built upon the 2009 Department of Rail and Public Transportation (DRPT) I-66 Transit/Transportation Demand Management (TDM) study, evaluated and recommended various multimodal improvements in the corridor that were further refined in the August 2013 Supplemental Report. The recommended improvements from the study included transit, bike/ped, TDM, integrated corridor management (ICM), tolling, and widening components, making this a truly multimodal solution for the corridor.

VDOT is completing a categorical exclusion (CE) NEPA process to advance the tolling component identified in the I-66 Multimodal Study. VDOT is also completing a comprehensive traffic

analysis as well as a traffic and revenue study to determine the expected project revenues by year. VDOT has been working with corridor stakeholders, including local jurisdictional partners, to review the results of the traffic analysis and refine the list of multimodal and operational improvements.

VDOT will own and operate the facility inside the Beltway. Toll revenues will be used first to operate and maintain the facility, to repay the cost of construction, and then to implement multimodal solutions in the corridor. The Northern Virginia Transportation Commission (NVTC) will take the lead, in coordination with the local jurisdictions, in recommending to the Commonwealth Transportation Board (CTB) which multimodal projects should be funded using the toll revenues. This arrangement has been formalized through a Memorandum of Agreement (MOA) between CTB, VDOT and NVTC, which details the specific responsibilities of each agency.

The multimodal improvement program administered by NVTC will implement multimodal projects beginning in 2017 in conjunction with the tolling component. The multimodal improvement program will be funded through net toll revenues allocated by CTB for the term of the MOA, which is 40 years. Multimodal projects will be selected through a process established by NVTC.

The tolling component of the Project and Initial Multimodal Program will be implemented first. The tolling includes conversion of the existing I-66 facility inside the Capital Beltway to a Managed Lanes facility with the following characteristics:

- Dynamic tolling during 4-hour peak periods
- Opens to tolling in the peak direction only
- When the tolling begins, HOV-2+ will be allowed to ride free. The free HOV occupancy requirement will be raised to HOV-3+ when the I-66 outside the Beltway project opens or converts to HOV-3+.
- Facility free to all traffic during off-peak periods;
- Consistent with current policy, heavy trucks will be prohibited.

Concurrent with the tolling component, the first group of multimodal improvements will be implemented. The improvements will be based on recommendations from VDOT's June 2012 *Final Report of the I-66 Multimodal Study Inside the Beltway*, and the further refinements found in the *August 2013 Supplemental Report,* recommendations from DRPT's 2009 Transportation Demand Management/Transit Report, projects in the region's constrained long range plan (updated periodically) and including but not limited to multimodal transportation improvements to the corridor roadways and associated transportation and transit facilities, as established by NVTC through a defined selection process. The net toll revenues will fund the multimodal improvements that can be obligated by the time tolling begins in the corridor and that meet project eligibility as established in the MOA:

- Must benefit the toll-paying users of the Facility;
- Must have the capacity to attain one or more of the Improvement Goals, defined as (1) move more people; (2) enhance transportation connectivity; (3) improve transit service; (4) reduce roadway congestion; and (5) increase travel options

- Must be one of the following multimodal transportation improvements serving the Corridor subject to the limitation set forth in the MOA:
  1) New or enhanced local and commuter bus service, including capital and operating expenses (e.g., fuel, tires, maintenance, labor and insurance) and transit priority improvements; Vanpool, and formal and informal carpooling programs and assistance;

  2) Capital improvements for Washington Metropolitan Area Transit Authority rail and bus service, including capital and operating expenses, and improved access to Metrorail stations and Metrobus stops;

  3) Park and ride lot(s) and access or improved access thereto;

  4) Roadway improvements to address impacts from the dynamic tolling of the Facility on roadways in the Corridor (including but not limited to Routes 7, 29, 50, and 309, and Washington Boulevard, Wilson Boulevard, and Westmoreland Street);

  5) Roadway operational improvements in the Corridor;

  6) Transportation Systems Management and Operations as defined in 23 U.S.C. § 101(a)(30) on December 1, 2015;

  7) Projects identified in VDOT's June 2012 Final Report of the I-66 Multimodal Study Inside the Beltway and the August 2013 Supplemental Report, as well as recommendations from DRPT's 2009 Transportation Demand Management/Transit Report, and projects in the region's constrained long range plan, as such plan may be updated from time to time,

The multimodal improvement program will include the following types of projects:

The **transit** components include all the current improvements in the CLRP plus new priority bus routes on I-66, Route 29, and Route 50; Metrorail station improvements at Ballston and East Falls Church, and service enhancements for numerous routes in the study area inside the Beltway. Consideration will also be given to Metrorail core capacity improvements (8-car trains) that will address capacity concerns in the I-66 corridor.

