



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, Staff Director
SUBJECT: Proposed methodology for CLRP-RTPP project-level assessment
DATE: December 10, 2015

BACKGROUND

In recent months, TPB members have expressed an interest in receiving an assessment of how individual new projects submitted for inclusion in the Constrained Long-Range Plan (CLRP) support established regional goals, especially those identified in the Regional Transportation Priorities Plan (RTPP). There was discussion on this topic during the November 18 board meeting in the context of reviewing the Draft Call for Project document for the 2016 amendments to the CLRP. In response to the discussions, I agreed to review what, if any, changes could be made to the draft Call for Projects document to best gather information needed to provide an assessment of how the proposed projects support established regional goals, especially those identified in the RTPP.

SUMMARY OF RECOMMENDED CHANGES

Based on staff's review and consultation with the TPB's Technical and Steering Committees, staff proposes to develop a project-level qualitative assessment of each new project proposed to be added to the CLRP. The assessment will examine how the proposed project supports established regional goals, especially those identified in the RTPP. This project-level assessment will be provided to the board and will be part of the public review of the proposed changes to the CLRP at the beginning of the CLRP Amendment/Update process.

This memo lists changes made to the Draft Call for Project document and also describes a methodology for assessing project submissions for the 2016 CLRP Amendment using information that will be collected. The methodology was reviewed and endorsed by the TPB's Technical and Steering Committees during their December 4 meetings.

CHANGES TO THE CALL FOR PROJECTS DOCUMENT

Attachment A depicts relevant sections of the Call for Projects document in which small changes are highlighted. It also includes the full Project Description Form that will be used to derive information for the project-level assessment, which is described later. Key features of the revised Call for Projects document include:

- *Revised schedule and added descriptions:* The schedule for the CLRP/TIP development has been revised to explicitly note that a Priorities Plan Assessment will be released on February 11, along with the project submissions and conformity work scope. In addition, the Call for

Projects document has been revised to list the goals of the RTPP (page 11) and describe how the RTPP Assessment (page 12) and summary information on federal “planning factors” (page 17) will be developed and released.

- *Question 17 on the Project Description Form:* Discussions with the Technical and Steering Committees found that the CLRP Project Description Form was not explicitly soliciting information on the local approval process that projects have gone through prior to their proposed inclusion in the CLRP. In order to learn more about the approval and planning processes that have preceded a project’s submission, Question 17 has been changed to request information on a project’s standing, including the names of any adopted plans in which the project is included, approval actions by local, state, or sub regional agencies, or any other documentation of the project’s prioritization at the local or sub-regional level.
- *Questions 22-28 on the Project Description Form:* In 2015, TPB staff began collecting additional information on how individual new CLRP projects are anticipated to support the RTPP goals. The information is gathered via a set of questions in the CLRP Project Description Form (numbers 22-27) corresponding to the six RTPP goals. Question 28 requests that agencies provide a detailed narrative of how a proposed project supports the RTPP goals. Review of the information that was previously collected in the project description forms indicates that staff is well positioned to develop an assessment of how individual project submissions for the 2016 CLRP Amendment support regional RTPP goals. As such no changes were warranted in questions 22-28 at this time.

PROPOSED RTPP PROJECT-LEVEL ASSESSMENT

With the approval of the 2016 Call for Projects document, a methodology will be adopted and used by staff to provide the board with a project-level assessment of how new projects submitted for inclusion in the Constrained Long-Range Plan (CLRP) support established regional goals, especially those identified in the Regional Transportation Priorities Plan (RTPP).

As noted above, the CLRP Project Description Form currently collects information about the proposed project’s support of the RTPP goals. The form also solicits information on the project’s support of the federal metropolitan planning factors under MAP-21 (Question 29). In consultation with the Technical Committee, staff proposes to map the information provided by the project sponsoring agency against the RTPP Goals and MAP-21 planning factors in an easy-to-follow metric. Table 1 displays the RTPP Goals metric and Table 2 displays the MAP-21 Planning Factors metric. The tables are designed to portray in a summary format how the new projects are anticipated to support both the federal planning factors and the TPB’s RTPP goals. **Attachment B** provides samples of these two tables summarizing information collected for the recently approved 2015 CLRP Amendment.

