

ITEM 9 - Action

July 15, 2009

Approval of the 2009 CLRP

Staff

Recommendation: Adopt Resolution R2-2010 approving the 2009 CLRP.

Issues: None

Background: At the June 17 meeting, the Board was briefed on the draft 2009 CLRP and FY 2010-2015 TIP documents and web-based information and the associated conformity analysis. The draft 2009 CLRP and FY 2010-2015 TIP were released for public comment at the TPB Citizens Advisory Committee (CAC) meeting on June 11, 2009. The public comment period for these documents ended on July 11, 2009.

The significant changes for the 2009 CLRP are described in the attached memorandum of February 11, 2009 and on the CLRP website at www.mwcog.org/clrp. Detailed information on all of the projects in the 2009 CLRP is provided on the web site and in Appendix B of the Air Quality Conformity report of July 15, 2009.

TPB R2-2010
July 15, 2009

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION APPROVING
THE 2009 CONSTRAINED LONG RANGE
TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing SAFETEA-LU, which became effective July 14, 2007, specify the development and content of the long range transportation plan and require that it be reviewed and updated at least every four years; and

WHEREAS, on November 19, 2008, the TPB approved the 2008 Constrained Long-Range Transportation Plan (CLRP) and FY 2009-2014 TIP which were developed as specified in the Federal Planning Regulations; and

WHEREAS, on October 15, 2008, the TPB issued a solicitation document for projects and strategies to be included in the 2009 CLRP and FY 2010-2015 TIP that will meet federal planning requirements and address the federal planning factors and goals in the TPB Vision; and

WHEREAS, the transportation implementing agencies in the region provided submissions for the 2009 CLRP and inputs to the FY 2010-2015 TIP, and the TPB Technical Committee and the TPB reviewed the submissions at meetings in January, February and March 2009; and

WHEREAS, on February 18 and March 18, 2009, the TPB approved the major projects submitted for inclusion in the air quality conformity assessment for the 2009 CLRP and FY 2010-2015 TIP; and

WHEREAS, on June 11, 2009, the draft 2009 CLRP, the FY 2010-2015 TIP, and conformity assessment were released for a 30-day public comment period and inter-agency review at the TPB Citizens Advisory Committee (CAC) meeting; and

WHEREAS, the significant changes for the 2009 CLRP are described in the attached memorandum of February 11, 2009 and on the TPB web site, and detailed information on all of the projects in the 2009 CLRP is provided on the TPB web site and in Appendix B of the Air Quality Conformity report as adopted July 15, 2009; and

WHEREAS, the financial plan for the 2009 CLRP demonstrates that the forecast revenues reasonably expected to be available are equal to the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region through 2030; and

WHEREAS, in each year's update of the CLRP between 2000 and 2004, the TPB has explicitly accounted for the funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2005 by constraining transit ridership to or through the core area to 2005 levels; and

WHEREAS, as a result of the "Metro Matters" commitments for Metro's near-term funding, the transit ridership constraint to or through the core area was applied in the 2005 through 2008 CLRP conformity analysis using 2010 ridership levels rather than 2005 levels; and

WHEREAS, as a result of the federal legislation enacted in October 2008 to authorize \$150 million per year for 10 years in funding for WMATA's capital and preventive maintenance projects, and steps taken by the legislatures of Maryland, Virginia, and District of Columbia to identify the required dedicated local matching revenues, this additional revenue was assumed to be available in the financial plan for the 2009 CLRP and the transit ridership constraint to or through the core area was applied in the 2009 CLRP conformity analysis using 2020 ridership levels for 2030; and

WHEREAS, on June 11, 2009, the draft Air Quality Conformity Determination of the 2009 CLRP and FY 2010-2015 TIP and web-based information were released for a 30-day public comment period and inter-agency review; and

WHEREAS, during the development of the 2009 CLRP, the TPB Participation Plan was followed, and numerous opportunities were provided for public comment: (1) At the January 15, 2009 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis of the 2009 CLRP and the FY 2010-2015 TIP and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the January, February and March TPB meetings; (2) At the February 18 and March 18 meetings, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP and TIP documents; (3) On June 11, 2009 in conjunction with the CAC meeting, a public meeting was held on the draft FY 2010-2015 TIP and the draft air quality conformity analysis, and the draft 2009 CLRP, the draft FY 2010-2015 TIP and web-based information on the plan were released for a 30-day public comment period which closed on July 11, 2009, and no public comments were received; (4) An opportunity for public comment on these documents was provided on the TPB web page and at the

beginning of the July 15 TPB meeting; and (5) the final version of the TIP will include summaries of all comments and responses; and

WHEREAS, on July 15, 2009, the TPB determined that the 2009 CLRP conforms with the requirements of the Clean Air Act Amendments of 1990; and

WHEREAS, the TPB Technical Committee has recommended favorable action on the 2009 CLRP by the Board,

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the 2009 Constrained Long-Range Transportation Plan for the National Capital Region, as described in the attached memorandum, the TPB web site, and Appendix B of the Air Quality Conformity report.

National Capital Region Transportation Planning Board

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MEMORANDUM

February 11, 2009

TO: Transportation Planning Board

FROM: Ronald F. Kirby
Director, Department of
Transportation Planning

RE: Proposed Significant Changes to the 2009 Constrained Long-Range Plan and the
FY 2010-2015 Transportation Improvement Program for Air Quality Conformity Analysis

On Thursday, June 11, 2009 the TPB released for public comment the draft 2009 update to the National Capital Region's Financially Constrained Long-Range Transportation Plan (CLRP) and the FY 2010-2015 Transportation Improvement Program (TIP) and the results of the air quality conformity analysis. Comments can be submitted online at www.mwcog.org/tpbpubliccomment. The 30-day public comment period will close at midnight on Saturday, July 11, 2009.