For the **bicycle/pedestrian** components, the Multimodal Study identified approximately 60 capital and operating projects inside the Beltway. The Supplemental Report examined projects deemed to be the most regionally significant of the 60, based on (1) projects that can impact bicycling and walking for relatively large numbers of people and (2) projects that enhance the connectivity and functionality of the regional network. Sample projects include:

- Custis trail/W&OD trail improvements
- Fairfax Drive connector
- Arlington Boulevard trail- Glebe Rd. to City of Fairfax
- West Falls Church connector trail
- VA 7 – Tysons to Falls Church

The **TDM** elements of the Project were built on those recommended in the DRPT Transit and TDM Study of 2009, and in the 2012 Multimodal Study were grouped into high, medium and low impact, based on the ability of each measure to impact travel demand. High impact strategies included rideshare program operational support, enhanced telework, van priority access, direct transit subsidies, and enhanced employer outreach. Medium impact strategies included vanpool driver incentives, I-66 corridor carpool startup incentives, and regionwide financial incentives. Lower impact strategies included enhanced corridor marketing, enhanced vanpool insurance pool, capital assistance for vanpools, and flexible vanpool network strategies.

The Project **ICM** recommendation also includes the addition of dynamic merge/junction control, speed harmonization, advanced parking management systems for park-and-ride lots, multimodal traveler information including travel time information by mode, and implementing signal priority for transit vehicles in the corridor.

Lastly, the project also includes the **widening** of I-66 in the eastbound direction from the Dulles Toll Road (DTR) to Fairfax Drive near Ballston by 2020. It also includes the westbound **widening** between the Sycamore Street off-ramp to the Washington Blvd. on-ramp by 2040.

Tolling Policy

As on the other managed lane facilities in the region, tolls will be congestion-based. To use this section of I-66 inside the Beltway during the 4-hour peak periods in the peak direction, motorists will have the choice of forming a carpool (2+ at project opening (2017), 3+ when I-66 outside the beltway opens or converts to HOV-3+), taking transit, or paying a toll. When tolling starts in 2017, carpools of two or more persons, buses, motorcycles, and emergency response vehicles will ride free. Other vehicles not meeting the occupancy requirement can choose to pay a toll, using electronic toll collection equipment, at a rate that will vary based on the level of congestion, to ensure free-flow conditions as specified by Federal and State regulations. When the I-66 outside the Beltway project converts to HOV-3+ or opens to tolling, the carpool occupancy requirement for free access to the inside the Beltway managed lanes will be increased to HOV-3+.

The region's current Constrained Long Range Plan calls for all HOV lanes in Northern Virginia to be HOV-3+ by 2020. Allowing HOV-3+ vehicles to ride free is consistent with this policy change, and will also match the occupancy requirement on I-495 and the I-95 Express Lanes. The Project provides a seamless network of Express lanes by connecting to adjacent Express facilities.

MAP-21 mandates strict performance standards which are intended to ensure free-flowing conditions on the Express lanes. The proposed Express lanes project will include performance monitoring as an integral part of the project and ensure that the MAP-21 mandated performance standards are complied with as a minimum. More specifically, the project will meet all applicable requirements of MAP-21 regarding "HOV Facility Management, Operation, Monitoring, and Enforcement" as described in Section 166 of Title 23 U.S.C., inclusive of the amendments (deletions, insertions and additions) prescribed by MAP-21 Section 1514 "HOV FACILITIES". This includes a minimum average operating speed of 45 mph for 90% of the time over a specific period of time during the peak period.

Schedule

Project development and procurement began in 2015, and will be followed by construction of the tolling gantries starting in 2016. Tolling is expected to start in summer 2017, along with the initial multimodal improvements. The multimodal improvement program will continue for the term of the 40 year MOA executed in January 2016 (expected to sunset in 2056). Eastbound widening is expected by 2020 and westbound widening is expected by 2040.

Federal Environmental Review ("NEPA") Process

VDOT is conducting a CE for the tolling component in order to participate in the Value Pricing Pilot Program, which is a federal program. Completion of the CE is expected in March 2016. Environmental documentation for future widening will be prepared at a later date.

Coordination with Other Projects

The Project has been closely coordinated with other initiatives such as the I-66 Active Traffic Management (ATM) project (recently implemented) and the I-66 Express Lanes project outside the Beltway. The Project will also be coordinated with future improvements that may be underway in the corridor.

