



# 2016 CLRP AMENDMENT

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## Major CLRP Projects Summary and FY 2017-2022 TIP Financial Report

Andrew Austin  
TPB Transportation Planner

Transportation Planning Board  
October 19, 2016

# Presentation Outline

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- Schedule for the 2016 CLRP Amendment and FY 2017-2022 TIP
- CLRP Basics, Project Profiles and Support for Policy Principles
- Summary of New and Changed Projects
- Relationship between the CLRP and TIP
- Inputs to the FY 2017-2022 TIP
- FY 2017-2022 TIP Financial Report



# The Constrained Long-Range Transportation Plan (CLRP)

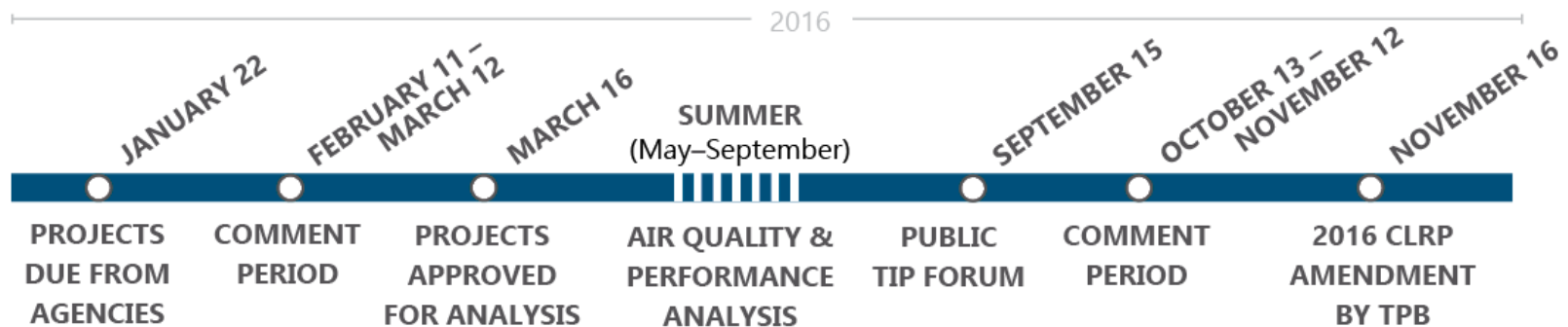
- Minimum 20 year “horizon” - to 2040
- All regionally significant projects - \$243 billion
  - Capital improvements and expansion projects - \$42 billion
  - Operations & maintenance of highways, roads, and bridges, as well as local and regional transit systems and commuter rail services - \$201 billion
- Must conform to air quality standards set by EPA
- Must be financially constrained
  - Funding must be demonstrated to be “reasonably expected to be available”



# 2016 CLRP Amendment Schedule


- Project inputs approved by TPB in March
- Air Quality Conformity Analysis and Performance Analysis complete
- Public Forum on the FY 2017-2022 TIP

## SCHEDULE FOR DEVELOPMENT & ADOPTION OF THE 2016 CLRP AMENDMENT & FY 2017-2022 TIP



# Project Forms & Profiles

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



**BASIC PROJECT INFORMATION**

- Submitting Agency: District Department of Transportation
- Secondary Agency: Policy, Planning and Sustainability Administration (PPSA)
- Agency Project ID: PM0G6A
- Project Type:
  - Interstate  Primary  Secondary  Urban  Bridge  Bike/Ped  Transit  CMAQ
  - ITS  Enhancement  Other  Federal Lands Highways Program
  - Human Service Transportation Coordination  TERMS
- Category:
  - System Expansion;  System Maintenance;  Operational Program;  Study;  Other
- Project Name: *16<sup>th</sup> Street NW Transit Priority Implementation*

Prefix	Route	Name	Modifier
		16 <sup>th</sup> Street NW	
		H Street NW	
		Arkansas Avenue NW	

- Facility:
- From (at):
- To:
- Description: This project is the implementation of the recommended alternative from the 16<sup>th</sup> 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.
- Projected Completion Year: 2021
- Project Manager: Megan Kanagy
- Project Manager E-Mail: [megan.kanagy@dc.gov](mailto:megan.kanagy@dc.gov)
- Project Information URL: <http://ddot.dc.gov/page/16th-street-nw-transit-priority-planning-study>
- Total Miles: 2.7 miles
- Schematic (file upload): see attached
- State/Local Project Standing (file upload): A year-long planning study will be completed in early 2016.
- Jurisdictions: *District of Columbia ANCs 1A, 1B, 1C, 1D, 2A, 2B, 2C, 2F, 4A, 4C*
- Baseline Cost (in Thousands): \$6,000 cost estimate as of 01/20/2016
- Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
- 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.

## 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



Geographic Location  
DISTRICT OF COLUMBIA

**NOW AVAILABLE FOR COMMENT**  
February 11–March 12, 2016

See reverse for details, or visit [www.mwccog.org/TPBcomment](http://www.mwccog.org/TPBcomment).

**Project Description**

This project will convert general purpose lanes on 16<sup>th</sup> 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
- 16<sup>th</sup> 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.

