2016 AMENDMENT | CLRP

Financially Constrained Long-Range Transportation Plan for the National Capital Region

SUMMARY BROCHURE | DECEMBER 2016

National Capital Region
Transportation Planning Board

ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, comprehensive, and cooperative transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 22 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

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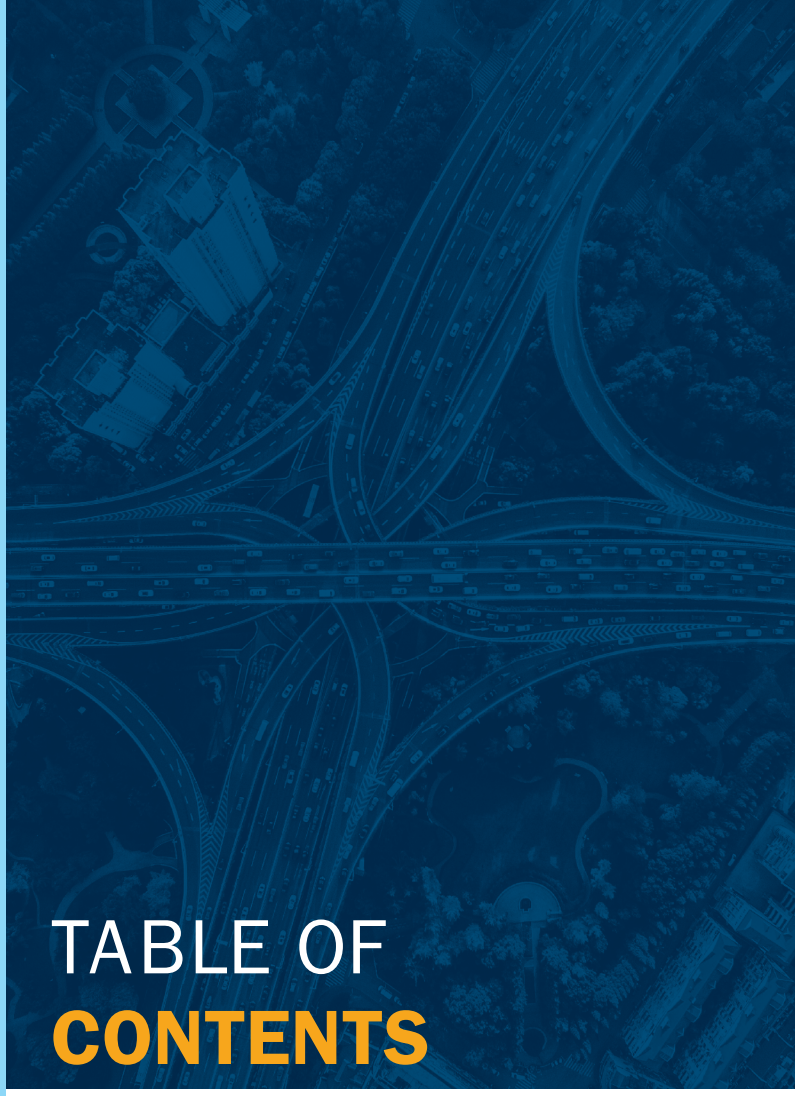


TABLE OF CONTENTS

WHAT IS THE **CLRP** AND **HOW IS IT DEVELOPED**?

AT A GLANCE, THE CLRP:

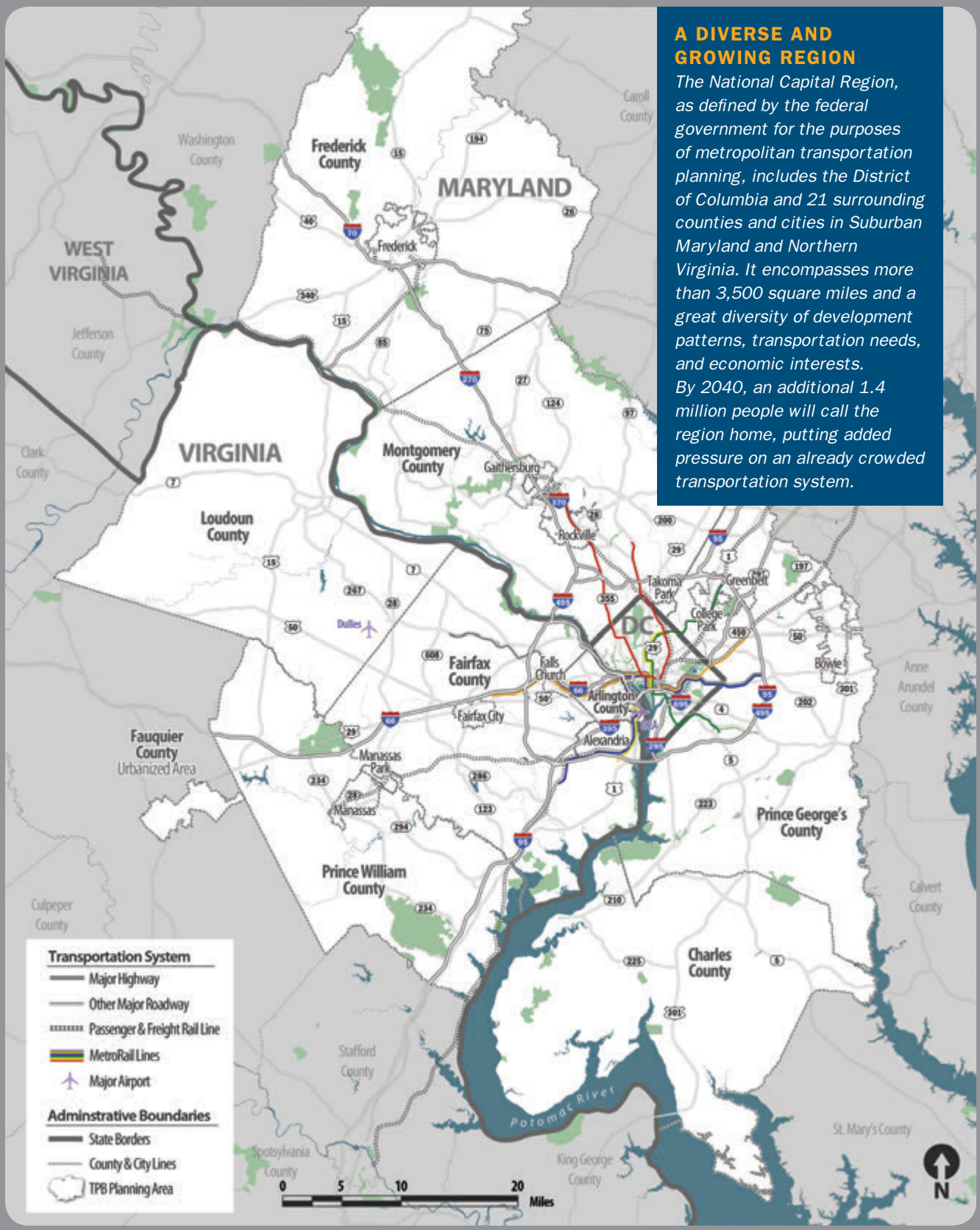
- *Shows how the region plans to invest in its transportation system*
- *Includes hundreds of regionally significant projects and programs*
- *Outlines spending on system operations and maintenance*
- *Contains projects developed by local, state, sub-regional, and regional transportation agencies*

The Financially Constrained Long-Range Transportation Plan—or CLRP, for short—is a federally required planning document that shows how the region plans to invest in its transportation system over the next 20 to 30 years.