Financial Plan

The total baseline cost for the Project is estimated to be approximately $375M (in year of expenditure dollars). This estimate includes the cost of tolling, multimodal improvements, and roadway widening, all of which will be self-financed through toll revenues.

Stakeholder Outreach

VDOT and DRPT have been working closely with Arlington County, Fairfax County, the City of Falls Church, transit providers, and other stakeholders to implement a comprehensive outreach program. The outreach program has provided the opportunity for direct engagement with various groups along the corridor, including the local political leadership, transit service providers, various other interest groups, and business and community groups and leaders. There will also be additional opportunities for the public to learn more about the Project, as well as provide comments, both through the CLRP process and the NEPA process.

11. Projected Completion Year: **2017 (tolling, implement multimodal program), 2020 and 2040 (widening)**

12. Project Manager: Ms. Amanda Baxter
13. Project Manager E-Mail: Amanda.Baxter@VDOT.Virginia.gov

14. Project Information URL: **Transform66.org**

15. Total Miles: **10 miles (approximate)**

16. Schematic:

17. Documentation: **<to be determined>**

18. Jurisdictions: **Fairfax County, Arlington County, City of Falls Church**

19. Baseline Cost (in Thousands): **$375,000**
20. Amended Cost (in Thousands): cost estimate as of 1/14/2016

21. Funding Sources: **X** Federal; **X** State; ☐ Local; ☐ Private; **X** Bonds; **X** Other

Regional Policy Framework

22. **Provide a Comprehensive Range of Transportation Options**
Please identify all travel mode options that this project provides, enhances, supports, or promotes.

X Single Driver **X** Carpool/HOV **X** Metrorail ☐Commuter Rail ☐Streetcar/Light Rail
☐BRT **X** Express/Commuter bus **X** Metrobus **X** Local Bus **X** Bicycling **X** Walking ☐Other
Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?) **x** Yes ☐No

23. **Promote Dynamic Activity Centers**
Does this project begin or end in an Activity Center? **X** Yes ☐No
Does this project connect two or more Activity Centers? **X** Yes ☐No
Does this project promote non-auto travel within one or more Activity Centers? **X** Yes ☐No
24. **Ensure System Maintenance, Preservation, and Safety**
Does this project contribute to enhanced system maintenance, preservation, or safety?
X Yes ☐No
25. **Maximize Operational Effectiveness and Safety**

Does this project reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)? ☐ Yes **X** No
Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?
X Yes ☐No

26. **Protect and Enhance the Natural Environment**
Is this project expected to contribute to reductions in emissions of criteria pollutants and/or greenhouse gases? **X** Yes ☐No

27. **Support Interregional and International Travel and Commerce**
Please identify all freight carrier modes that this project enhances, supports, or promotes.
☐Long-Haul Truck ☐Local Delivery ☐Rail ☐Air
Please identify all passenger carrier modes that this project enhances, supports, or promotes.
☐Air ☐Amtrak intercity passenger rail **X** Intercity bus

28. **Additional Policy Framework**
In the box below, please provide any additional information that describes how this project further supports or advances these and other regional goals.

VDOT and DRPT's Transforming I-66 Inside the Beltway project addresses several RTPP goals, as noted above. The project will be particularly effective in helping the Region achieve RTPP Goal # 1: ***Provide a Comprehensive Range of Transportation Options***. This project combines capacity improvements with managed lanes, congestion pricing, intelligent transportation systems, new transit services, ride-sharing, and bicycle and pedestrian facilities improvements to expand the range of transportation alternatives available to travelers. The project addresses the four major problems cited in Goal Statement #1: roadway congestion, transit crowding, inadequate bus service, and unsafe walking and biking.

The Transform66: inside the Beltway project, as approved by the Commonwealth Transportation Board, is the culmination of a process that began with the development of the I-66 Multimodal Study for I-66 Inside the Beltway. This study recommended a multimodal package of improvements for I-66 which will provide improved and expanded travel opportunities for all modes in the corridor.

MAP-21 PLANNING FACTORS

29. Please identify any and all planning factors that are addressed by this project:
a. **X** Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
b. **X** 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; **X** No
ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
c. **X** 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. **X** Increase **accessibility and mobility** of people.
e. **X** Increase accessibility and mobility of **freight.**
f. **X** 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. **X** Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
h. **X** Promote efficient system **management and operation**.
i. **X** Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? ☐ Yes; **X** 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

Environmental mitigation may be required through analysis associated with future environmental studies associated with the widening.

