

2006 Update to the Long-Range Transportation Plan

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**Presentation to the
COG Board of Directors**

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The Long-Range Transportation Plan for the Washington Region

1. Comprehensive plan of transportation projects and system-wide strategies for the next 25 years
2. Updated by the TPB every three years; typically amended in intermediate years
3. Required by federal law to be financially constrained – hence the term “Constrained Long Range Plan” or CLRP
4. Implemented through the six-year Transportation Improvement Program, or TIP, updated by the TPB every year

What is the Financial Constraint?

1. The Constrained Long Range Transportation Plan (CLRP) and Transportation Improvement Program (TIP) can include only projects for which funding “can reasonably be expected to be available”
2. For air quality nonattainment and maintenance areas, projects can be included in the first two years of the TIP only if funds are “available or committed”

(US Department of Transportation, Metropolitan Planning Rule, Sections 450.322 (Plan)
450.324 (TIP))

How is the Financial Constraint Applied to the CLRP?

- * Every three years, the CLRP Financial Plan is updated by an Interagency Working Group:
 - (1) Update revenue forecasts through out-year of the CLRP (currently 2030)
 - (2) Update expenditure estimates for system expansion preservation, and operation through out-year
 - (3) Ensure consistency between proposed transportation investments and already available and projected sources of revenue through out-year

- * In intermediate years, amendments are made to the CLRP Financial Plan to reflect new revenue sources, cost estimates, and projects (e.g., ICC in 2004, Beltway HOT lanes in 2005)

What is the Status of the CLRP Financial Plan for 2006?

- * Previous updates completed in 1994, 1997, 2000, and 2003
- * Update for 2006 still under review
 - Only five significant new projects are being advanced relative to the CLRP adopted in October 2005
 - Particular focus on updating project cost estimates as well as revenue estimates

What Is Not Yet Addressed in the 2006 CLRP?

- * Base Realignment and Closure Commission (BRAC) changes still uncertain
 - * No BRAC changes proposed to Round 7 land activity forecasts (approved in October 2005)
 - * No proposed new transportation improvements associated with BRAC
- * Prospects for dedicated Metro funding and for additional transportation funding in Virginia still uncertain – no new projects at this time
- * Transit capacity still insufficient to meet demand in the out-years – ridership into and through the core area for 2020 and 2030 still constrained to 2010 levels

What Are the Significant Changes for the 2006 CLRP?

District of Columbia

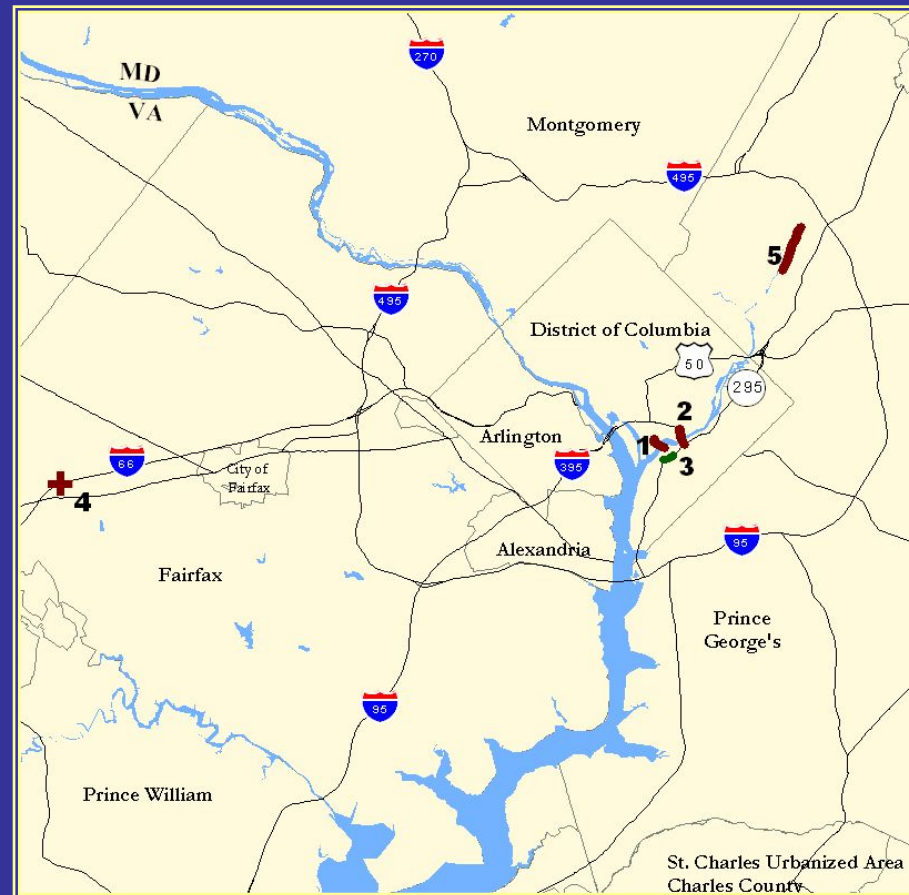
1. South Capitol Street Corridor with Frederick Douglas Memorial Bridge Improvements
2. 11th Street Bridges and Interchange Reconstruction
3. Anacostia Streetcar Project