In order to provide succinct information about major projects, staff proposes to develop project profiles for each new major project. **Attachment C** is a sample project profile that uses information about Virginia’s US 1 BRT project, which was added to the 2015 CLRP Amendment. The “Advancing Regional Goals” section of the profile is intended to provide an opportunity to better understand how regional goals relate to each other and to emphasize regional objectives that may be overarching or multi-faceted.

It should be noted that these project profiles will only be developed for major projects, which are defined as changes to interstates, major arterials, and expressways or freeways with at-grade intersections, as well as dedicated transit facilities. For all other new projects, the detailed project description forms (the forms used for project submissions) will be made available.

RTPP ASSESSMENTS OF THE CLRP AS A WHOLE

The new project-level assessment will augment analysis, which has been provided in past years, on the performance of the entire CLRP relative to RTPP priorities.

At the direction of the TPB, staff in 2014 first developed a Priorities Plan Assessment of the CLRP that looked at the plan as a whole. That plan-level assessment was performed as part of the CLRP performance analysis towards the latter part of the board's adoption of the CLRP Update. It did not include project-level assessments, nor did it collectively evaluate new projects. For the 2015 CLRP Amendment, staff provided a similar assessment of how the entire plan supported the goals and strategies spelled out in the RTPP. Again, it only provided an evaluation of the plan as a whole, not for individual projects.

A similar assessment of the entire 2016 CLRP against the regional goals and priorities will again be conducted latter next year, as part of the CLRP performance analysis. This plan-level assessment will be presented to the TPB next fall.

ATTACHMENTS

- **Attachment A:** Highlighted sections of the Call for Projects document, including changes
- **Attachment B:** Samples of RTPP assessment documents using self-reported data from the 2015 CLRP project submissions
- **Attachment C:** A sample major project profile using information from the US 1 BRT project, which was added to the CLRP in 2015

SCHEDULE FOR DEVELOPMENT & ADOPTION

of the 2016 Amendment to the Financially Constrained Long-Range Transportation Plan (CLRP) & FY 2017-2022 Transportation Improvement Program (TIP)

2015	November 18*	TPB is briefed on the draft Call for Projects document and summary brochure.
	December 16*	TPB releases final Call for Projects. Transportation agencies begin submitting project information through online database.
2016	January 22	DEADLINE: Transportation agencies complete online submission of draft project inputs.
	February 5	Technical Committee reviews draft CLRP & TIP project submissions and draft Scope of Work for the Air Quality Conformity Analysis.
	February 11	CLRP project submissions with initial Priorities Plan assessment and draft Scope of Work released for 30-day comment period .
	February 17*	TPB is briefed on submissions, assessment, and draft Scope of Work.
	March (TBD)	TPB staff briefs Metropolitan Washington Air Quality Committee Technical Advisory Committee (MWAQC TAC) on submissions and Scope of Work.
	March 12	Comment period ends.
	March 16*	TPB reviews comments and is asked to approve project submissions and draft Scope of Work.
	May 6	DEADLINE: Transportation agencies finalize CLRP forms (including Congestion Management Documentation forms where needed) and inputs to the FY 2017-2022 TIP. Submissions must not impact conformity inputs. Note that the deadline for changes affecting conformity inputs was January 22, 2016.
	July 14	Public Forum on the development of the FY 2017-2022 TIP.
	October 7	Technical Committee reviews draft CLRP & TIP and Conformity Analysis.
	October 13	Draft CLRP, TIP and Conformity Analysis are released for 30-day comment period at Citizens Advisory Committee (CAC) meeting. CLRP Performance Analysis also published.
	October 19*	TPB is briefed on the draft CLRP & TIP and Conformity Analysis.
	October (TBD)	TPB staff briefs MWAQC TAC on the draft CLRP & TIP and Conformity Analysis.
November 12	Comment period ends.	
November 16*	TPB reviews comments and responses to comments, and is presented with the draft CLRP & TIP and Conformity Analysis for adoption.	