CONGESTION MANAGEMENT INFORMATION

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program?
X Yes; ☐ No

b. If so, is the congestion recurring or non-recurring? **X** Recurring; ☐ Non-recurring

c. If the congestion is on another facility, please identify it:

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? **X** Yes; ☐ No

b. If the answer to Question 32.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):

X 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
BASIC PROJECT INFORMATION

1. Submitting Agency: **Virginia Department of Transportation**

2. Secondary Agency: **Virginia Department of Rail & Public Transportation**

3. Agency Project ID: **0066-96A-297, P101 UPC#105500**

4. Project Type:
   X Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped
   X Transit ☐ CMAQ **X** ITS ☐ Enhancement ☐ Other
   ☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination
   ☐ TERMs

5. Category:
   X System Expansion; ☐ System Maintenance; **X** Operational Program;
   ☐ Study; ☐ Other

6. Project Name: **I-66 Corridor Improvements Project Outside the Beltway**
   Prefix Route Name Modifier

7. Facility: **I-66**

8. From: **US 15, Prince William County**

9. To: **I-495, Fairfax County**

10. Description:

The Commonwealth's I-66 Corridor Improvements Project ("Project") outside the Beltway was first submitted for the 2015 CLRP Air Quality Analysis, and the FY16 submission provides minor modifications to the project based on the Commonwealth Transportation Board's selection of a preferred alternative on October 27, 2015. The project includes:

- Three general purpose lanes in each direction (with auxiliary lanes between interchanges where needed: between US 29 Gainesville and VA 234 Bypass / Prince William Parkway; and between US 29 Centreville and I-495 / Capital Beltway);
- Two barrier-separated managed express lanes in each direction (the existing high-occupancy vehicle (HOV) lane will be converted to an express lane and one new express lane will be added);
- New high-frequency bus service with more predictable travel times;
- Direct access ramps to and from the Express lanes:
    - Haymarket - west of US 15 – to / from east and west
    - Gainesville - at University Boulevard – to / from east*
    - VA 234 Bypass / Prince William Parkway – to / from west
    - Cushing Road Park and Ride Lot / VA 234 Bypass – to / from east
    - Manassas - Balls Ford Road Park and Ride Lot – to / from east*
    - Centreville – VA 28 – to / from east and west (access between west and south excluded)*
    - Centreville – I-66 mainline transition ramps to allow all movements between I-66 General Purpose lanes and I-66 Express lanes*
    - Centreville – Stringfellow Road – to / from east*
    - Fair Oaks – Monument Drive – to / from east and west*
    - Fairfax – US 50 – to / from east (I-66) and northwest (US 50)*
    - Fairfax – VA 123 – to / from east*
    - Vienna – Vaden Drive – to / from west*
    - Dunn Loring – from Eastbound I-66 General Purpose lanes to Eastbound I-66 Express lanes*

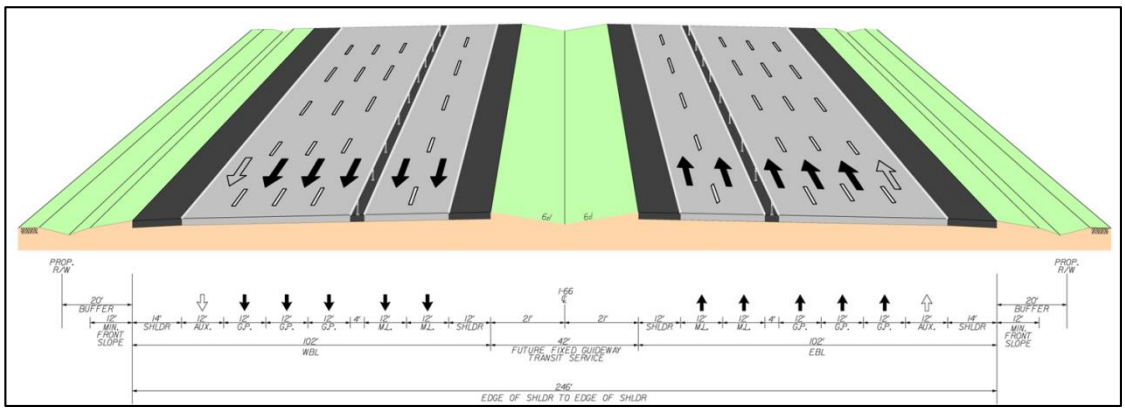
  ** Ramps implemented in Phase 1 by 2021; all other access is part of ultimate Preferred Alternative constructed by 2040*

- New or expanded commuter park and ride lots in the corridor.
- A phased approach to construction that includes express lanes from Gainesville to I-495 in the first phase (opening in 2021), with the remaining portion of the corridor express lanes between Gainesville and Haymarket constructed by 2040. In addition, a typical section that provides space in the median for future transit will be phased as well, between US 15 Haymarket and US 29 Centreville, as described below.