Virginia

4. Upgrade VA 28 at I-66 Interchange

Maryland

5. Widen MD 201, Kenilworth Avenue



1. South Capitol Street Corridor with Frederick Douglas Memorial Bridge Improvements

Between Independence Ave. and Martin Luther King, Jr. Ave.

✧ Convert South Capitol Street from an urban highway to a grand six-lane boulevard. Construct a newly aligned, six-lane Frederick Douglas Bridge.

✧ Length: 3.5 miles

✧ Complete: 2015

✧ Cost: \$625 million

✧ Funding: Federal Earmarks,
Local

✧ <http://www.southcapitoleis.com/>
<http://www.southcapitolstreetbridgestudy.com/>



2. 11th Street Bridges and Interchange Reconstruction

Between the Anacostia Freeway (I-295) and the Southeast Freeway (I-395)

✧ Replace and reconfigure the 11th Street Bridges. Reconfigure the current two spans so that each span carries traffic in both directions, one with freeway traffic and one with local traffic. New ramps east of the river would connect both directions of the Anacostia Freeway (I-295) with each span.

✧ Length: 1 mile

✧ Complete: 2011

✧ Cost: \$377 million

✧ Funding: Federal Earmarks, Local

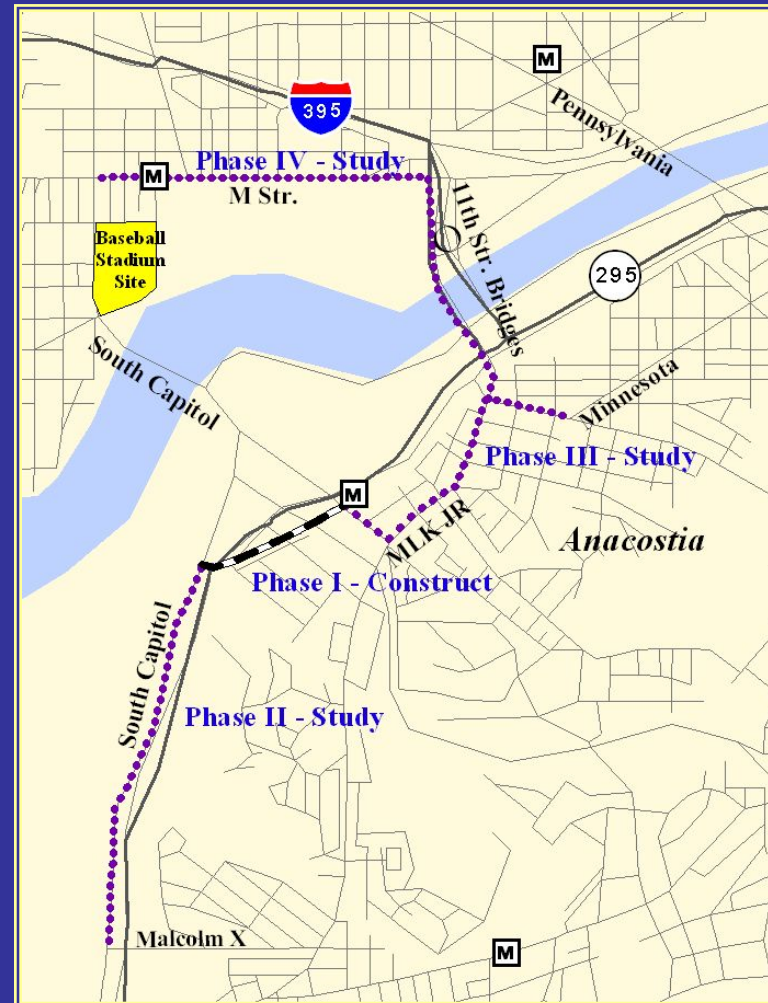
✧ <http://www.11thstreetbridgeseis.com/>



