



MEMORANDUM

TO: Transportation Planning Board
FROM: Stacy M. Cook, Principal Planner
SUBJECT: 2020 Amendment to Visualize 2045
DATE: February 19, 2020

PURPOSE OF THIS MEMORANDUM

The purpose of this memorandum is to provide information about the March 2020 amendment which updates the National Capital Region Transportation Planning Board (TPB) long-range plan, Visualize 2045 (approved October 2018). This memorandum communicates the steps that the TPB staff have taken related to this update.

2020 AMENDMENT TO VISUALIZE 2045

For details regarding the long-range plan update and inputs to the air quality conformity analysis, please view Agenda item #8 from the July 2019 Transportation Planning Board Meeting. This information can be found on the following website: https://www.mwcog.org/assets/1/28/Item_8_-_TIP_and_Conformity.pdf

The 2020 amendment to Visualize 2045 includes technical updates to three projects, the Long Bridge project, the Franconia-Occoquan 3rd Track project, and the Alexandria 4th Track project. Attachment A to this memorandum includes a letter from the Virginia Department of Rail and Public Transportation (DRPT) that provides a brief summary of the updates and TPB Project Description Forms that provides the most current information available for these projects.

To document the 2020 amendment to the long-range plan, TPB staff:

- Performed an air quality conformity analysis and produced a summary memorandum of results
- Updated the air quality conformity report (Visualize 2045 Appendix C)
- Updated the Visualize 2045 online project map: [mwcog.org/maps/map-listing/visualize-2045-2020_amendment_projects_map/](https://www.mwcog.org/maps/map-listing/visualize-2045-2020_amendment_projects_map/)
- Published the 2020 amendment on the Visualize 2045 website: visualize2045.org

For the 2020 amendment, to the long-range plan, TPB staff are *not* updating the following documents:

- The existing Visualize 2045 long-range plan final plan document /appendices. (TPB will publish the materials related to the 2020 amendment online at visualize2045.org)
- The system performance analysis summary (Visualize 2045 pages 46-54)
- The financial plan (Visualize 2045 Appendix A), nor any other appendices but Appendix C.

The next major update to the long-range plan will occur in 2022.

Attachment A



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

Stephen C. Brich, P.E.
COMMISSIONER

January 24, 2020

The Honorable Kelly Russell, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

RE: DRPTCLRP Project Update Submission January 2020

Dear Ms. Russell:

On behalf of the Virginia Department of Rail and Public Transportation (DRPT), the Virginia Department of Transportation (VDOT) is submitting CLRP updates for three Virginia rail projects. DRPT is providing technical updates to the Long Bridge project, the Franconia-Occoquan 3rd Track project, and the Alexandria 4th Track project. The attached CLRP forms will bring the CLRP up-to-date with the most current information available for these projects. A brief summary of the updates is provided below.

Long Bridge Engineering Design & Construction

A CLRP amendment form is attached that updates the Long Bridge project in the CLRP from a Study to an Engineering Design and Construction project. The amendment also updates the completion year, description, project managers, and the project cost for Long Bridge.

The Long Bridge Project extends from the Control Point RO Rosslyn (RO) Interlocking near Long Bridge Park in Arlington, Virginia to L'Enfant (LE) Interlocking near 10th Street SW in the District of Columbia. The Long Bridge project is currently listed as a study in Visualize 2045. The project is near the completion of the Environmental Impact Statement and Section 106 process (collectively known as the "EIS"). The Draft EIS (DEIS) was released to the public this September 2019 and identified Alternative A, a separated two-track railroad bridge that will be constructed north of the existing Long Bridge, as the preferred alternative. A pedestrian-bicycle bridge will also be constructed as part of the Project, as a 4f mitigation to National Park System property. DPRT was named as the Project Sponsor in the DEIS, and has committed to the completing the engineering design and the construction of the Long Bridge project, and the associated mitigation work that will be identified in the Final EIS and the Record of the Decision for the Project.

As the Project Sponsor for the Long Bridge project in the EIS, DRPT is committed to completing the construction of four-tracks, the new two-track railroad bridge, and the pedestrian-bicycle bridge for construction. On December 19, 2019 DRPT announced that it has reached a financial agreement with CSX to own railroad right of way in the District of Columbia and along the RF&P rail corridor through Virginia to North Carolina. The financial agreement will ensure that future railroad infrastructure described in the

Long Bridge EIS will be designed and constructed by DRPT. The agreement also ensures that the Long Bridge project will be publicly owned. Once it is completed, the Long Bridge project will achieve separation of passenger from freight railroad traffic, relieving regional railroad congestion.