*Regular monthly TPB meeting

7. The Washington metropolitan region will achieve an **enhanced funding mechanism(s) for regional and local transportation system priorities** that cannot be implemented with current and forecasted federal, state, and local funding.
8. The Washington metropolitan region will **support options for international and interregional travel** and commerce.

THE REGIONAL TRANSPORTATION PRIORITIES PLAN

The Regional Transportation Priorities Plan, adopted by the TPB in January 2014, is the other main element of the TPB's regional policy framework. It is meant to focus attention on a limited number of specific strategies with the greatest potential to advance regional goals rooted in the TPB Vision.

The top priority identified in the Priorities plan is proper maintenance of the region's transportation system. The plan says that a well-maintained system is vital to ensuring traveler safety and in laying the groundwork for future improvements.

The Priorities Plan also calls attention to strategies to strengthen public confidence and ensure greater fairness throughout the region, mainly through efforts to improve accountability, efficiency, and accessibility during project planning, design, and implementation.

Finally, the Priorities Plan calls for a greater focus on moving more people and goods more efficiently, with an emphasis on promoting concentrated development in Activity Centers and providing more non-auto travel choices for more people.

The Priorities Plan was developed over the course of nearly three years with the help of technical analysis, stakeholder input, and public outreach. The TPB approved the Scope and Process for development of the plan in July 2011. Stakeholder listening sessions and a public forum held in 2012 helped evaluate an early draft of regional challenges and strategies. An online survey of a representative sample of the region's residents in 2013 helped identify strategies that the public were likely to support.

Questions 22-27 on the CLRP Project Description Form address the following goals from the Priorities Plan:

Our Regional Goals

- **Goal 1: Provide a Comprehensive Range of Transportation Options**
- **Goal 2: Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers**
- **Goal 3: Ensure Adequate System Maintenance, Preservation, and Safety**
- **Goal 4: Maximize Operational Effectiveness and Safety of the Transportation System**
- **Goal 5: Enhance Environmental Quality, and Protect Natural and Cultural Resources**
- **Goal 6: Support Inter-Regional and International Travel and Commerce**

ADDITIONAL POLICY CONTEXT

A number of other TPB and COG policy documents and studies provide additional policy context for the development and selection of projects to submit for inclusion in the Plan:

- National Capital Region Climate Change Report (2008)
- Region Forward: A Comprehensive Guide for Regional Planning and Measuring Progress in the 21st Century (2010)
- CLRP Aspirations Scenario (2010)
- “What Would It Take?” Scenario Study (2010)

These policy documents and studies focus attention on additional policy goals for the transportation sector, including reducing vehicle-related greenhouse gas emissions. And, while the region has achieved significant reductions in vehicle-related emissions of various pollutants in recent decades, tougher new federal air quality standards, which are expected in the next couple of years, are likely to require further reductions.

THE REGION’S GREATEST NEEDS

In developing and selecting projects to submit for inclusion in the 2016 CLRP Amendment, agencies should give priority to projects that address the following regional needs:

- Reduce congestion on the roadway and/or transit system
- Improve the operational efficiency of the existing roadway and/or transit system
- Provide high-quality transportation options between and/or within Activity Centers
- Reduce vehicle-miles traveled (VMT) per capita
- Reduce emissions of criteria pollutants
- Reduce emissions of greenhouse gases
- Increase use of travel modes other than driving alone

Agencies will be asked to note how the projects they submit help support or advance these goals, priorities, and needs on the CLRP project description form.

REGIONAL POLICY FRAMEWORK PROJECT-LEVEL ASSESSMENT

Using the information obtained through the CLRP Project Description Forms (questions 22-28), staff will develop a project-level assessment of how newly proposed projects are anticipated to support established regional goals, especially those identified in the RTPP. This assessment will feature a table summarizing the answers to questions 22-27 for all new projects (see blank sample on page 37). For each new major project, staff will develop a two-page project profile summarizing the above information along with a succinct project description and map.

This project-level assessment will be made available for review at the time the project submissions are released for public comment prior to their approval for inclusion in the CLRP air quality conformity analysis. This public comment period is expected to begin on February 11, 2016.

that this form is not required to be filled out for all projects, only for projects meeting certain criteria. Non-highway projects do not need a form.