Beginning on page 2 is a list of proposed significant changes to the 2009 CLRP and the FY 2010-2015 TIP. This listing covers changes only to those projects that are considered to be regionally significant, i.e., interstates, principal arterials and some minor arterials, as well as transit facilities. A complete list of all projects planned is included in the Air Quality Conformity Assessment Report.

In contrast to previous years, there are no significant new projects being added to this year's CLRP update. With state and local budgets facing drastic shortfalls, most of the changes proposed will delay the completion dates of those projects and in some cases, remove projects from the plan altogether. The projects in each jurisdiction below have been grouped together based on the nature of the change; a delay of five to nine years, a delay of ten years or more, or removal from the Plan. Other changes to regionally significant projects in Virginia can be found on page 3. Projects that are delayed less than five years and changes to non-regionally significant projects can be found in Attachment B. A map number is included in the list to help locate affected projects on the maps of major projects in the CLRP in Attachment A.

District of Columbia*Projects delayed five to nine years*

- K Street Busway

Old Date	New Date	Map #
2010	2017	2*

Maryland*Projects delayed five to nine years*

- I-95/I-495 Interchange at Greenbelt Metro
- MD 5 Branch Avenue, construct interchanges at Surratts Road, Earnshaw Drive/Burch Hill Road, and MD 373/Brandywine Road
- US 29 Columbia Pike, upgrade interchange at Musgrove/Fairland Road

2010	2015	13
2010	2015	35
2010	2015	46

Projects delayed 10 years or more

- I-270/US 15 Corridor, construct from Shady Grove Metro to I-70
- I-95/I-495 Branch Avenue Metro Access, construct eight lanes
- MD 2/4, construct three lanes from MD 765 to MD 2/4 at Lusby (Calvert County)
- MD 3 Crain Highway, construct four lanes from US 50 to Anne Arundel County Line
- US 29 Columbia Pike, upgrade six lanes from Musgrove Road to Fairland Road
- US 29 Columbia Pike, upgrade interchanges at Stewart Lane, Tech Road, Greencastle Road and Blackburn Road
- MD 97 Brookville Bypass, construct two lanes from south to north of Brookeville

2020	2030	8
2009	2020	14
2010	2020	not mapped
2020	2030	29
2010	2030	46
2020	2030	46
2020	2030	37

Projects removed from the Plan

- Randolph Road Bus Enhancement

2010		6*
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Virginia*Projects delayed five to nine years*

- I-66 HOV, widen to six lanes from US 15 to US 29
- Dulles Airport Access Road, widen to six lanes from Dulles Airport to VA 123
- US 50, widen to six lanes from VA 659 to VA 742
- VA 28, construct interchange at VA 209
- VA 28, widen to eight lanes from I-66 to VA 7
- US 1, widen to six lanes from Blackburn Drive to Featherstone Road
- VA 28, widen to four lanes from VA 652 to VA 234
- VA 7, widen to six lanes from Route 9 to Market Street
- VA 7 Bypass, widen to six lanes from US 15 South to VA 7/US 15 East

2015	2020	59
2010	2017	51
2010	2015	84
2009	2015	103
2010	2015	103
2013	2020	72
2012, 2013	2020	101
2015	2020	108
2015	2020, 2025	110

* These projects can be found on Map 2 – Major Transit, HOV and HOT Improvements in the 2008 CLRP.

	Old Date	New Date	Map #
• Tri-County Parkway, construct four lanes from I-66 to Loudoun County Line	2017	2025	105
• VA 28 Bypass, construct four lanes from I-66 to VA 620/VA 613	2020	2025	98
<i>Projects delayed 10 years or more</i>			
• US 1, widen to six lanes from Brady's Hill Road to Cardinal Drive	2011	2020	72
• Fairfax County Parkway, widen to six lanes with two HOV lanes from Fair Lakes Parkway to I-66	2010	2020	111
<i>Proposed changes to other regionally significant projects in Virginia</i>			
• I-95/I-395 HOT/HOV/Bus Lanes Project	2010	2012, 2014	68
○ New northbound ramp at Fairfax County Parkway			
○ Southbound slip-ramp modifications and additions near Fairfax County Parkway, Lorton Road, Opitz Boulevard, Dumfries Road and Joplin Road			
○ Previously planned 9 mile single-lane taper from VA 234 to VA 610 changed to two HOT lanes with new access ramps, extending from VA 234 to VA 17 in Stafford County (complete in 2014)			
• Capital Beltway HOT Lanes Project			57, 58
○ Additional auxiliary lanes from Dulles Toll Road to VA 7, and from one mile east of I-95/395/495 to north of Hemming Avenue underpass			
○ New ramp movements at I-66, US 29, Dulles Toll Road and Dulles Airport Access Road			
○ Change lane configuration between VA 193 (Georgetown Pike) and south of Old Dominion Drive from eight general purpose + four HOT lanes to eight g.p. + two HOT lanes			
• US 1 from VA 234 North to the Prince William Co. Line			72
○ Downgraded from 'widening to eight lanes' to 'reconstructing six lanes'			
• Dulles Corridor Metrorail Project – Phase 1	2011	2014	11*

* These projects can be found on Map 2 – Major Transit, HOV and HOT Improvements in the 2008 CLRP.

Attachments