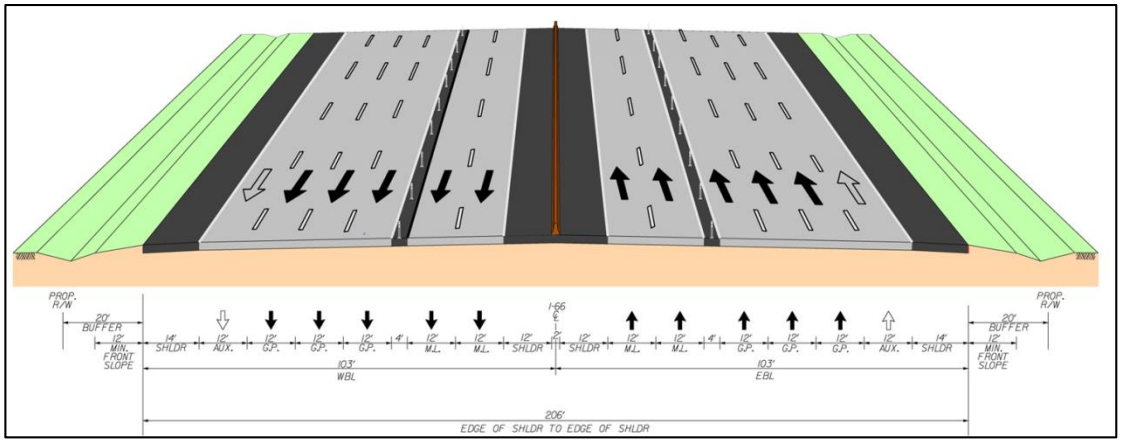
Below are two typical sections that will be implemented along the corridor. The first typical section illustrates the alternative selected by the Commonwealth Transportation Board for the Preferred Alternative. The second typical section illustrates the alternative that will be initially utilized as part of a phased construction approach, from east of US 29 Gainesville to US 29 Centreville only, under Phase 1.

Once the entire project is constructed, the cross section will be reconfigured where needed to allow for future transit.

Preferred Alternative – Flexible Barrier with Buffer & Median reserved for Future Center Transit



Phase 1 (Opening Year Configuration) – Flexible Barrier with Buffer and No Median Between US 29 Gainesville and US 29 Centreville



As on the I-495 and I-95 Express Lanes, access to the I-66 Express Lanes will be available to automobiles, motorcycles, light-trucks, emergency vehicles, buses and transit vehicles only. Vehicles with three or more occupants and motorcycles would travel on the Express Lanes for free, as per the code of the Commonwealth of Virginia and Federal law. The facility will be operated and enforced for HOV3+ occupancy and toll payment in a manner that complies with the statutory requirements of the Commonwealth. Other vehicles not meeting the occupancy requirement of 3+ will pay a toll, using electronic toll collection equipment, at a rate that will vary based on congestion, to ensure free-flow conditions as specified by Federal regulations.

The region's current Constrained Long Range Plan calls for all HOV lanes in Northern Virginia to be HOV-3+ by 2020. Allowing HOV-3's to ride free is consistent with this policy change, and will also match the High Occupancy Toll lane occupancy requirement on 495 and 95. The Project expands the NoVA network of Express lanes by connecting to the I-495 Express Lanes Project, which also connects to the newly constructed I-95 Express Lanes.

The project includes a robust transit component, consisting of new and expanded commuter bus services providing one-seat rides between park and ride lots and major regional destinations on I-66 to complement Metrorail in the corridor. New and expanded park and ride lots are included throughout the corridor, with easy or direct access to the managed lanes. Finally, to promote and incentivize alternative modes in the corridor, new and enhanced corridor transportation demand management strategies will be included as part of the project.

Bicycle and Pedestrian accommodations in the corridor are included as part of the Preferred Alternative, and will be consistent with VDOT's Policy for Integrating Bicycle and Pedestrian Accommodations (www.virginiadot.org/**bike**ped**policy**/).