Certain highway projects may also be exempt from needing a form. The detailed instructions later in this Call for Projects document provide further instructions and exemption criteria. It is recommended to complete a form in association with all submitted, non-exempt projects to ensure compliance with federal regulations and with regional goals.

OTHER FEDERAL REQUIREMENTS

The SAFTEA-LU Final Planning Rule adds several other federal requirements in addition to air quality conformity and financial constraint which are described briefly here.

CONSIDERATION OF FEDERAL PLANNING FACTORS

MAP-21 reaffirms the eight planning factors in the SAFTEA-LU Final Planning Rule to consider while developing the Plan and TIP, listed below, and emphasizes safety, security and consistency between transportation and economic development. The TPB Vision incorporates all of the planning factors specified in the current federal regulations, except for explicitly addressing security. However, the TPB and the region have been very active in addressing security since 9/11 and have incorporated security and safety into the TPB's planning framework through a series of on-going planning activities. Implementing agencies will be asked to identify how each project addresses the eight planning factors in the project submission forms.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for all motorized and non-motorized users;
3. Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. 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;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

Question 29 on the CLRP Project Description Form addresses these eight planning factors. In conjunction with the Regional Policy Framework project-level assessment, a similar matrix will be compiled to illustrate the extent to which each new project supports these planning factors (see page 38).

PUBLIC PARTICIPATION

Metropolitan Planning Organizations (MPOs) are required to do the following based on the final planning regulations:

8. *From (At)*The beginning project limit or location of a spot improvement. Use the *(At)* checkbox to indicate a spot or interchange improvement. Follow the conventions above for *Prefix, Number, Name* and *Modifier*.
9. *To*.....Terminal project limit. Follow conventions above for *Prefix, Number, Name* and *Modifier*.
10. *Description*Describe the project as clearly as possible. Use public-friendly phrasing and avoid technical jargon where possible.
11. *Projected Completion Year*.....Estimated year that the project will be open to traffic or implemented.
12. *Project Manager*Name of project manager or point-of-contact for information
13. *E-mail*E-mail address for project manager or point-of-contact for information
14. *Web Site*URL for further project information from implementing agency
15. *Total Mileage*If available; enter the total length of the project to the closest tenth of a mile.
16. *Map Image*If available, upload an image file to assist
17. *State/Local Project Standing*..Upload a brief memo or document describing the project's status in the local and/or state planning process. This should include approval actions by local, state, or sub-regional agencies with the names of any adopted plans, or any other documentation of the project's prioritization at the local or sub-regional level.
18. *Jurisdiction*Select the appropriate jurisdictions for the project. Multiple jurisdictions can be selected by pressing the **CTRL** key while clicking.
19. *Baseline Cost/As of*Initially estimated cost of project (in \$1,000s) and approximate date of that estimate.
20. *Amended Cost/As of*.....Updates to project cost (in \$1,000s) can be entered here with date of the amended cost estimate.
21. *Sources*Indicate the sources of funds: Federal, State, Local, Private, Bonds, Other. Hold the **CTRL** key down to select multiple sources.

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



BASIC PROJECT INFORMATION

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

Prefix	Route	Name	Modifier

- 7. Facility:
- 8. From (□at):
- 9. To:
- 10. Description:
- 11. Projected Completion Year:
- 12. Project Manager:
- 13. Project Manager E-Mail:
- 14. Project Information URL:
- 15. Total Miles:
- 16. Schematic (file upload):
- 17. **State/Local Project Standing (file upload):**

- 18. Jurisdictions:
- 19. Baseline Cost (in Thousands): cost estimate as of MM/DD/YYYY
- 20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
- 21. Funding Sources: Federal; State; Local; Private; Bonds; Other

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.

- | | | | |
|--|---|---|------------------------------------|
| <input type="checkbox"/> Single Driver | <input type="checkbox"/> Carpool/HOV | | |
| <input type="checkbox"/> Metrorail | <input type="checkbox"/> Commuter Rail | <input type="checkbox"/> Streetcar/Light Rail | |
| <input type="checkbox"/> BRT | <input type="checkbox"/> Express/Commuter bus | <input type="checkbox"/> Metrobus | <input type="checkbox"/> Local Bus |
| <input type="checkbox"/> Bicycling | <input type="checkbox"/> Walking | <input type="checkbox"/> Other | |

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

CLRP PROJECT DESCRIPTION FORM

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.

TABLE 1 THE 2016 CLRP 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	MetroRail	Commuter Rail	Streetcar/Lt. Rail	BRT	Exp. 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 PROJECTS*																																
OTHER PROJECTS																																

* Major projects are defined as changes to interstates, major arterials, and expressways or freeways with at-grade intersections, as well as dedicated transit facilities.

TABLE 2 THE 2016 CLRP PROJECT SUBMISSIONS AND THE MAP-21 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 planning factors set forth in MAP-21.

	Estimated Cost	Projected Completion	Economic Vitality	Safety	Homeland Security	Accessibility/Mobility People	Accessibility/Mobility Freight	Environment	Integration/Connectivity	Management & Operation	Preservation
MAJOR PROJECTS*											
OTHER PROJECTS											

MAP-21 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.

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 2 THE 2015 CLRP PROJECT SUBMISSIONS AND THE MAP-21 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 planning factors set forth in MAP-21.

	Estimated Cost	Projected Completion	Economic Vitality	Safety	Homeland Security	Accessibility/Mobility People	Accessibility/Mobility Freight	Environment	Integration/Connectivity	Management & Operation	Preservation
MAJOR PROJECTS*											
1. Dedicated Bike Lanes	\$470,000	2015			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2. I-66 Inside the Beltway	\$350 million	2017, 2040	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3. I-66 Outside the Beltway	\$2-3 billion	2022	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4. US 1 Bus Rapid Transit	\$1 billion	2032	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
OTHER PROJECTS											
5. Centerville Rd. Widening	\$47 million	2025	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
6. Connector Rd.	\$21 million	2020	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			
7. Frontier Drive Extended	\$84.5 million	2024	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
8. Frying Pan Road	\$54 million	2025	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
9. Hoopes Road	\$21 million	2025	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
10. River Heritage Blvd.	\$5 million	2020	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			
11. Rt. 28 Expansion/HOV	\$100 million	2040			<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
12. Rt. 287/Rt. 9 Int. Imp.	\$7.5 million	2018		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
13. Soap Stone Dr.	\$2.5 million	2020	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		
14. Lee Highway Widening	\$33 million	2025	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
15. Potomac Shores Pkwy	\$11 million	2020	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			

MAP-21 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.

US 1 Bus Rapid Transit (BRT)

2015 FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP) AMENDMENT
MAJOR ADDITION



National Capital Region
Transportation Planning Board

Between Huntington Metro Station and Woodbridge VRE Station

Project Length..... **15 miles**
 Anticipated Completion..... **2032**
 Estimated Cost of Construction **\$1 billion**
 Total additional miles of premium transit..... **15 miles**

- HIGHWAY
- TRANSIT
- BICYCLE OR PEDESTRIAN

Map of Region with Jurisdiction(s) Highlighted

Location:
 Submitting Agency:

- BRAND-NEW HIGHWAY OR TRANSIT FACILITY
- ADDITIONAL CAPACITY ON AN EXISTING FACILITY
- MAINTENANCE OF EXISTING FACILITY
- OPERATIONAL PROGRAM OR IMPROVEMENT

Project Description

This new BRT route will operate in dedicated median lanes between the Huntington Metro Station and an interim terminal at Hybla Valley by 2026. The service will be extended to Fort Belvoir by 2028 and to the Woodbridge VRE Station by 2032.