3. Anacostia Area Streetcar Project

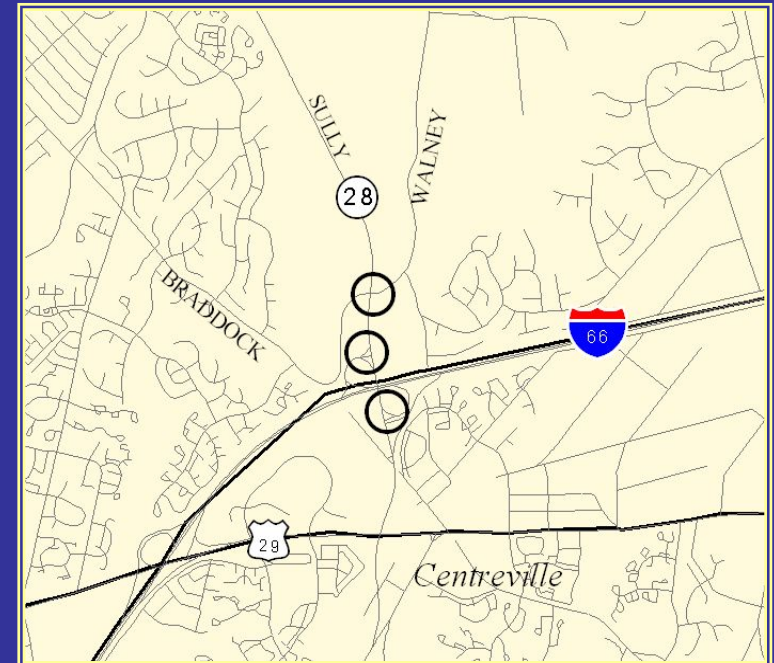
✧ Build the first phase of the streetcar line *from* Firth Sterling Ave. and S. Capitol St. *to* Howard Rd. and Martin Luther King, Jr. Ave., Jr. Ave. The remaining three phases of the project will be included in the CLRP for study.

- ✧ Length: $\frac{1}{2}$ mile
- ✧ Complete: 2007
- ✧ Cost: \$21 million
- ✧ Funding: Local, Bonds