Project construction, operations and maintenance will be procured using Virginia's Public-Private Transportation Act (PPTA) legislation leading to the selection of a private consortium ("Concessionaire"). A comprehensive agreement will ultimately outline all of the terms and conditions of the Public-Private Partnership.

Tolling Policy

Express lanes use dynamic pricing to maintain free-flowing conditions for all users, even during rush hour. The toll rates will vary throughout the day corresponding to demand and congestion levels. Toll prices will be adjusted in response to the level of traffic to ensure free flowing operations.

Dynamic message signs will provide drivers with current toll rates so they can choose whether or not to use the lanes. Toll collection on the Express Lanes will be totally electronic. There will be no toll booths. The dynamic message signs will be supplemented by other notification/communications methods to ensure all users, including transit operators, have as much advance notice of traffic conditions as is possible.

MAP-21 mandates strict performance standards which are intended to ensure free-flowing conditions on the Express lanes. The proposed Express lanes project will include performance monitoring as an integral part of the project and ensure that the MAP-21 mandated performance standards are complied with as a minimum. More specifically, the project will meet all applicable requirements of MAP-21 regarding "HOV Facility Management, Operation,

Monitoring, and Enforcement" as described in Section 166 of Title 23 U.S.C., inclusive of the amendments (deletions, insertions and additions) prescribed by MAP-21 Section 1514 "HOV FACILITIES". This includes a minimum average operating speed of 45 mph for 90% of the time over a specific period of time during the peak period.

Schedule

Construction for the Project is projected to begin in 2017, with an estimated construction completion time of 4-5 years for Phase 1. The facility is expected to enter operations in 2021. The remaining construction of the Preferred Alternative will be implemented by 2040. The current schedule calls for completion of the environmental review in compliance with Federal (NEPA) and state regulations by January – February 2016. FHWA has further conditioned environmental approval to the Project being included in a conforming Transportation Improvement Program ("TIP") and Constrained Long Range Plan ("CLRP") for construction.

Federal Environmental Review ("NEPA") Process

The Tier 2 Environmental Assessment scope builds upon and includes a combination of concepts identified in the Tier 1 Environmental Impact Statement. It evaluates site-specific conditions and potential effects the proposed improvements would have on air quality, noise, neighborhoods, parks, recreation areas, historic properties, wetlands and streams. The environmental review is currently being conducted in full accordance and compliance with Federal and state law. FHWA is the 'Lead Agency' for the NEPA document and will provide document review / approval and issuance of FONSI at the conclusion of the process.

Transportation Management Plan

As a matter of policy, practice and a reflection the agency's commitment to safety, VDOT adopts Transportation Management Plans for its construction projects. Such Plans are also required by FHWA for large projects such as this initiative. The congestion mitigation plans used for projects such as the Springfield Interchange, the I-495 Express Lanes, and the I-95 Express Lanes have been very successful in managing traffic during construction. VDOT and the Concessionaire will similarly implement a robust Transportation Management Plan for this Project.

Coordination with Other Projects in the Corridor

This project is being coordinated with other active projects in the corridor such as:

- Vaden Drive ramp improvements (now incorporated into I-66 project)

- Active Traffic Management (ATM) project (now operational)
- Route 28 / I-66 interchange improvements (now incorporated into I-66 project)
- US 15 / I-66 interchange improvements
- HOV lane and widening project from Gainesville to US 15

Financial Plan

The total cost for the proposed Project is estimated to be approximately $2 – 3 billion in year of expenditure dollars. Funding sources for the Project will include a combination of private and public equity and third party debt, including private bank loans and/or Private Activity Bonds, with the potential for TIFIA funding as a form of subordinated debt. As the Project progresses, VDOT will explore all avenues of funding to ensure the lowest cost of capital for the Project.

The Concessionaire will be fully authorized to toll the facility, which will serve to pay debt service, operating and maintenance costs and return on equity. Toll revenue will be the main source of revenue. The Commonwealth will enter into a Comprehensive Agreement with the selected Concessionaire, which will authorize the Concessionaire to raise the necessary funds to construct the Project.

Stakeholder Outreach

A Stakeholder Technical Advisory Group (STAG) has been established and meets regularly. The STAG provides the opportunity for direct engagement with various groups along the corridor, including local jurisdictions, environmental resource agencies, transit service providers, and various other agencies. Stakeholder and public outreach is a high priority for the I-66 project team. A Transit/TDM Technical Advisory Group (TTAG) is also actively engaged in project development. There have been numerous opportunities for the public to learn more about the Project, as well as provide comments, through public meetings, the project website, and community dialogs in addition to other items. The project outreach has included 2 sets of Public Information Meetings and two sets of Public Hearings.