3rd and 4th Track Project CLRP Updates

In addition to the Long Bridge Project, VDOT requests, on behalf of DRPT, the creation of specific 3rd and 4th track projects that are currently included in the CLRP as segments of the larger CSX RF&P Rail Corridor Third Track Project and Washington D.C. to Richmond Southeast High-Speed Rail (DC2RVA) Project, respectively. Brief project descriptions are below:

- **Franconia to Occoquan 3rd Track Project:** This project will add approximately eight miles of third main line track, inclusive of a three-mile passenger rail bypass (flyover) to an existing two-track portion of the RF&P rail corridor from one mile north of the Franconia-Springfield VRE station to approximately 400 feet north of Furnace Road, just north of the Occoquan River. The project will enable improved network operations for Amtrak and VRE service while reducing conflicts with freight traffic.
- **Alexandria 4th Track Project:** This project will add approximately six miles of a fourth main line track to an existing three-track portion of the RF&P rail corridor from the south bank of the Potomac River to just south of the Alexandria Amtrak/VRE station. The project will provide expanded rail capacity, enabling reduced rail traffic congestion and improved rail operations.

Funding

The Long Bridge and the related track projects in Northern Virginia entail over \$3 billion of railroad infrastructure improvements. The funding includes Long Bridge, the Franconia-Occoquan 3rd Track project, the Alexandria 4th Track project, and other rail projects from DC to Richmond. The financial plan for Long Bridge includes a mix of state rail and transportation funding as well as regional, federal, and other sources. The Commonwealth will utilize available state rail funding and has also requested regional financial support through an NVTA grant and from NVTC through toll revenues. Virginia is also seeking support from the District of Columbia and through various Federal grant applications.

Virginia has identified funding for Long Bridge, Alexandria 4th Track, and Franconia-Occoquan 3rd Track. The Commonwealth in 2019 committed \$214 million in funding for Long Bridge preliminary engineering, and has commitments from Amtrak, VRE, and state rail and transportation funds for construction. This follows up on the previous allocations of \$185 million for the Alexandria 4th Track project (\$45 million of which is through a FAST lane grant through the Federal Railroad Administration) and \$220 million to design and construct the 3rd track from Franconia to Occoquan. Thank you for your consideration of these three very important projects.

Sincerely,



Helen L. Cuervo, P.E.
District Administrator
Northern Virginia District

cc: Ms. Renée Hamilton, VDOT-NoVA
Ms. Jennifer Mitchell, DRPT
Mr. Nicholas Roper, P.E., VDOT-NoVA
Mr. Norman Whitaker, VDOT-NoVA
Ms. Katherine Youngbluth, DRPT - NoVA

PROJECT SUBMISSION FORM

Basic Project Information

CEID

1. **Submitting Agency:** Virginia Department of Rail & Public Transportation
2. **Secondary Agency:** Federal Railroad Administration
3. **Agency Project ID:** Long Bridge
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:** Long Bridge Engineering & Construction

| | Prefix | Route | Name | Modifier |
|--|--------|-------|--|----------|
| 7. Facility: | | | CSX Richmond, Fredericksburg and Potomac (RF&P) Subdivision | |
| 8. From (<input type="checkbox"/> at): | | | Control Point RO (Arlington) Rosslyn (RO) Interlocking near Long Bridge | |
| 9. To: | | | Park in Arlington, Virginia | |
| 10. Description: | | | L'Enfant (LE) Interlocking near 10 th Street SW in the District of Columbia | |

Expand existing two-track rail bridge across Potomac to four tracks by building a second parallel two-track rail bridge. Includes expansion of railroad track to four tracks and includes additional rail bridges over roads and waterways and a parallel, separated bicycle/pedestrian bridge.

11. **Projected Completion Year:** 2027
12. **Project Manager:** Michael McLaughlin (DRPT), Katherine Youngbluth (DRPT)
13. **Project Manager E-Mail:** michael.mclaughlin@drpt.virginia.gov, katherine.youngbluth@drpt.virginia.gov
14. **Project Information URL:** <https://longbridgeproject.com/>
15. **Total Miles:** 1.8
16. **Schematic (file upload):**
17. **State/Local Project Standing (file upload):**
18. **Jurisdictions:** Arlington, VA, Washington, DC
19. **2018 Baseline Cost (in Thousands):** \$1,911,000 cost estimate as of 06/17/2019
20. **Amended Cost (in Thousands):** cost estimate as of MM/DD/YYYY
21. **Funding Sources:** Federal State Local Private Bonds Other

The estimated total cost of a new two-track Long Bridge is \$1.91Billion. Construction of the new Virginia-owned Long Bridge across the Potomac River is part of the Commonwealth of Virginia’s plan to expand reliability and service of Virginia’s rail lines throughout the Commonwealth. The statewide rail service expansion and reliability improvements comprise a 10- year \$3+ billion program that, when completed, will provide a new bridge across the Potomac River separating freight and passenger train movements across the river, and add third and fourth tracks along the I 95 corridor. The Project will also build a stand-alone pedestrian bridge allowing people to walk or bike across the Potomac River, double the Amtrak trains in Virginia, increase VRE service along the I-95 corridor, and lay the foundation for Southeast High Speed Rail from Petersburg, VA to North Carolina. The Commonwealth’s broad financial plan anticipates the total program costs to be shared among federal, state and regional sources, with Amtrak expected to invest about \$944M as part of the federal and state shares. The Commonwealth of Virginia has executed an agreement with CSX and entered into a MOU with Amtrak. The Commonwealth of Virginia is bringing together federal, state, and regional partners along with CSX and Amtrak to implement the program.