[www.mwccog.org/CLRP2016](http://www.mwccog.org/CLRP2016)
CLRP-2016



# RTPP Goals Supported

MAJOR* ADDITIONS AND CHANGES			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	Amtrak	Intercity Bus
● 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	✓											✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓			✓		

# Federal Planning Factors Supported

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

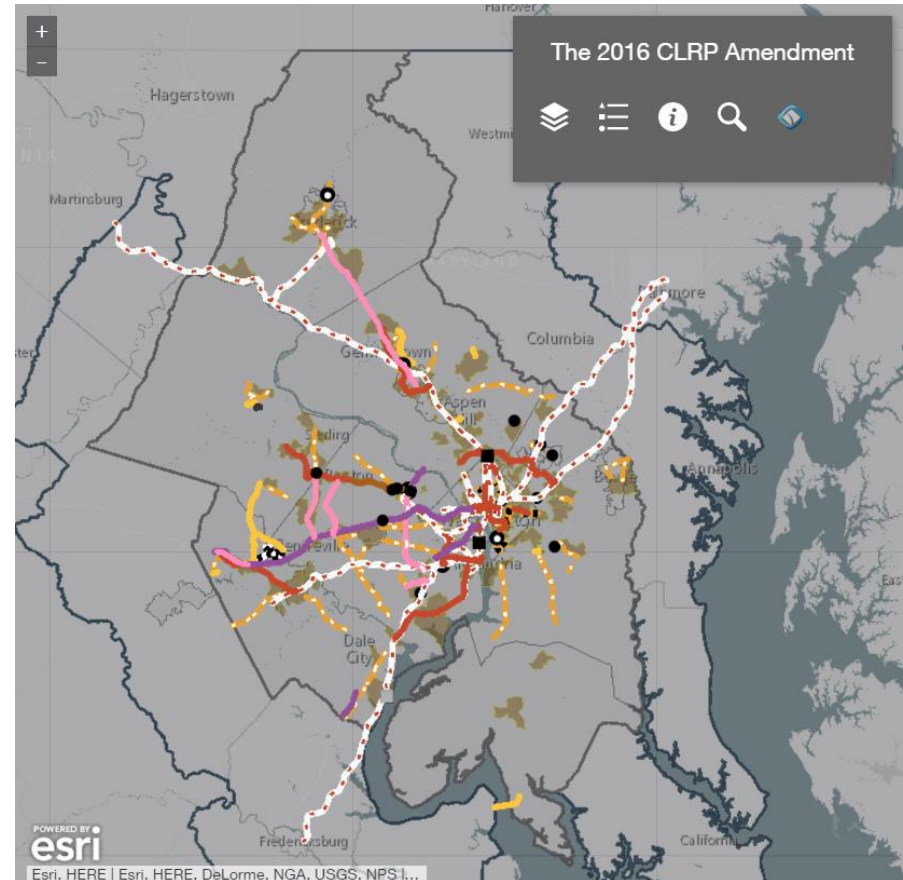
● New project    △ Change to project already in the CLRP



# Projects in the 2016 CLRP Amendment

[www.mwcog.org/CLRP2016](http://www.mwcog.org/CLRP2016)

[gis.mwcog.org/webmaps/tpb/clrp/2016clrp](http://gis.mwcog.org/webmaps/tpb/clrp/2016clrp)





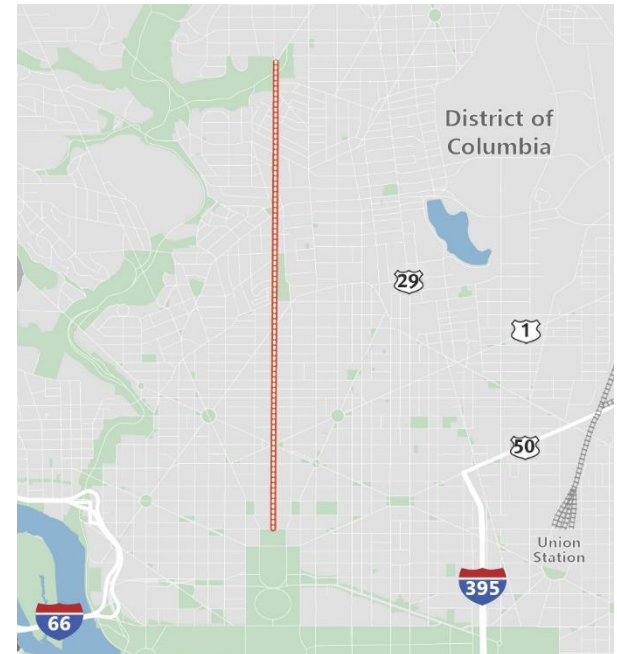
# Proposed Major Addition

## 16<sup>th</sup> Street Bus Priority

From H Street NW to Arkansas Avenue NW

Project Length: 2.7 miles  
Anticipated Completion: 2021  
Estimated Cost of Construction: \$24 million  
Submitting Agency: DDOT  
Anticipated Funding Sources: Federal

- Convert general purpose lanes on 16th St NW into peak-period, peak direction, bus-only lanes from H St to Arkansas Ave
- Implement a reversible, center lane from H St to K St and from O St to W St
- Bus stop and shelter improvements
- Off-board fare payment kiosks



# Proposed Major Addition

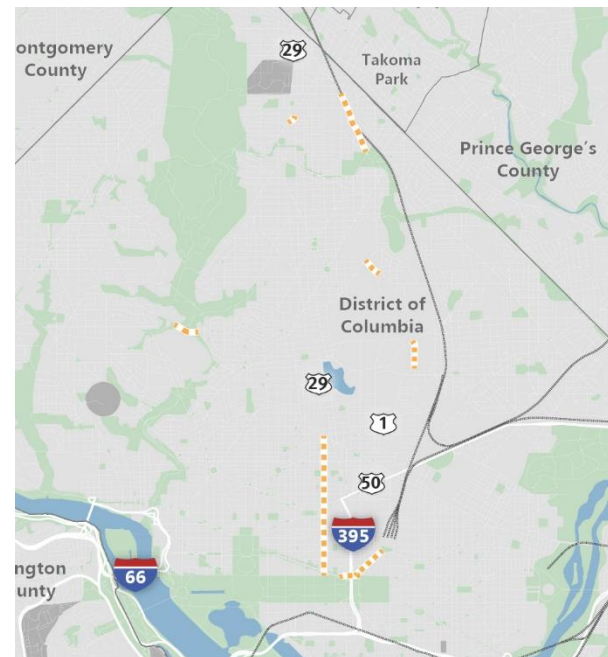
## DC Dedicated Bicycle Lane Network

### Multiple Street Segments Throughout City

Project Length: 3.9 miles  
Anticipated Completion: 2016, 2017  
Estimated Cost of Construction: \$1.35 million  
Submitting Agency: DDOT  
Anticipated Funding Sources: Local

Construct bicycle lanes by removing one or more travel lanes on:

- 4<sup>th</sup> 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
- Klinge 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



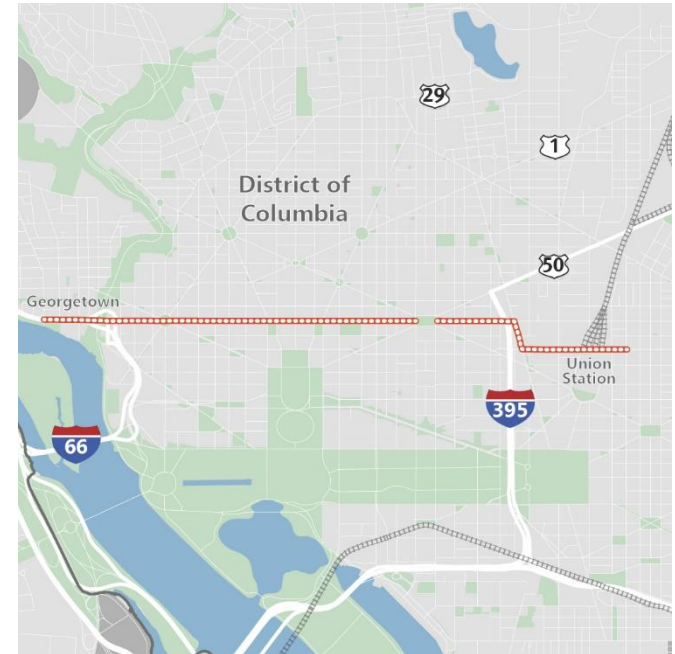
# Proposed Major Change

## DC Streetcar: Union Station to Georgetown

Primarily Along the K Street Corridor

Project Length:	3.5 miles
Anticipated Completion:	2022
Estimated Cost of Construction:	\$348 million
Submitting Agency:	DDOT
Anticipated Funding Sources:	Federal

- In CLRP since 2014
- Construct following additions/reductions to allow streetcar to run on an exclusive Transitway:
  - H Street from 3<sup>rd</sup> St NE to New Jersey Ave NW, reduce 6 to 4 lanes
  - New Jersey Ave NW from H St to K St, add lanes for transit
  - K St NW add or convert existing lanes to Transitway



# Proposed Major Addition

## VRE Haymarket Extension

From Manassas VRE Station to Gainesville/Haymarket

Project Length: 11 miles

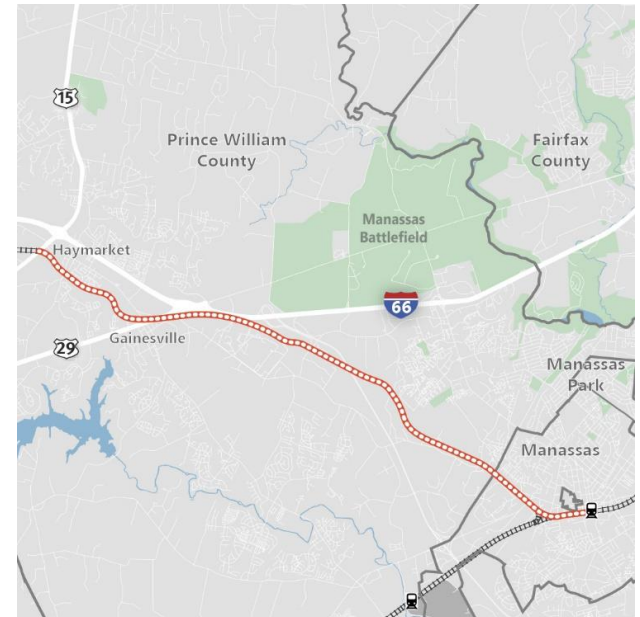
Anticipated Completion: 2022

Estimated Cost of Construction: \$433 million

Submitting Agency: VDOT

Anticipated Funding Sources: Federal, State, Local, Private, Other

- Up to 3 new stations with platforms, park-and-ride lots, and bicycle/pedestrian access
- Purchase additional railcars, expand storage facilities
- Widen existing right-of-way
- Environmental Impact Study underway, analyzing alternatives

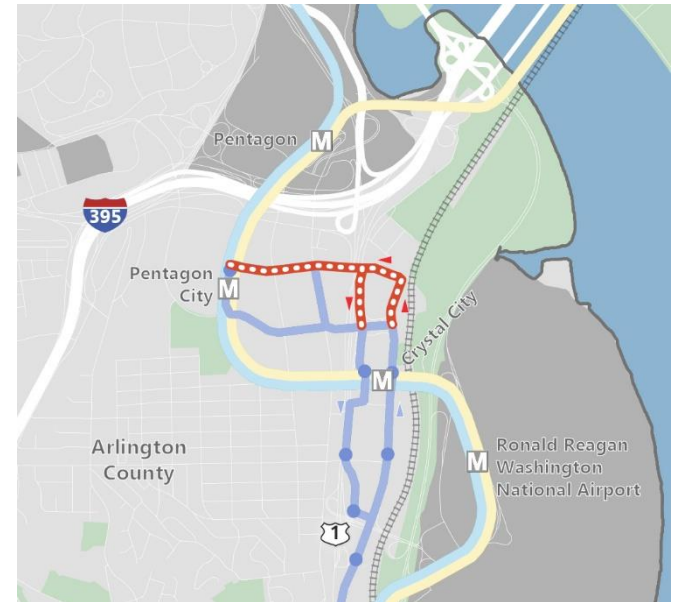


# Proposed Major Addition

## Crystal City Transitway: Northern Extension

From Crystal City Metro to Pentagon City Metro

Project Length: 1 mile  
Anticipated Completion: 2023  
Estimated Cost of Construction: \$24 million  
Submitting Agency: VDOT  
Anticipated Funding Sources: Federal, State, Local, Private, Other



- Extension of existing Metroway bus rapid transit (BRT) line
- Construct three new BRT stations along route
- Construct one block of 12th St between S Eads St and S Fern St

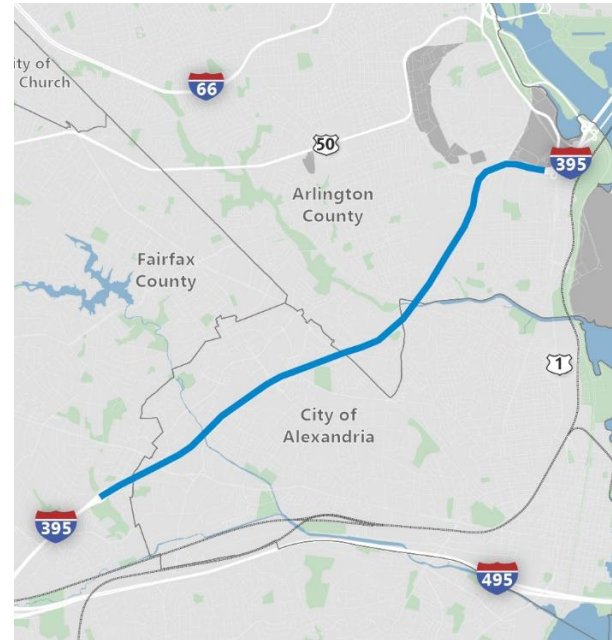
# Proposed Major Addition

## I-395 Express Lanes

Inside the Capital Beltway  
(Turkeycock Run to Vicinity of Eads St)

Project Length: 8 miles  
Anticipated Completion: 2019  
Estimated Cost of Construction: \$220 million  
Submitting Agency: VDOT  
Anticipated Funding Sources: Private

- Convert and reconfigure existing two HOV lanes to three High-Occupancy/Toll (HOT) lanes
- Connect to existing I-95 HOT lanes
- Future updates will include transit services funded in part by tolls and travel demand management measures
- Was amended into CLRP in 2007, but removed in 2011
- TPB R8-2016 Transit/TDM Commitment



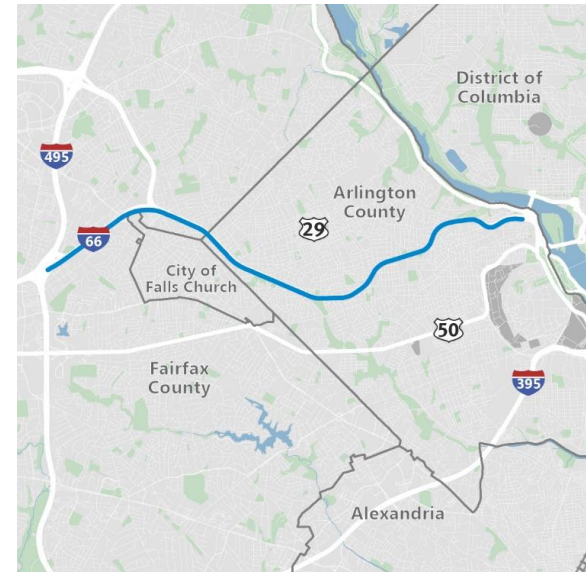
# Proposed Major Change

## I-66 Multimodal Improvements

### Inside the Capital Beltway

Project Length: 10 miles  
Anticipated Completion: 2017, 2020, 2040  
Estimated Cost of Construction: \$375 million  
Submitting Agency: VDOT  
Anticipated Funding Sources: Federal, State, Bonds

- In CLRP since 2015
- In 2017: Begin HOT-2+ during peak periods in peak direction
- By 2020: Widen EB I-66 from Dulles Toll Rd to Fairfax Dr
- 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



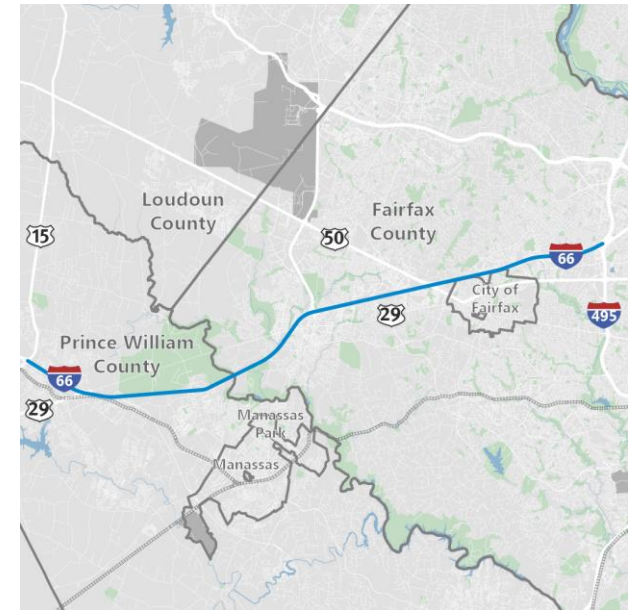
# Proposed Major Change

## I-66 Corridor Improvements

### Outside the Capital Beltway

Project Length:	26 miles
Anticipated Completion:	2021, 2040
Estimated Cost of Construction:	\$2-3 billion
Submitting Agency:	VDOT
Anticipated Funding Sources:	Federal, State, Local Private, Bonds

- In CLRP since 2015
- Project updated to reflect VDOT's preferred alternative that was selected last year, after the CLRP was amended
- Access points from general purpose lanes to HOT lanes
- Ramp locations to other facilities





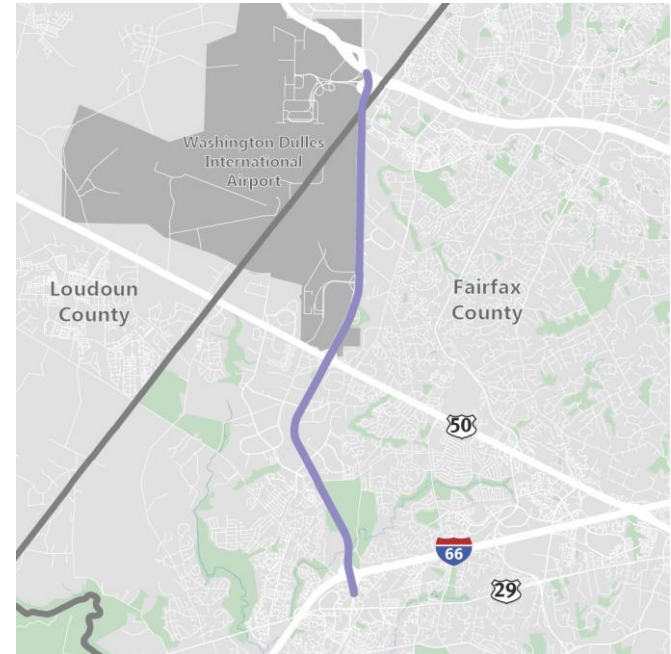
# Proposed Major Change

## VA 28 HOV and Widening

### From I-66 to the Dulles Toll Road

Project Length:	8 miles
Anticipated Completion:	2021, 2025, 2040
Estimated Cost of Construction:	\$100 million
Submitting Agency:	VDOT
Anticipated Funding Sources:	State, Local, Other

- Convert one general purpose lane in each direction to HOV from I-66 to Dulles Toll Road
- Add one auxiliary lane in each direction between I-66 and Westfields Blvd (2 miles)
- Part of a larger project to widen I-66 from 6 to 8 lanes from I-66 to VA 7



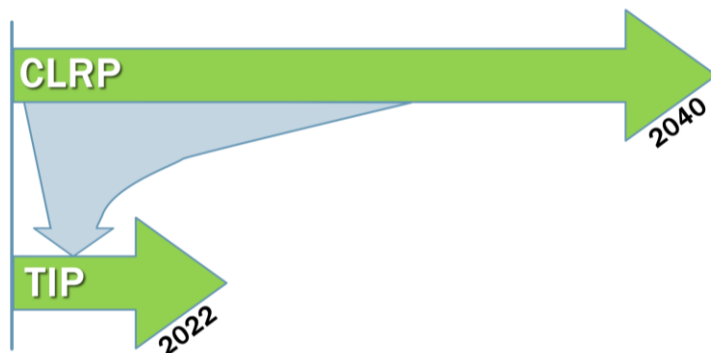
# The CLRP and the TIP

## CLRP

- Minimum 20-year span
- Current horizon is 2040
- Funding must be “reasonably expected to be available”
- Major update every four years, amended annually

## TIP

- Minimum 4-year span
- FY 2017-2022, 6 years
- Funding in first two years must be “available and committed”
- Major update every two years, amended weekly/monthly



# The Transportation Improvement Program (TIP)

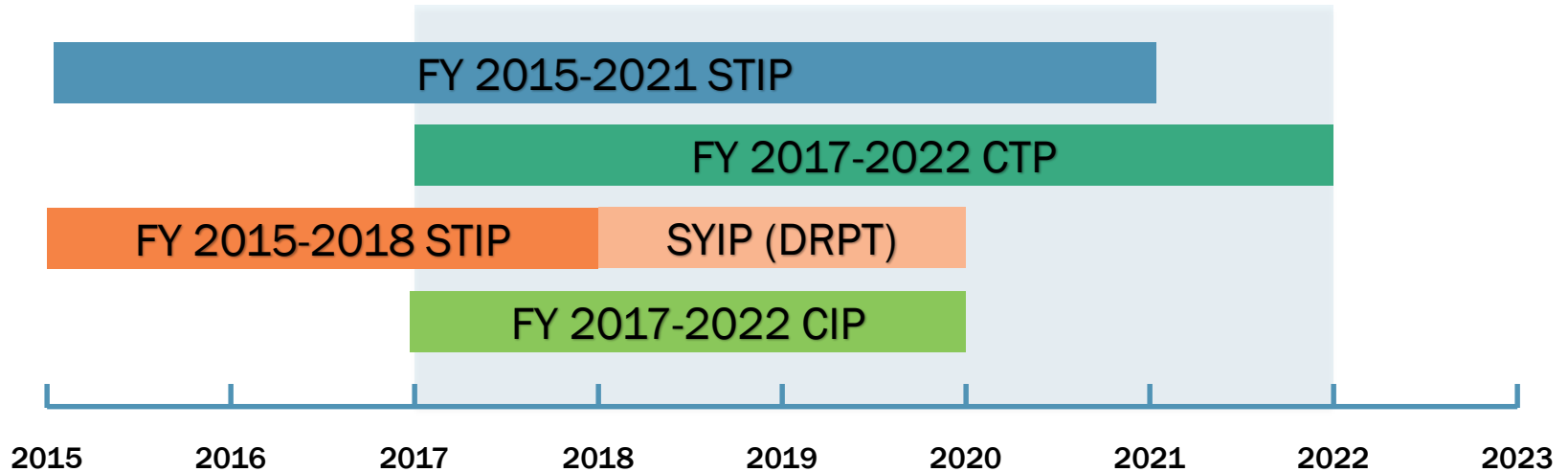
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- Implementation of the CLRP
  - Includes all modes: road, transit, bicycle & pedestrian
  - Capital projects, and operations & maintenance
- Obligation of federal funds to state and local projects
  - Not a complete picture of funding spent on transportation
  - Updated continuously
  - Provides a “snapshot” of funding at any given time
- Not a Capital Improvement Program



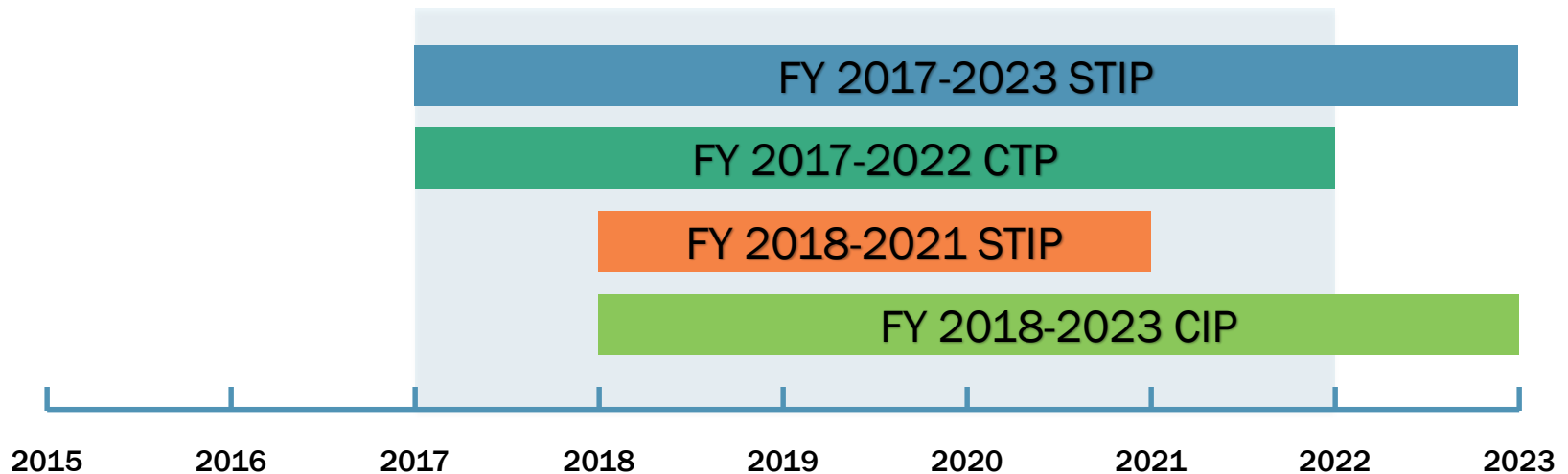
# FY 2017-2022 TIP Inputs

- Inputs to the current draft FY 2017-2022 TIP



# FY 2017-2022 TIP Inputs

- Expected major amendments:
  - DDOT – early 2017
  - VDOT – February-March 2017
  - WMATA – Spring 2017



# FY 2017-2022 TIP Financial Report

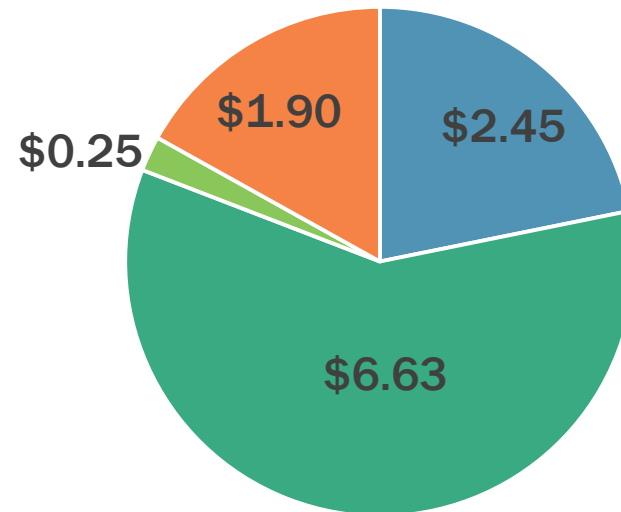
## Over 300 Projects, \$11 Billion

- Capital and Operations & Maintenance projects
- 114 road & bridge
- 55 transit
- 34 bicycle & pedestrian
- Other: ITS, Safety, Freight, Maintenance & Rehabilitation

## FY 2017-2022 Programmed Amounts

- 19 projects over \$100 million
- 224 projects \$20 million or less

Funding by Project Type  
(in Billions of Dollars)

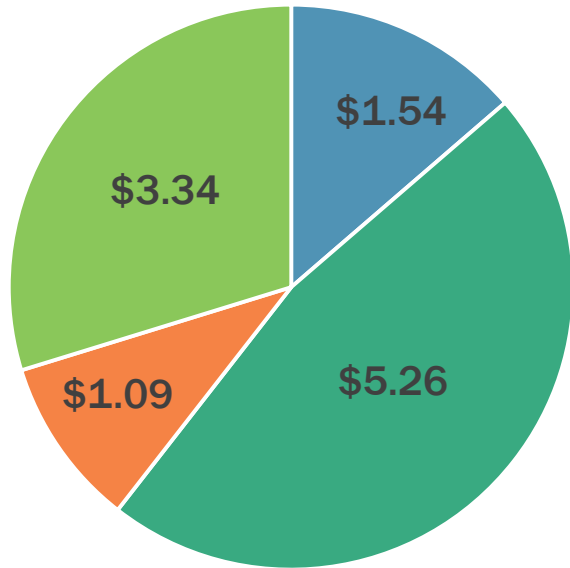


- Roads & Bridges
- Transit
- Bicycle & Pedestrian
- Other



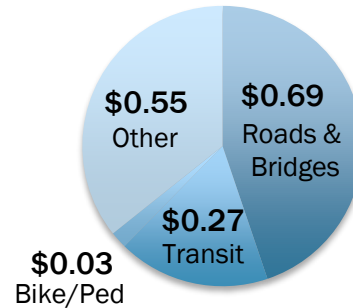
# FY 2017-2022 TIP Financial Report

Funding by Jurisdiction or Agency  
(in Billions of Dollars)

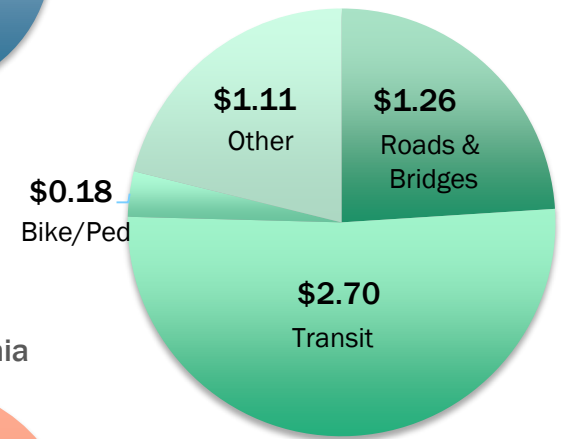


- District of Columbia
- Suburban Maryland
- Northern Virginia
- WMATA

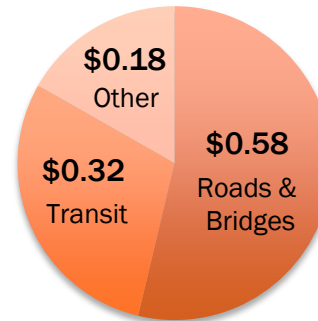
District of Columbia



Suburban Maryland



Northern Virginia



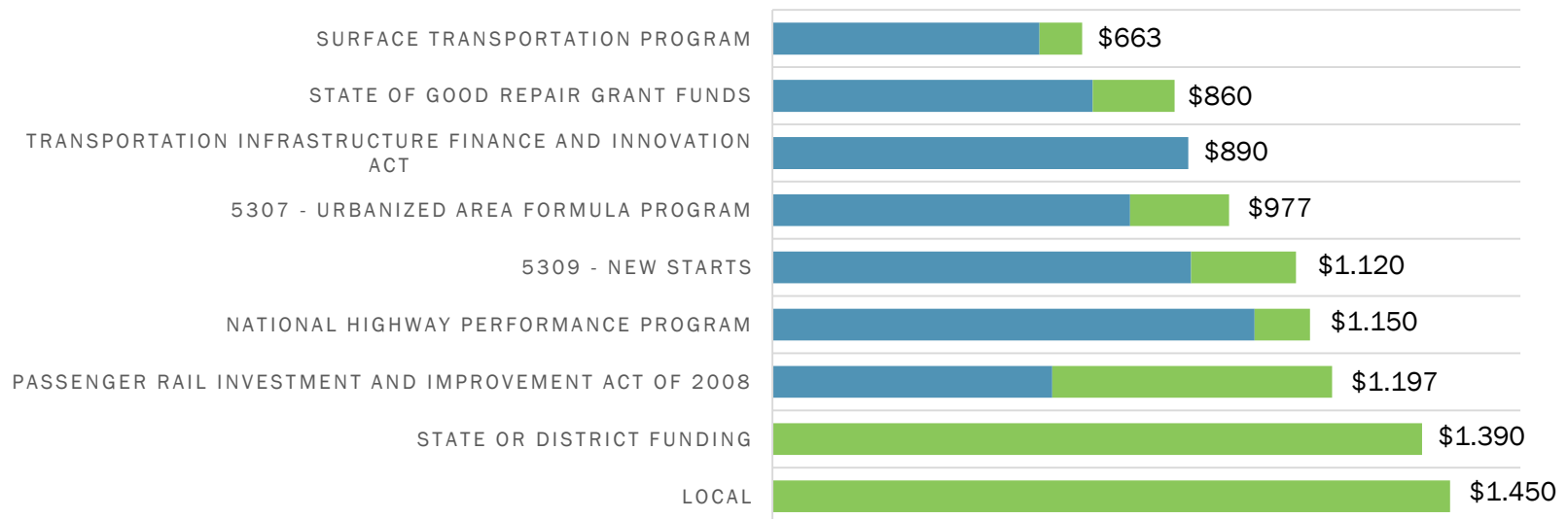
# FY 2017-2022 TIP Financial Report

- \$11 billion programmed between FY 2017 and FY 2022
  - \$6.2 billion is federal funding (55%)
  - 90% of funding from nine sources

## LARGEST FY 2017-2022 FUNDING SOURCES

(In Billions of Dollars)

■ Federal ■ State/Local





# FY 2017-2022 TIP Financial Report

	FY 17-22 Program (millions)	Complete
<b>District of Columbia</b>		
• South Capitol Street Corridor/Bridge	\$339	2020
• Union Station to Georgetown/K Street Transit	\$143	2022
<b>Maryland</b>		
• Purple Line	\$2,379	2020
• I-95/I-495 Interchange at Greenbelt Metro	\$161	2020
• MD 4/Suitland Parkway Interchange	\$102	2022
<b>Virginia</b>		
• I-66 Multimodal Improvement outside Beltway	\$300	2021, 2040
• Silver Line Phase II	\$38	2020



# Comment on Plan and Analysis Results

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- Comment period open October 13 through November 12, 2016
- Find all documents available for public comment online at [www.mwcog.org/TPBcomment](http://www.mwcog.org/TPBcomment)
- Submit comments:
  - Online at [www.mwcog.org/TPBcomment](http://www.mwcog.org/TPBcomment)
  - By email at [TPBcomment@mwkog.org](mailto:TPBcomment@mwkog.org)
  - In writing:

Chairman Timothy Lovain  
National Capital Region Transportation Planning Board  
777 North Capitol Street, NE Suite 300  
Washington, DC 20002-4239



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[mwkog.org/tpb](http://mwkog.org/tpb)

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National Capital Region  
**Transportation Planning Board**