11. Projected Completion Year: **2021 for Phase 1 / 2040 for Preferred Alternative**

12. Project Manager: **Ms. Susan Shaw, P.E.**

13. Project Manager E-Mail: **susan.shaw@VDOT.Virginia.gov**

14. Project Information URL: **http://www.transform66.org**

15. Total Miles: **23 miles for Phase 1 / 26 miles for Preferred Alternative**
16. Schematic: **See figures in items 9 and 10 above, as well as attached roll maps.**

17. Documentation: **The graphics included in the response to items 9 and 10 above have been uploaded to allow a more readable version. All project documentation may be accessed electronically at: http://outside.transform66.org/**

18. Jurisdictions: **Fairfax County, Prince William County**

19. Baseline Cost (in Thousands): **$2,000,000 - $3,000,000 (approximately 2 to 3 $billion) combined public & private cost estimate as of 11/10/2014**

20. Amended Cost (in Thousands): **$2,100,000 (Phase 1) / approximately $3,100,000 (Preferred Alternatives) - combined public & private cost estimate as of 9/28/2015**

21. Funding Sources: **X** Federal; **X** State; **X** Local; **X** Private; **X** Bonds; ☐ Other

Regional Policy Framework

22. **Provide a Comprehensive Range of Transportation Options**
Please identify all travel mode options that this project provides, enhances, supports, or promotes.

X Single Driver **X** Carpool/HOV **X** Metrorail **X** Commuter Rail ☐ Streetcar/Light Rail
X BRT **X** Express/Commuter bus **X** Metrobus **X** Local Bus **X** Bicycling **X** Walking ☐ Other

Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?) **X** Yes ☐ No

23. **Promote Dynamic Activity Centers**
Does this project begin or end in an Activity Center? **X** Yes ☐ No
Does this project connect two or more Activity Centers? **X** Yes ☐ No
Does this project promote non-auto travel within one or more Activity Centers? **X** Yes ☐ No

24. **Ensure System Maintenance, Preservation, and Safety**
Does this project contribute to enhanced system maintenance, preservation, or safety?
X Yes ☐ No

25. **Maximize Operational Effectiveness and Safety**
Does this project reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)? ☐ Yes **X** No

Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?
X Yes ☐ No

26. **Protect and Enhance the Natural Environment**
Is this project expected to contribute to reductions in emissions of criteria pollutants and/or greenhouse gases? **X** Yes ☐ No

27. **Support Interregional and International Travel and Commerce**
Please identify all freight carrier modes that this project enhances, supports, or promotes.
X Long-Haul Truck **X** Local Delivery ☐ Rail ☐ Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

☐ Air ☐ Amtrak intercity passenger rail **X** Intercity bus

28. **Additional Policy Framework**

In the box below, please provide any additional information that describes how this project further supports or advances these and other regional goals.

VDOT and DRPT's Transforming I-66 Outside the Beltway project addresses several RTPP goals, as noted above. The project will be particularly effective in helping the Region achieve RTPP Goal # 1: ***Provide a Comprehensive Range of Transportation Options***. This innovative project will combine capacity improvements with managed lanes, congestion pricing, intelligent transportation systems, new transit services, ride-sharing, new and expanded park and ride lots and bicycle and pedestrian facilities improvements to expand the range of transportation alternatives available to travelers. Moreover, the project is being designed to reserve opportunities for future westward extension of Metrorail or other high quality transit services. The project addresses the four major problems cited in Goal Statement #1: roadway congestion, transit crowding, inadequate bus service, and unsafe walking and biking.

The Preferred Alternative, as approved by the Commonwealth Transportation Board, is the culmination of a process that began with the development of the *Draft Tier1 Environmental Impact Statement* for I-66 Outside the Beltway. This document concluded that there was not a "single mode" solution to the problems associated with I-66. Adding enough freeway lanes to insure reliable travel was not feasible, while it was determined that the mix of modes, strategies and technologies embodied in what became the Preferred Alternative would provide improved and expanded travel opportunities.

MAP-21 PLANNING FACTORS

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

a. **X** Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. **X** 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; **X** No
ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. **X** 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. **X** Increase **accessibility and mobility** of people.

e. **X** Increase accessibility and mobility of **freight.**

f. **X** 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. **X** Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. **X** Promote efficient system **management and operation**.

i. **X** Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

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

a. If yes, what types of mitigation activities have been identified?
☐ Air Quality; **X** Floodplains; **X** Socioeconomics; **X** Geology, Soils and Groundwater; ☐

Vibrations;
☐ Energy; **X** Noise; ☐ Surface Water; **X** Hazardous and Contaminated Materials;
X Wetlands

CONGESTION MANAGEMENT INFORMATION

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program?
X Yes; ☐ No

b. If so, is the congestion recurring or non-recurring? **X** Recurring; ☐ Non-recurring

c. If the congestion is on another facility, please identify it:

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? **X** Yes; ☐ No

b. If the answer to Question 32.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):

X 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.

RECORD MANAGEMENT

33. Completed Year:

34. ☐ Project is being withdrawn from the CLRP.

35. Withdrawn Date: MM/DD/YYYY

36. Record Creator:

37. Created On:

38. Last Updated by:

39. Last Updated On:

40. Comments:

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

BASIC PROJECT INFORMATION

1. Submitting Agency: Fairfax County DOT
2. Secondary Agency: Virginia DOT
3. Agency Project ID:
4. Project Type: ☐ Interstate **X** Primary ☐ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped ☐ Transit ☐ CMAQ ☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination ☐ TERMs
5. Category: **X** System Expansion; ☐ System Maintenance; ☐ Operational Program; ☐ Study; ☐ Other
6. Project Name: Route 28 Expansion with HOV Lanes

	Prefix	Route	Name	Modifier
7. Facility:		28	Sully Road	
8. From (☐at):			I-66	
9. To:			Loudoun County (at Dulles Toll Road)	

10. Description: Widen Route 28 from 6 to 8 lanes plus auxiliary lanes between I-66 and Westfields Blvd., with a later incorporation of HOV lanes into 8 lane roadway.

11. Projected Completion Year: 2025/2040
12. Project Manager:
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles: 8
16. Schematic:
17. Documentation:
18. Jurisdictions: Fairfax County, VA
19. Baseline Cost (in Thousands): $100,000 cost estimate as of 05/19/2010
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
21. Funding Sources: ☐ Federal; ☐ State; ☐ Local; ☐ Private; ☐ Bonds; X Other

Regional Policy Framework

22. **Provide a Comprehensive Range of Transportation Options**

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

X Single Driver	**X** Carpool/HOV		
☐Metrorail	☐Commuter Rail	☐Streetcar/Light Rail	
☐BRT	☐Express/Commuter bus	☐Metrobus	☐Local Bus
☐Bicycling	☐Walking	☐Other	

Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?) ☐Yes **X** No

23. **Promote Regional Activity Centers**
Does this project begin or end in an Activity Center? **X** Yes ☐No
Does this project connect two or more Activity Centers? **X** Yes ☐No
Does this project promote non-auto travel within one or more Activity Centers? ☐Yes **X** No

24. **Ensure System Maintenance, Preservation, and Safety**
Does this project contribute to enhanced system maintenance, preservation, or safety? ☐Yes **X** No

25. **Maximize Operational Effectiveness and Safety**
Does this project reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)? ☐Yes **X** No
Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists? ☐Yes **X** No

26. **Protect and Enhance the Natural Environment**
Is this project expected to contribute to reductions in emissions of criteria pollutants? ☐Yes **X** No
Is this project expected to contribute to reductions in emissions of greenhouse gases? ☐Yes **X** No

27. **Support Interregional and International Travel and Commerce**
Please identify all freight carrier modes that this project enhances, supports, or promotes.
X Long-Haul Truck **X** Local Delivery ☐Rail **X** Air
Please identify all passenger carrier modes that this project enhances, supports, or promotes.
X Air ☐Amtrak intercity passenger rail ☐Intercity bus

28. **Additional Policy Framework**
In the box below, please provide any additional information that describes how this project further supports or advances these and other regional goals.

MAP-21 PLANNING FACTORS

29. Please identify any and all planning factors that are addressed by this project:
a. **X** 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. **X** 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. **X** Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
h. **X** Promote efficient system **management and operation**.
i. ☐ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? ☐ Yes; **X** 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

31. Congested Conditions
    a. Do traffic congestion conditions necessitate the proposed project or program? **X** Yes; ☐ No
    b. If so, is the congestion recurring or non-recurring? **X** Recurring; ☐ Non-recurring
    c. If the congestion is on another facility, please identify it:
32. Capacity
    a. Is this a capacity-increasing project on a limited access highway or other principal arterial? **X** 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):

X 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.