The plan includes hundreds of regionally significant projects and programs aimed at facilitating the efficient movement of people and goods using a variety of transportation modes. The plan also outlines all anticipated spending on system operations and maintenance.

The TPB is responsible for developing and regularly updating the CLRP. However, it is the region's local, state, sub-regional, and regional transportation agencies that develop and ultimately implement the projects in the plan, doing so in accordance with local plans and with input from the public.

[GRAPHIC OF ANTICIPATED POPULATION AND JOB GROWTH—TBD]



A DIVERSE AND GROWING REGION

The National Capital Region, as defined by the federal government for the purposes of metropolitan transportation planning, includes the District of Columbia and 21 surrounding counties and cities in Suburban Maryland and Northern Virginia. It encompasses more than 3,500 square miles and a great diversity of development patterns, transportation needs, and economic interests.

By 2040, an additional 1.4 million people will call the region home, putting added pressure on an already crowded transportation system.

REGIONAL POLICY FRAMEWORK

A regional policy framework developed by the TPB spells out regional goals, priorities, and needs that agencies are asked to consider when developing and submitting projects for inclusion in the CLRP.

The TPB Vision, adopted in 1998, is the backbone of that framework and serves as the official policy element of the CLRP. The Regional Transportation Priorities Plan, adopted in 2014, focuses attention on a handful of strategies with the greatest potential to advance regional goals rooted in the Vision.

The Call for Projects for the 2016 CLRP Amendment asked agencies to identify the regional goals and strategies that new projects being added to the plan help support or advance.

Read more about the regional policy framework at **mwcog.org/CLRP**.

REGIONAL TRANSPORTATION PRIORITIES PLAN GOALS

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

[INCLUDE GRAPHIC ICONS FROM RTPP]

FEDERAL REQUIREMENTS

Development of the CLRP is governed by a number of federal requirements which must be met in order for the plan to be approved and for federal transportation dollars to continue flowing to the region.

One key requirement is **financial constraint**, which means that the plan can only include projects for which funding is "available and committed" or "reasonably expected to be available" in the future. As such, it is not a wish list of projects, but rather a realistic picture of what transportation agencies expect to be able to afford.

The other key requirement is **air quality conformity**. Under federal law, forecasts of future vehicle-related emissions of certain air pollutants under the plan must remain below approved regional limits.

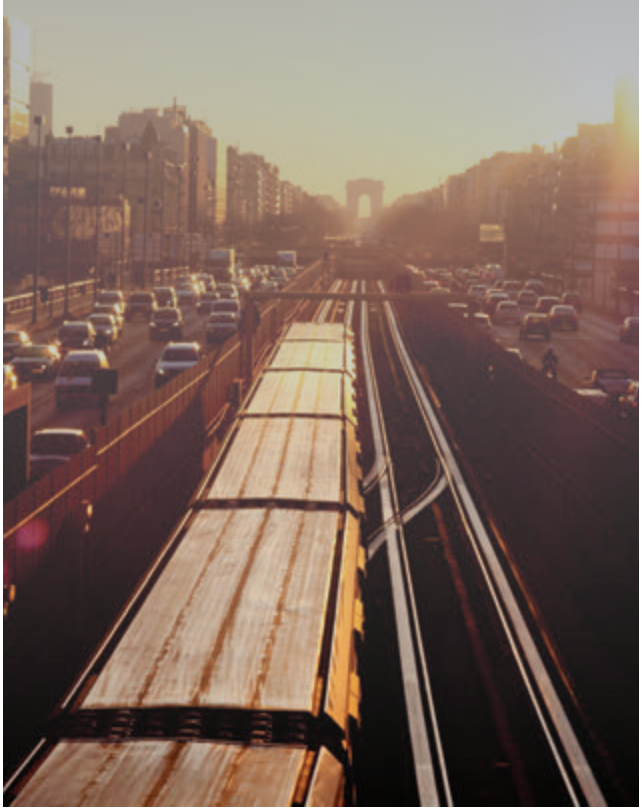
Federal law also requires that the CLRP be updated at least once every four years and with adequate opportunity for public comment. The TPB usually amends the CLRP annually and provides two 30-day public comment periods.

Get the full list of federal requirements at **mwcog.org/CLRP**.

$244 BILLION IN ANTICIPATED REVENUE AND SPENDING

The current CLRP anticipates about $244 billion in available revenue for transportation through 2040. The revenue will come from a variety of sources, including federal, state, and local governments, transit fares, and highway tolls.

The vast majority of spending will go toward operating and maintaining the region's transportation system. About $42 billion, or X percent, will go toward new or expanded roads or transit facilities.



WHAT'S IN THE CLRP

MAJOR HIGHWAY PROJECTS

Almost all planned highway construction in the CLRP involves widening or upgrading existing roads rather than building new facilities. In all, the CLRP adds nearly 1,200 lane-miles of roadway, including more than 200 lane-miles of toll lanes that incentivize ridesharing and transit use.

District Of Columbia

1. I-295—reconstruct interchange at Malcolm X Blvd, 2014
2. I-395—remove 3rd St SB exit ramp, reconfigure 3rd St SB entrance and 2nd St NB exit ramps, reconnect F St between 2nd and 3rd St, 2016
3. South Capitol St—convert to 6 lane urban blvd, incl. Franklin Douglas Bridge Reconstruction, 2015, 2016
4. Southeast Blvd—downgrade and construct urban blvd, 2015
5. Lane Reductions/Reconfigurations for Bicycle Lanes, 2015, 2016, 2017, 2021, 2022 (not mapped)