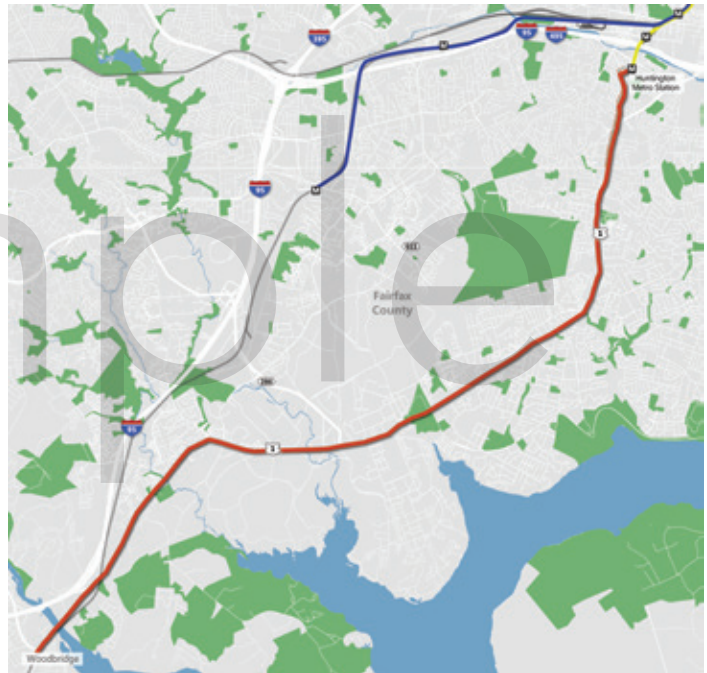
Project Website [enter URL here]

For more details about this project, including contact information for the submitting agency, please see the full CLRP Project Description Form.

Advancing Regional Goals: Overview

The TPB's Regional Transportation Priorities Plan focuses attention on a handful of transportation strategies with the greatest potential to advance regional goals rooted in the TPB Vision. The TPB encourages agencies to consider these goals when developing and selecting projects to submit for inclusion in the CLRP.

For more information about how this project advances regional goals and addresses certain federal planning requirements, please see the reverse side of this page.



Which regional goals does this project help support or advance?



GOAL 1
 Provide a Range of Transportation Options



GOAL 2
 Promote Dynamic Activity Centers



GOAL 3
 Ensure System Maintenance, Preservations, 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

➔ Information about how projects advance regional goals is self-reported by the agency or agencies submitting the project for inclusion in the CLRP.

US 1 Bus Rapid Transit (BRT)

2015 FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP) AMENDMENT
MAJOR ADDITION



National Capital Region
Transportation Planning Board

Advancing Regional Goals: Detailed

By expanding high-quality transit for 15 miles along a heavily traveled corridor, the US 1 bus rapid transit (BRT) project directly supports **Goal 1** in the Priorities Plan, which calls upon the region to provide a comprehensive range of transportation options. Recognizing that much of the region cannot be directly served by rail, the Priorities Plan specifically called for the implementation of cost-effective transit alternatives like BRT.

VDOT has indicated the project will connect X regional Activity Centers (supporting **Goal 2**), which are the region's primary engines for economic growth, and will provide increased access for economically disadvantaged communities. By decreasing auto-dependency in the Route 1 corridor, the project is expected to yield environmental benefits (**Goal 5**) by helping to reduce emissions of criteria pollutants and greenhouse gases.

ADDRESSING FEDERAL PLANNING FACTORS

[Introductory text]

- SUPPORT ECONOMIC VITALITY
- INCREASE SAFETY FOR MOTORIZED AND NON-MOTORIZED USERS
- SUPPORT HOMELAND SECURITY
- INCREASE ACCESSIBILITY AND MOBILITY OF PEOPLE
- INCREASE ACCESSIBILITY AND MOBILITY OF FREIGHT
- PROTECT AND ENHANCE THE ENVIRONMENT
- ENHANCE INTEGRATION AND CONNECTIVITY
- PROMOTE EFFICIENT SYSTEM MANAGEMENT AND OPERATION
- EMPHASIZE SYSTEM PRESERVATION

CONGESTION MANAGEMENT DOCUMENTATION

[Introductory text]

Graphical Display of Answers
from Checklist/Form

Graphical Display of Answers
from Checklist/Form

FOR MORE INFORMATION & TO COMMENT ON THIS PROJECT

- Project/Agency Contact Information
- Local/State Project Status
- Public Comment Period Dates
- Public Comment Avenues