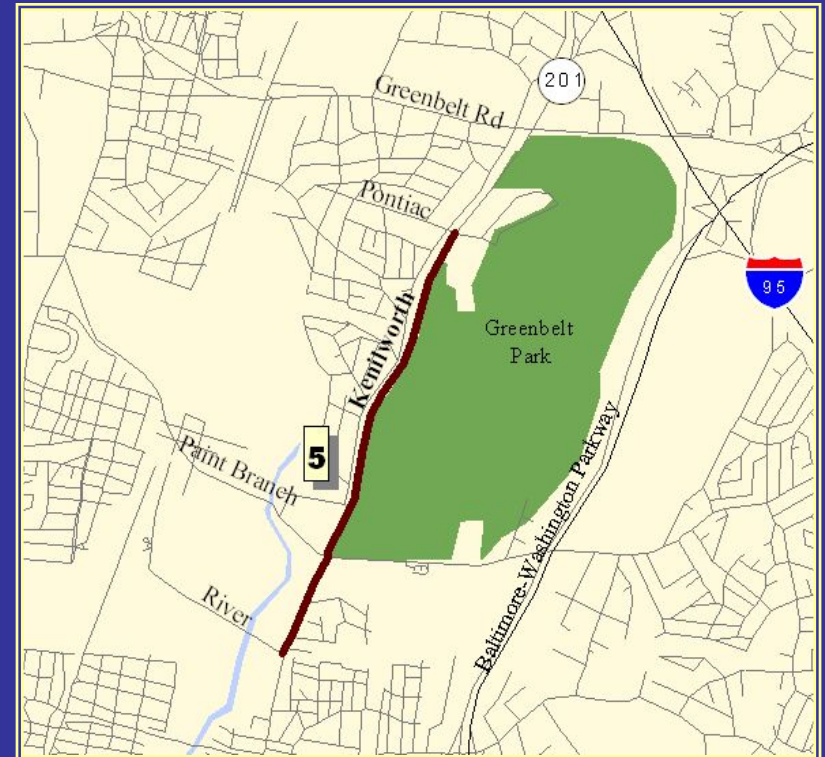
4. Upgrade VA 28 at I-66 Interchange

- ✧ Eliminate turn movements and implement signal timing changes on VA 28 near the I-66 interchange at three locations:
 - ✧ VA28 and Braddock/Walney Road
 - ✧ VA 28 and ramps to westbound I-66
 - ✧ VA 28 and ramps from eastbound I-66
- ✧ Complete: 2008
- ✧ Cost: \$750,000
- ✧ Funding: Federal, State, Local, Private and Bonds
- ✧ <http://www.28freeway.com>



5. Widen MD 201, Kenilworth Avenue Between River Road and Pontiac Street

- ✧ Widen Kenilworth Avenue from 4 to 6 lanes between River Road and Pontiac Street.
- ✧ Length: 2 miles
- ✧ Complete: 2010
- ✧ Cost: \$3 million
- ✧ Funding: A group of developers, including the University of Maryland



New Studies

District of Columbia

S1. Anacostia Streetcar Study (Phases II-IV)

Virginia

S2. Study HOV/HOT Lanes on I-95 and I-395



S1. Anacostia Streetcar Study (Phases II-IV)

- ✧ **Phase II:** Fifth Sterling and South Capitol Street to Malcolm X Avenue
- ✧ **Phase III:** Howard Road and Martin Luther King, Jr. Avenue to Good Hope Road and Minnesota Avenue
- ✧ **Phase IV:** Martin Luther King, Jr. Ave. over the 11th Street Bridge on M Street, SE to South Capitol Street.
- ✧ Length: Approximately 4 miles
(includes half-mile Phase I slated for construction)
- ✧ Complete: 2011
- ✧ Cost: \$3 million
- ✧ Funding: Local, Bonds



S2. Study Proposal to Build and Operate HOV/HOT Lanes on I-95/I-395

Between the District of Columbia line and the I-95 Massaponax exit in Spotsylvania County

- ✧ Develop environmental documents for a proposal to build HOT lanes from the private sector.
- ✧ Length: 47 miles
- ✧ Completion: 2007
- ✧ Cost: \$380,000
- ✧ Funding: Federal, State and Private



What Land Use Changes Are Associated with the 2006 CLRP Update?

- The Planning Directors Technical Advisory Committee (PDTAC) has approved changes to the current Round 7.0 Cooperative Forecasts to reflect land use changes relating to the Washington Nationals Stadium (“Round 7.0a”)
- These changes are expected to be approved by the Metropolitan Development Policy Committee at its May 10 Meeting for use by the TPB in updating the 2006 CLRP

What Is the Schedule for the 2006 CLRP Update?

- Project submissions approved by the TPB on April 19
- Land use changes approved by the MDPC on May 10
- Air quality conformity results released for public comment on September 14
- Round 7.0a Cooperative Forecasts approved by the COG Board on October 11
- 2006 CLRP Update approved by the TPB on October 18