Maryland

6. I-270/US-15 widen including HOV, 2030
7. I-70—widen to 6 lanes, 2020
8. I-70—interchange at Meadow Rd, 2020
9. I-95/I-495—interchange at Greenbelt Metro Sta, 2020
10. I-95/I-495—Branch Avenue Metro access improvements, construct 8 lanes, 2017
11. I-270—interchange at Watkins Mill Rd Ext, 2018
12. Baltimore Washington Parkway (MD-295) at MD-193 (Greenbelt Rd)—intersection improvement, 2020, 2025
13. Suitland Pkwy—interchange at Rena/Forestville Rd, 2025
14. US-1 (Baltimore Ave)—reconstruct 4 lanes, 2030
15. US-15 (Catoctin Mtn Hwy)—reconstruct intersection at Monocacy Blvd, 2017
16. US-50 (John Hanson Hwy)—westbound ramp to Columbia Park Rd, 2025
17. US-301—widen Governor Harry Nice Memorial Bridge, 2030
18. MD-3 (Robert Crain Hwy)—widen to 6 lanes, 2030
19. MD-4 (Pennsylvania Ave)—widen to 6 lanes with interchanges at Westphalia Rd and Suitland Pkwy, 2022, 2035
20. MD-5 (Branch Ave)—upgrade, widen to 6 lanes including interchanges, 2017, 2030
21. MD-27 (Ridge Rd)—widen to 6 lanes, 2020
22. MD-28 (Norbeck Rd) / MD-198 (Spencerville Rd)—widen to 4, 6 lanes, 2025
23. MD-85 (Buckeystown Pke)—widen to 4, 6 lanes, 2020, 2025
24. MD-97 (Brookeville Bypass)—construct 2 lane bypass, 2018
25. MD-117 (Clopper Rd)—widen to 4 lanes, 2025
26. MD-118 (Germantown Rd)—widen to 4 lanes, 2020
27. MD-124 (Woodfield Rd)—widen to 6 lanes, 2020
28. MD-197 (Collington Rd)—widen to 4/5 lanes, 2025
29. MD-202 (Landover Rd)—Largo Town Center Metro Access Improvement, reconstruct 6 lanes, 2025
30. MD-210 (Indian Head Hwy)—upgrade to 6 lanes and interchange improvement, 2019, 2030
31. MD-223 (Woodyard Rd)—widen to 4 lanes, 2017, 2020
32. MD-450 (Annapolis Rd)—widen to 4 lanes, 2020
33. Mid County Hwy Extension (M-83)—construct 4, 6 lanes, 2025
34. Middlebrook Rd Extended—construct 4 lanes, 2025
35. Montrose Pkwy East—construct 4 lanes, 2022

Virginia

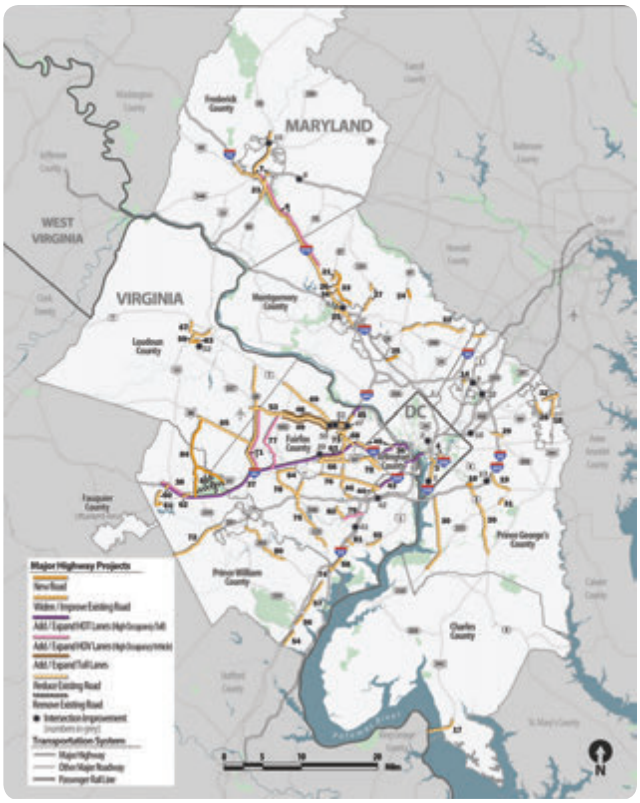
36. I-66 HOT (Inside Beltway), revise operations from HOV 2+ to HOT during peak hours and bus service, 2017, 2021, 2040
37. I-66 HOT (Outside Beltway)—widen to 6 lanes (3 general purpose, 2 HOT, and 1 auxiliary) and bus service, 2021, 2040
38. I-66 HOV, widen to 8 lanes, HOV in additional lanes during peak, includes interchange reconstruction at US-15, 2016
39. I-66—construct HOV ramps to access Vienna Metro Sta, 2021
40. I-66—construct 1 lane in each direction, 2020, 2040
41. I-95/Fairfax County Parkway—enhanced interchanges for BRAC, 2025
42. I-95/I-495—reconstruct interchange at Van Dorn St, 2015

CONGESTION RELIEF—ROADWAY PROJECTS

System	Existing (lane miles)	CLRP (additional lane miles)
Freeways / Expressways	3,572 mi	+467 mi
Arterials	13,362mi	+715 mi
TOTAL	**16,934 mi**	**+1,182 mi**

System	Existing (lane miles)	CLRP (additional lane miles)
Tolled Lane Miles	394 mi	+213 mi

43. **I-395 HOT—additional lane and revise operation from HOV 3+ during peak to HOT 3+, 2019**
44. I-395—construct new south bound lane, 2018
45. I-495—construct 4 HOT lanes, 2025, 2030
46. I-495 Auxiliary Lanes—construct 2 auxiliary lanes in both directions, 2030
47. I-495—interchange at VA 267, 2030
48. Dulles Toll Rd (VA-267)—Collector-Distributor Road west-bound, 2037
49. Dulles Toll Rd (VA-267)—Collector-Distributor Road east-bound, 2036
50. Dulles Toll Rd (VA-267)—interchange at New Boone Blvd Extension, 2037
51. Dulles Toll Rd (VA-267)—interchange at Greensboro Drive/ Tyco Rd, 2036
52. Dulles Greenway (VA 267)—interchange at Hawling Farm Blvd, 2016
53. Dulles Access Rd (VA 267)—widen to 6 lanes including interchange reconstruct at I-495, 2017
54. US-1 (Jefferson Davis Hwy)—widen to 6 lanes, 2030
55. US-1 (Richmond Hwy)—widen to 6 lanes, 2016, 2025
56. US-1 (Richmond Hwy)—widen to 6 lanes, 2024, 2030
57. US-1 (Richmond Hwy)—widen to 6 lanes, 2016, 2021
58. US-1 (Richmond Hwy)—widen to 6 lanes, 2019, 2021, 2035
59. US-15 (South King St)—widen to 4 lanes, 2017
60. US-15 (James Madison Hwy)—widen to 4 lanes, 2017, 2024, 2040
61. US-29 (Lee Hwy Parallel) McGraws Corner Dr—construct 4 lanes, 2020
62. US-29 (Lee Hwy)—widen to 5 lanes, 2030
63. US-29 (Lee Hwy)—widen to 6 lanes, 2025
64. US-29 (Lee Hwy)—widen to 3 lanes, 2017
65. US-50 (Lee Jackson Memorial Hwy)—widen to 6 lanes, 2025
66. US-50 (Arlington Blvd)—widen/reconstruct 6 lanes including interchanges, 2025
67. VA-7/US-15 Bypass (Harry Byrd Hwy)—widen to 6 lanes, 2040
68. VA-7 (Leesburg Pke)—widen to 6 lanes, 2021



69. VA-7 (Leesburg Pke)—widen to 6, 8 lanes, 2021, 2025, 2030
70. VA-7 (Leesburg Pke)—widen to 6 lanes, 2025
71. VA 28 (Sully Rd) HOV, widen to 8-10 lanes, HOV in additional lanes during peak, 2016, 2021, 2025, 2040
72. VA-28 (Nokesville Rd)—widen to 4 or 6 lanes, 2016, 2018, 2020, 2040
73. VA-123 (Chain Bridge Rd)—widen to 8 lanes, 2021
74. VA-123 (Gordon Blvd)—widen to 6 lanes, 2022
75. VA-123 (Ox Road)—widen to 6 lanes, 2025
76. VA-236 (Little River Tpke)—widen to 6 lanes, 2025
77. VA-286 (Fairfax County Pkwy) HOV—widen to 6 lanes, HOV in additional lanes during Peak, 2035
78. VA-286 (Fairfax County Pkwy / Jack Herrity Pkwy)—widen to 6 lanes, 2025
79. VA 289 (Franconia/Springfield Parkway), HOV lanes with interchange at Neuman St, 2025
80. VA-294 (Prince William Pkwy)—widen to 6 lanes, 2040
81. VA-638 (Pohick Rd)—widen to 4 lanes, 2025
82. VA-638 (Rolling Rd)—widen to 4 Lanes, 2020
83. Battlefield Pkwy—construct 4 lanes, 2020
84. Manassas Bypass (VA-234 Bypass)—construct 4 lanes, 2030
85. Manassas Battlefield Bypass—construct 4 lanes and close portions of US-29 (Lee Hwy) and VA-234 (Sudley Rd), 2030, 2035

Projects in bold are new in the 2016 CLRP Amendment

MAJOR TRANSIT AND HOV/ HOT LANE PROJECTS

Most of the major transit projects in the CLRP will add new transit lines and facilities. In all, the CLRP includes 76 miles of new Metro, light rail, streetcar, bus rapid transit, and commuter rail. It also includes four major HOV- or HOT-lane facilities that will provide infrastructure for increased express bus transit service.

District Of Columbia

1. DC Streetcar, 2016, 2017, 2020, 2022
2. **DC Dedicated Bicycle Lane Network, 2016, 2017 (not mapped)**
3. **16th Street Bus Priority Improvements, 2021**
4. Tiger Grant Bus Priority Improvements (not mapped: DC, MD, and VA)

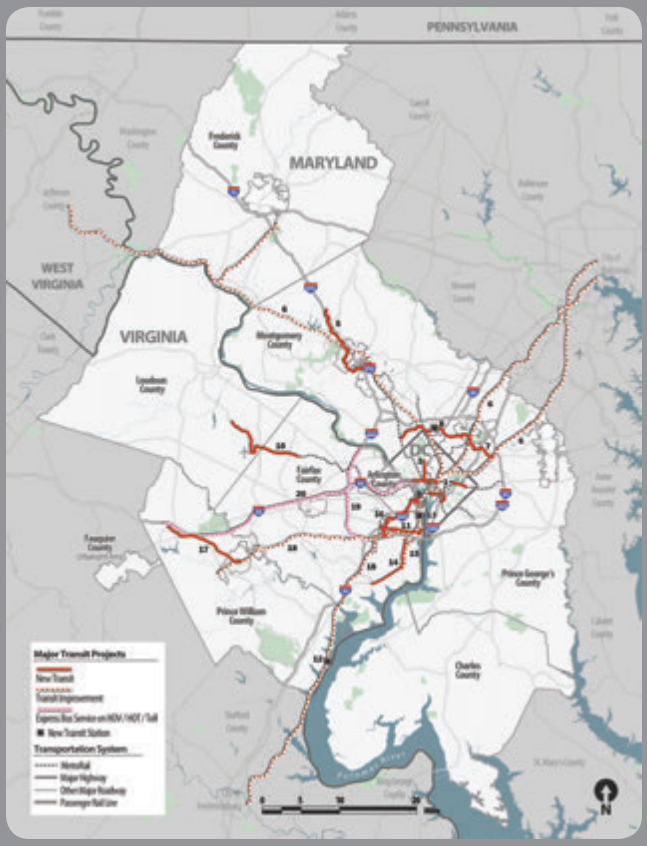
Maryland

5. Corridor Cities Transitway BRT—from Shady Grove to COMSAT, 2020
6. MARC—Increase trip capacity and frequency along all commuter rail lines, 2029
7. Purple Line—Bethesda to New Carrollton, 2020
8. Silver Spring Transit Center, 2017

Virginia

9. **Crystal City Transitway: Northern Extension BRT, 2016, 2023**
10. Metro Silver Line (Dulles Corridor Metrorail Project)—Phase 2, 2020
11. Duke St Transitway—King St Metro to Fairfax County line, 2024
12. Potomac Shores VRE Station, 2017
13. Potomac Yard Metro Station, 2021
14. US-1 BRT from Huntington Metro Station to Woodbridge , 2030
15. US-1 bus right turn lanes, 2035
16. West End Transitway—Van Dorn St Metro to Pentagon Metro, 2019
17. **VRE—Gainseville-Haymarket Extension, 2022**
18. VRE—Reduce headways along the Manassas and Fredericksburg Lines, 2020
19. I-495 HOT Lane Express Bus Service
20. I-66 HOT Lane Enhanced Bus Service

Projects in bold are new in the 2016 CLRP Amendment



ADDITIONAL HIGH CAPACITY TRANSIT

System	Existing	CLRP
Metro Rail	119 mi	+12 mi
Light Rail/ Streetcars	2 mi	+28 mi
BRT	4 mi	+25 mi
Commuter Rail	167 mi	+11 mi
TOTAL	**292 mi**	**+76 mi**

MAJOR HOT, HOV, AND TOLL LANE PROJECTS

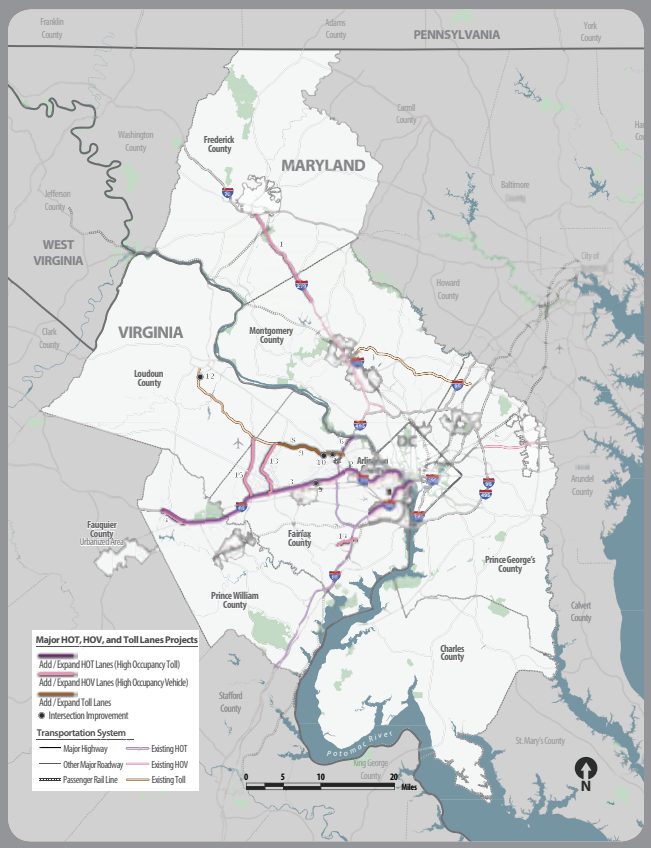
Maryland

1. I-270/US-15 widen including HOV, 2030

Virginia

2. I-66 HOT (Inside Beltway), revise operations from HOV 2+ to HOT during peak hours and bus service, 2017, 2021, 2040
3. I-66 HOT (Outside Beltway)—widen to 6 lanes (3 general purpose, 2 HOT, and 1 auxiliary) and bus service, 2021, 2040
4. I-66 HOV, widen to 8 lanes, HOV in additional lanes during peak, includes interchange reconstruction at US-15, 2016
5. I-66—construct HOV ramps to access Vienna Metro Sta, 2021
6. I-495—construct 4 HOT lanes, 2025, 2030
7. **I-395 HOT—additional lane and revise operation from HOV 3+ during peak to HOT 3+, 2019**
8. Dulles Toll Rd (VA-267)—Collector-Distributor Road west-bound, 2037
9. Dulles Toll Rd (VA-267)—Collector-Distributor Road east-bound, 2036
10. Dulles Toll Rd (VA-267)—interchange at New Boone Blvd Extension, 2037
11. Dulles Toll Rd (VA-267)—interchange at Greensboro Drive/Tyco Rd, 2036
12. Dulles Greenway (VA 267)—interchange at Hawling Farm Blvd, 2016
13. VA-286 (Fairfax County Pkwy) HOV—widen to 6 lanes, HOV in additional lanes during Peak, 2035
14. VA 289 (Franconia/Springfield Parkway), HOV lanes with interchange at Neuman St, 2025
15. VA 28 (Sully Rd) HOV, widen to 8–10 lanes, HOV in additional lanes during peak, 2016, 2021, 2025, 2040

Projects in bold are new in the 2016 CLRP Amendment



HOW THE PLAN **PERFORMS**

The CLRP can be analyzed to see how well it accommodates rising travel demand resulting from population and job growth and how it supports or advances key strategies in the Regional Transportation Priorities Plan. The results of this analysis can help decisionmakers and the public better understand what changes to current plans and funding might be needed to achieve different future outcomes.

SYSTEM MAINTENANCE

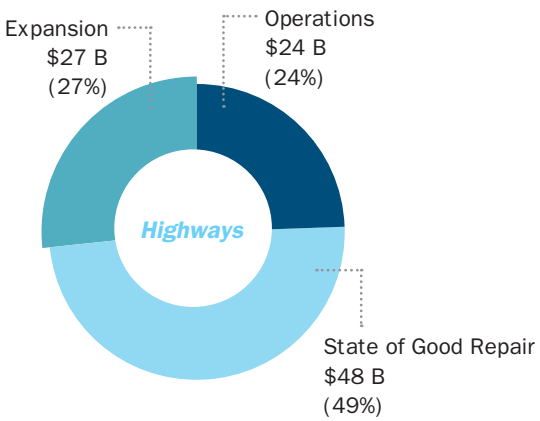
Maintenance of our transportation system is vital. The Priorities Plan identified maintenance of our roadways and transit systems as the region's top transportation priority. That means taking care of day-to-day maintenance and repair activities as well as rehabilitating or completely replacing aging infrastructure.

The last CLRP Financial Analysis (conducted in 2014) included a full funding commitment for operations and state of good repair for roads and transit.

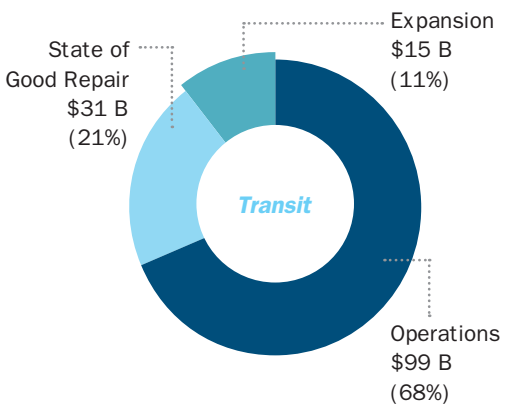
WHAT'S IN THE PLAN:

- *$79 billion for major rehabilitation or complete replacement of aging road and transit infrastructure*
- *Another $123 billion for operating and maintaining the system, including repaving roads and servicing transit vehicles*

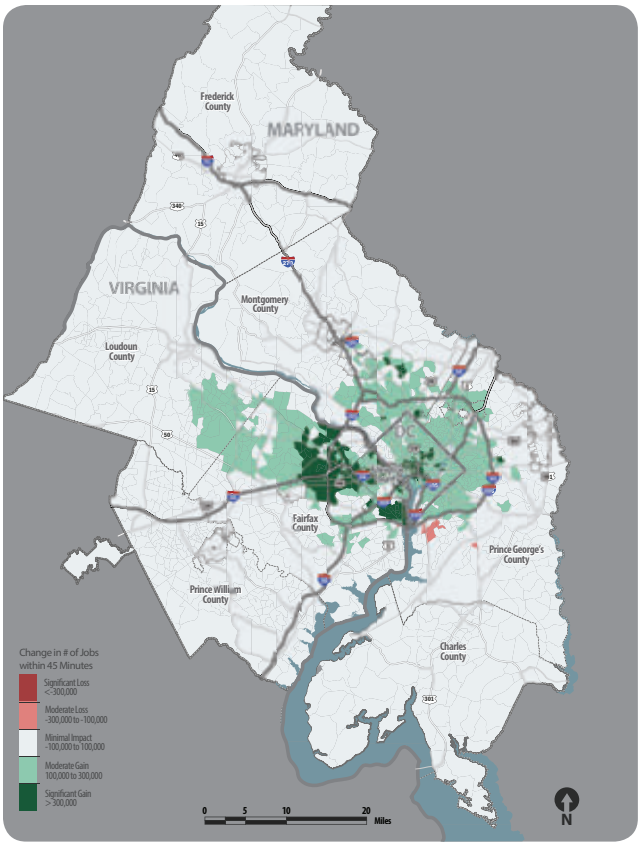
CLRP EXPENDITURES (2015–2040) Total: $244 Billion (figures are rounded)



$99 billion | (40% of total expenditures)



$145 billion | (60% of total expenditures)



EXPANDED TRANSIT CAPACITY

Adding more capacity to the existing transit system and adding new, cost-effective transit options were key elements in the Priorities Plan's call for moving more people more efficiently. The current CLRP would do both, giving more people access to transit and resulting in significant increases in transit ridership.

Transit will be more widely available and more people will use it…

WHAT'S IN THE PLAN:

- *76 miles of new high-capacity transit, including Metro, light rail, streetcar, bus rapid transit, and commuter rail (a 26% increase from today)*
- *Significantly expanded capacity on MARC and VRE commuter rail*

WHAT WE GET:

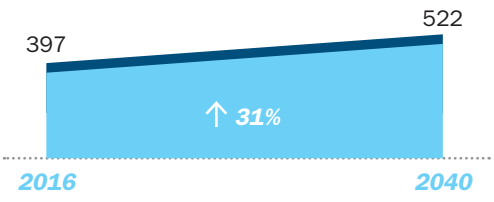
- *36% increase in daily transit ridership (370,000 more trips)*
- *31% increase in the number of jobs accessible by transit*

ADDITIONAL HIGH CAPACITY TRANSIT

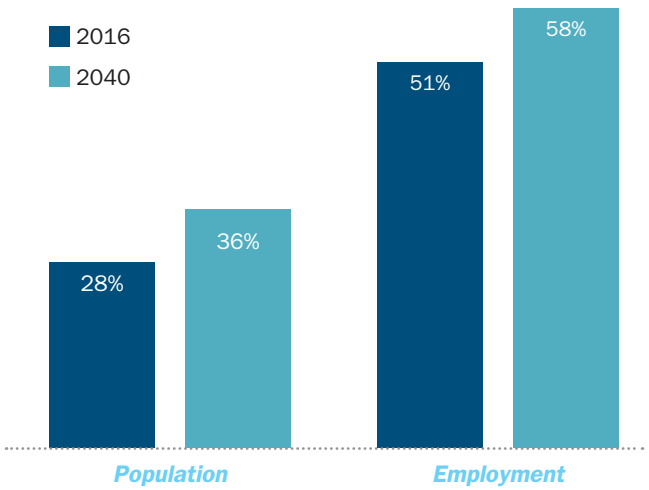
System	Existing	CLRP
Metro Rail	119 mi	+12 mi
Light Rail/ Streetcars	2 mi	+28 mi
BRT	4 mi	+25 mi
Commuter Rail	167 mi	+11 mi
TOTAL	**292 mi**	**+76 mi**

AVERAGE NUMBER OF JOBS ACCESSIBLE BY TRANSIT

(in 1000s)



PERCENTAGE OF POPULATIONS AND JOBS IN PROXIMITY TO HIGH-CAPACITY TRANSIT



- *"Proximity" defined as within one mile of rail or within a ½ mile of BRT*
- *"High-capacity transit" defined to include Metrorail, commuter rail, streetcar, light rail or bus rapid transit.*

… but the system will be crowded and most people will still drive.

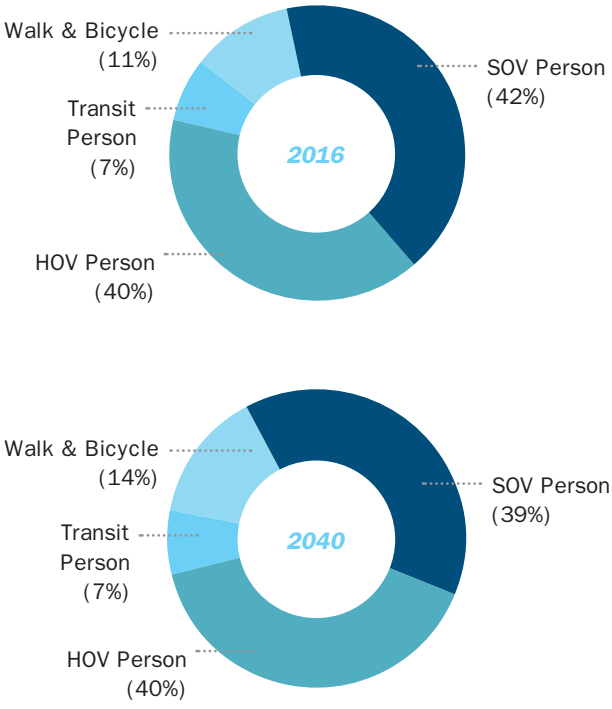
That growth in ridership will be a mixed blessing, though. Transit crowding will still be a problem, especially on Metro lines to and through the downtown core. The latest CLRP does not include Metro's $6-billion proposal to, among other things, run all eight-car trains and expand its busiest downtown stations to handle more riders.

And, even with these gains in ridership, most trips in the region will still be by made by car. Our transit investments will generally keep pace with regional growth, but the reality that driving is the dominant mode of travel in our region is not expected to change.

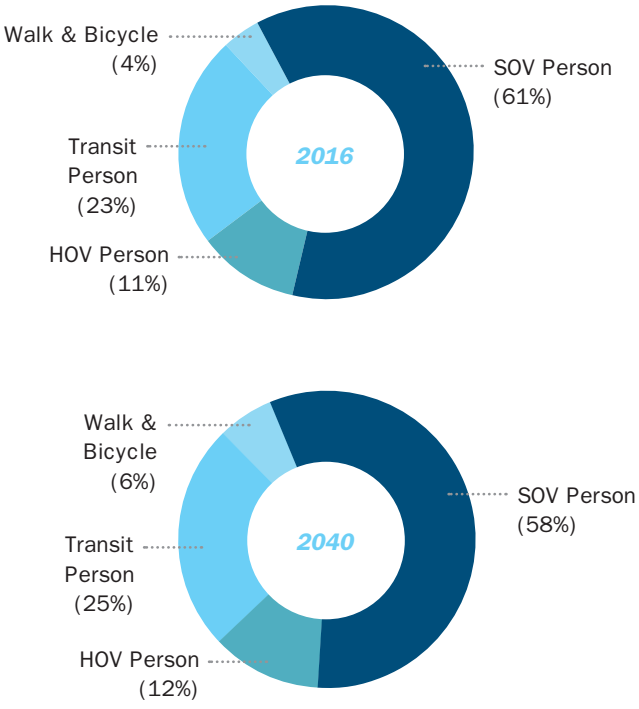
BUT…

- *Metro will not have the funding to implement Metro 2025, a proposal to alleviate crowding on its busiest lines and at its busiest stations*
- *Virtually no change in transit mode share is expected*

MODE SHARE (2016–2040)—ALL TRIPS



MODE SHARE (2016–2040)—WORK TRIPS



TARGETED CONGESTION RELIEF

About 8 in 10 daily trips in our region are made by private automobile, and that's a number that isn't likely to change much between now and 2040. The Priorities Plan says that makes it important to find ways to squeeze the most capacity out of our existing road network.

The CLRP includes nearly 100 major projects aimed at expanding roadway capacity, many targeted in areas with the worst back-ups. Even with these improvements, congestion is expected to get significantly worse through 2040.

The region will add nearly 1,200 lane-miles of roadway capacity but congestion will still get substantially worse.

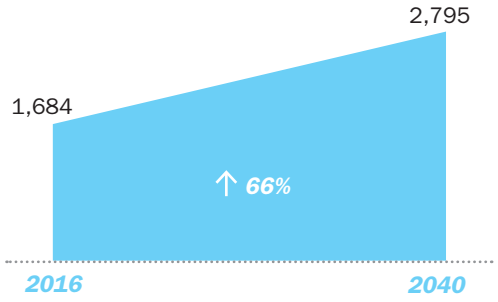
WHAT'S IN THE PLAN:

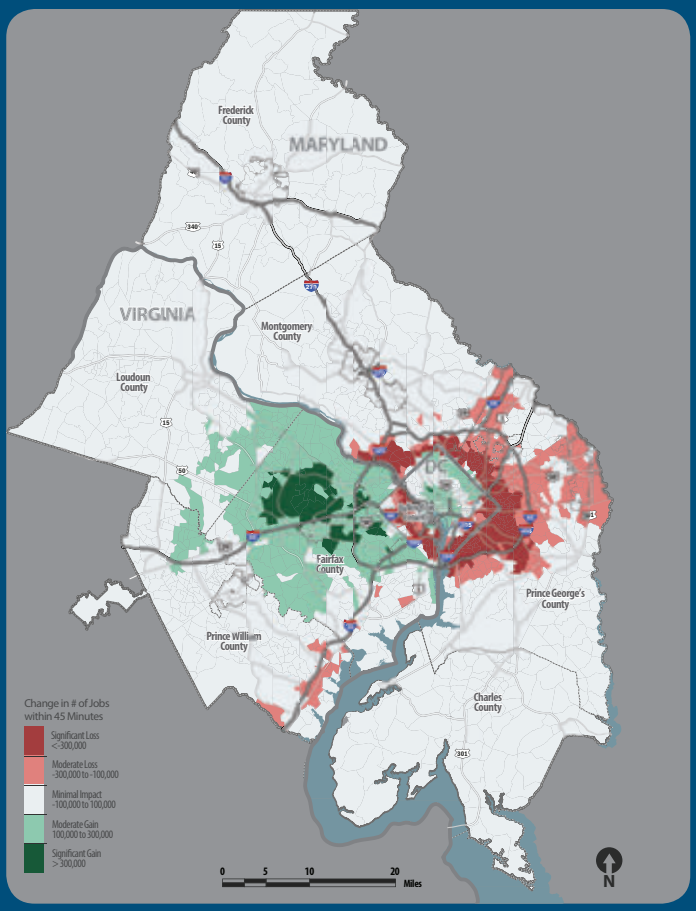
- *Nearly 1,200 lane-miles of additional roadway capacity (a 7% increase from today)*
- *More than 200 lane-miles of tolled highways that incentivize ridesharing and transit use*

WHAT WE GET:

- *66% more congested lane-miles of roadway at peak hour*
- *74% more vehicle-hours of delay*
- *47% longer average one-way trip times*
- *No improvement in the number of jobs accessible by auto*

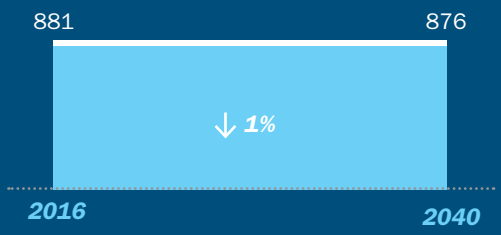
CONGESTED LANE MILES IN THE REGION (AM PEAK)





AVERAGE NUMBER OF JOBS ACCESSIBLE BY AUTOMOBILE

(in 1000s)



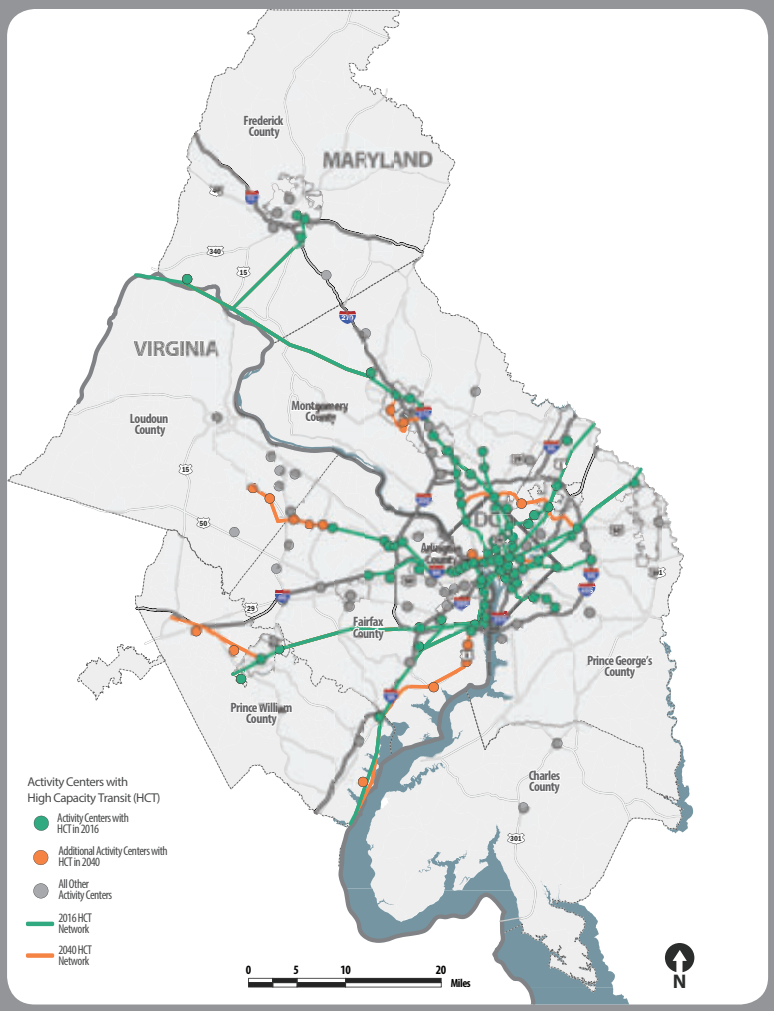
ACTIVITY CENTERS

Concentrating residential and commercial development in dense, mixed-use Activity Centers is a strategy that the Priorities Plan says can help reduce peoples' reliance on driving to meet their daily needs. Connecting Activity Centers with high-capacity transit options can also help. Current forecasts of regional growth show that the majority of new people and jobs will locate in Activity Centers and that the projects in the CLRP will connect more centers with high-capacity transit.

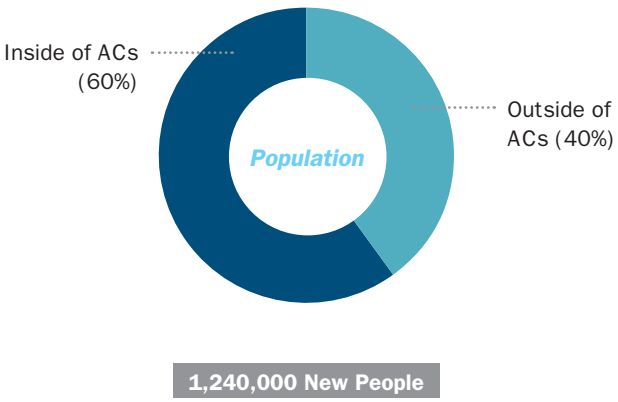
Most new growth will be in Activity Centers and more centers will be connected by high-capacity transit.

WHAT'S IN THE PLAN:

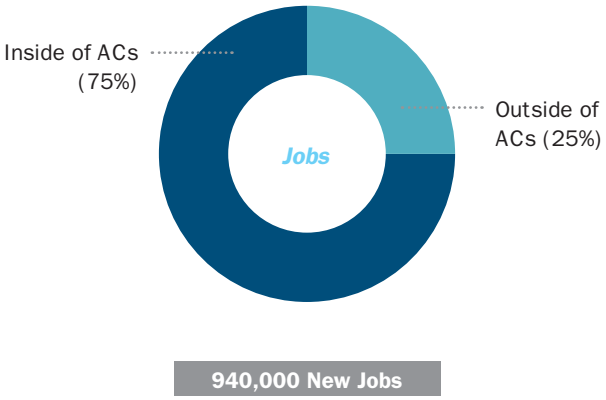
- *60% of new households and 75% of new jobs will be located in Activity Centers*
- *69% of Activity Centers will be connected by high-capacity transit*



POPULATION AND JOB GROWTH IN ACTIVITY CENTERS

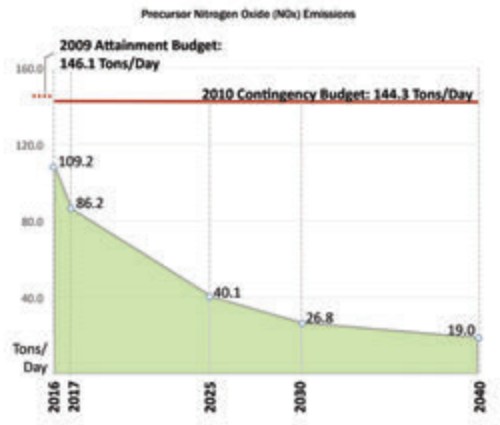


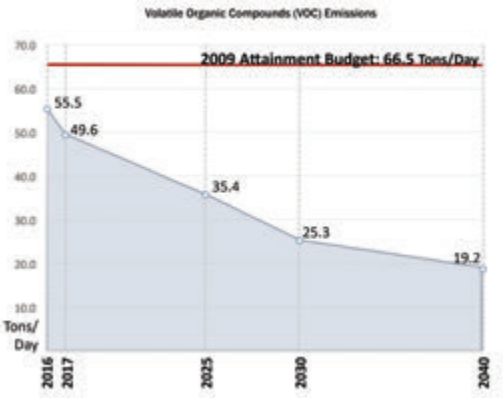
1,240,000 New People



940,000 New Jobs

- *Population and job estimates come from the COG Round 9.0 Cooperative Forecast*





AIR QUALITY AND GREENHOUSE GASES

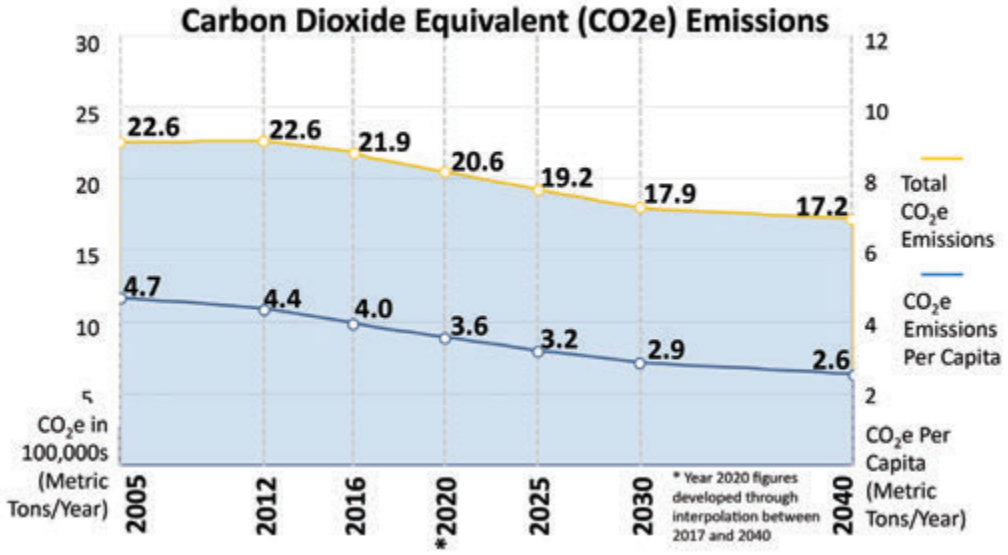
The Washington metropolitan area currently does not meet federal air quality standards for ground-level ozone. Therefore, it must show through a detailed technical analysis that future vehicle-related emissions of the two key ingredients in the formation of ozone—nitrogen oxides (NOx) and volatile organic compounds (VOCs)—are expected to remain below approved regional limits.

The latest air quality analysis of the CLRP showed that NOx and VOC emissions are expected to drop steadily through 2040 and remain well below currently approved limits. These drops are expected to occur mainly as cars and trucks meeting tougher new federal fuel and vehicle efficiency and other emissions standards enter the region's vehicle fleet, and as changes are made to the formulation of vehicle fuel.

Emissions of both criteria pollutants are expected to drop steadily between now and 2040.

The TPB also forecasts future greenhouse gas emissions under the CLRP. Total vehicle-related emissions are forecast to drop 24 percent between now and 2040. Since the region's population is forecast to grow during that time, emissions on a per-capita basis are forecast to drop even more—by about 45 percent.

Total and per capita greenhouse gas emissions are forecast to drop by 2040.



LOOKING AHEAD:
2018 CLRP UPDATE

The TPB will soon begin its next major four-year update of the CLRP as required by federal law. The update will include revised estimates of available revenue through the horizon year of the plan. It will also include a new "unconstrained" element that identifies projects for which funding has not yet been identified.

The purpose of the new "unconstrained" plan element is two-fold. First it will help quantify the region's unmet funding needs for transportation. [The element will include…]

Second, the element will provide a foundation from which the region can identify a limited number of key priority projects to rally regional leaders and the public behind in order to secure funding for the investments. The 2018 CLRP Update must be adopted by the TPB by the end of 2018. The TPB is currently developing a plan for involving the public in the update process.

HOW TO GET **INVOLVED** IN THE TRANSPORTATION **PLANNING PROCESS**

SUBMIT COMMENTS DURING CLRP PUBLIC COMMENT PERIODS

The TPB gathers public input on the development of the CLRP during two formal 30-day public comment periods and through two citizen-led committees. Submit comments via one of the avenues below:

- www.mwcog.org/TPBcomment
- TPBcomment@mwcog.org
- (202) 962-3262
- 777 North Capitol Street NE, Suite 300
  Washington DC 20002
- At the beginning of the monthly TPB meeting

GET INVOLVED IN PROJECT DEVELOPMENT PROCESSES IN YOUR COMMUNITY

Effective public input also occurs during the local project development process, when ideas for future improvements that might one day be included in the CLRP are first being conceived and refined. Local public meetings, hearings, and comment periods are all opportunities to help shape regionally significant projects that might eventually be included in the plan.

Visit **transportationplanninghub.org** to get more information about local and state decision-making processes, including opportunities to get involved.

[GRAPHIC: 2016 CLRP AMENDMENT PROCESS AND SCHEDULE – GET FROM 2016 CLRP CALL FOR PROJECTS:

http://old.mwcog.org/clrp/update/KeyDocs_2016.asp—Ask Andrew for original InDesign file]

Metropolitan Washington
Council of Governments

National Capital Region
Transportation Planning Board

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