Long Bridge (including the stand-alone pedestrian bridge). In addition, the Commonwealth has allocated funding for related projects including, \$185 million for the Alexandria 4th Track projects (including a \$45M FASTLANE FRA grant) and \$220M for design and construction of the 3rd track from Franconia to Occoquan. Additional funding is reasonably expected to be available from: Virginia Intercity Passenger Rail Operating and Capital Fund, Commonwealth of Virginia discretionary funds, bond funding including those backed by Northern Virginia toll revenues, Virginia Railway Express, other Northern Virginia transportation boards and contributions from the District of Columbia and Maryland.

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 checked="" 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 checked="" type="checkbox"/> Bicycling | <input checked="" type="checkbox"/> Walking | <input checked="" 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?)

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.

Federal 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.
- j. Improve **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- k. Enhance travel and **tourism**.

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-95, 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.

Record Management

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

PROJECT SUBMISSION FORM

Basic Project Information

CEID

1. Submitting Agency: Virginia Department of Rail & Public Transportation
2. Secondary Agency:
3. Agency Project ID: Alexandria 4th Track Project
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: Alexandria 4th Track Project

| Prefix | Route | Name | Modifier |
|--------|-------|--|----------|
| | | CSX Richmond, Fredericksburg and Potomac (RF&P) Subdivision | |
| | | Control Point Rosslyn (CFP RO) near milepost 110.1 south of the George Washington Memorial Parkway | |
| | | Control Point Alexandria (CFP AF) near milepost 104.3 south of Telegraph Road | |

7. Facility:
8. From (at):
9. To:
10. Description: Add approximately six miles of a fourth main line track to an existing three-track portion of the RF&P rail corridor from the south bank of the Potomac River to just south of the Alexandria Amtrak/VRE station to provide expanded rail capacity, enabling reduced rail traffic congestion and improved rail operations
11. Projected Completion Year: 2025
12. Project Manager: Michael McLaughlin; Katherine Youngbluth
13. Project Manager E-Mail: michael.mclaughlin@drpt.virginia.gov ; katherine.youngbluth@drpt.virginia.gov
14. Project Information URL: http://www.atlanticgateway.net/learn_more/component_1.asp
15. Total Miles: 6
16. Schematic (file upload):
17. State/Local Project Standing (file upload):
18. Jurisdictions: Alexandria, Arlington
19. 2018 Baseline Cost (in Thousands): \$185,000 cost estimate as of 05/31/2019
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

PROJECT SUBMISSION FORM (Continued)

- 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.

Federal 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.
- j. Improve **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- k. Enhance travel and **tourism**.

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-95, 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.

Record Management

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

Basic Project Information

CEID

1. **Submitting Agency:** Virginia Department of Rail & Public Transportation
2. **Secondary Agency:** Federal Railroad Administration
3. **Agency Project ID:** Franconia to Occoquan 3rd Track Project
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:** Franconia to Occoquan 3rd Track Project

| | Prefix | Route | Name | Modifier |
|--|--------|-------|--|----------|
| 7. Facility: | | | CSX Richmond, Fredericksburg and Potomac (RF&P) Subdivision | |
| 8. From (<input type="checkbox"/> at): | | | One mile north of the Franconia-Springfield VRE station (CFP 98.8) | |
| 9. To: | | | Approximately 400 feet north of Furnace Road, just north of the Occoquan River (CFP 90.08) | |

10. **Description:** Add approximately eight miles of a third main line track to an existing two-track portion of the RF&P rail corridor from one mile north of the Franconia-Springfield VRE station to approximately 400 feet north of Furnace Road, just north of the Occoquan River. Project includes a three-mile passenger rail bypass (flyover) at the northern end of the project limits
11. **Projected Completion Year:** 2028
12. **Project Manager:** Michael McLaughlin; Katherine Youngbluth
13. **Project Manager E-Mail:** michael.mclaughlin@drpt.virginia.gov ; katherine.youngbluth@drpt.virginia.gov
14. **Project Information URL:** http://www.atlanticgateway.net/learn_more/component_1.asp
15. **Total Miles:** 8
16. **Schematic (file upload):**
17. **State/Local Project Standing (file upload):**
18. **Jurisdictions:** Fairfax County, Virginia
19. **2018 Baseline Cost (in Thousands):** \$555,000 cost estimate as of 09/27/2019
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 checked="" 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"/> Bicycling | <input type="checkbox"/> Walking | <input checked="" 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?)

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.

Federal 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.
- j. Improve **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- k. Enhance **travel and tourism**.

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

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- 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: Yes
35. Withdrawn Date: MM/DD/YYYY
36. Record Creator:
37. Created On:
38. Last Updated by:
39. Last Updated On:
40. Comments:

