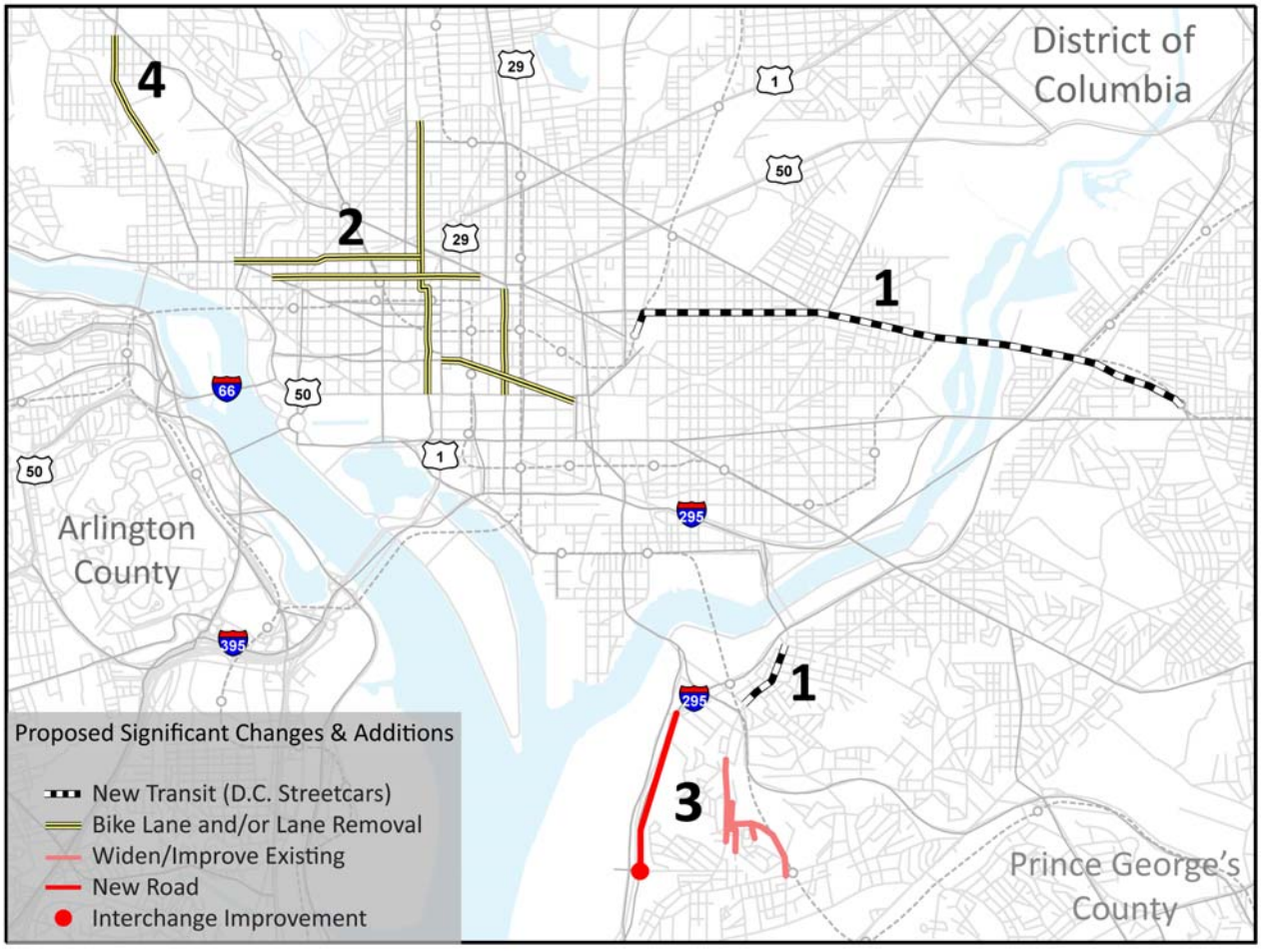
Significant Additions and Changes to The 2010 Update to the Financially Constrained Long-Range Transportation Plan

Significant Additions to the 2010 CLRP

Four regionally significant, new projects are being proposed by the District Department of Transportation (DDOT):

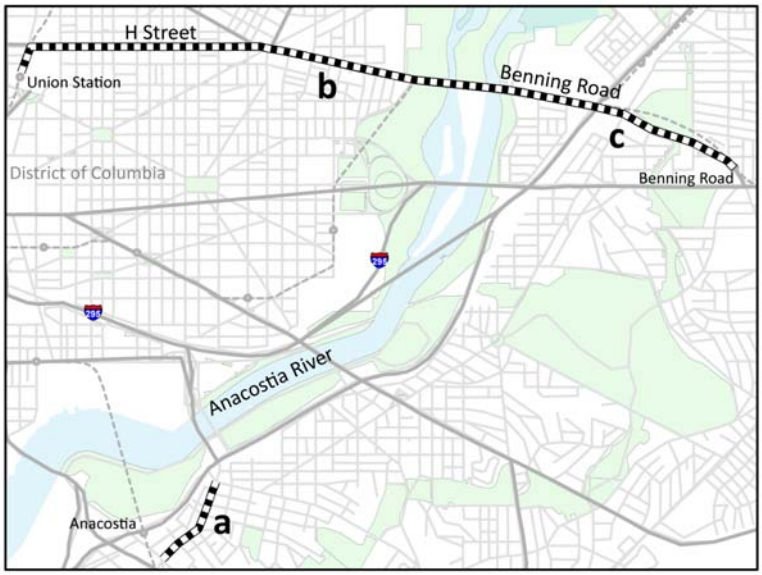
1. DC Streetcar Project
2. Bike Lane Pilot Project
3. St. Elizabeth's Campus Access Improvements
4. Glover Park Streetscaping/Wisconsin Avenue Reconfiguration



1. DC Streetcar Project

This project will build three new segments of a larger streetcar network that is currently being planned by the District Department of Transportation. These new segments will complement the initial Anacostia segment which was added to the CLRP in 2006 and is currently under construction. The streetcars will share a lane with automobile traffic and will run every 10 minutes during peak and off-peak periods. The three proposed segments are:

a) Continuation of the Anacostia Line along Martin Luther King, Jr. Avenue SE from Howard Road SE to Good Hope Road SE (0.5 miles, Complete 2012)
b) H Street/Benning Road NE from Union Station to Oklahoma Avenue (2 miles, Complete 2012)
c) Benning Road NE from Oklahoma Avenue NE to 45th Street NE/Benning Road Metro Station (1.8 miles, Complete 2015)



Two more segments will be added to the CLRP as studies:

d) Union Station to Mt. Vernon Square along H Street NW, New Jersey Avenue NW and K Street NW
e) K Street NW from Mt. Vernon Square to Wisconsin Avenue NW

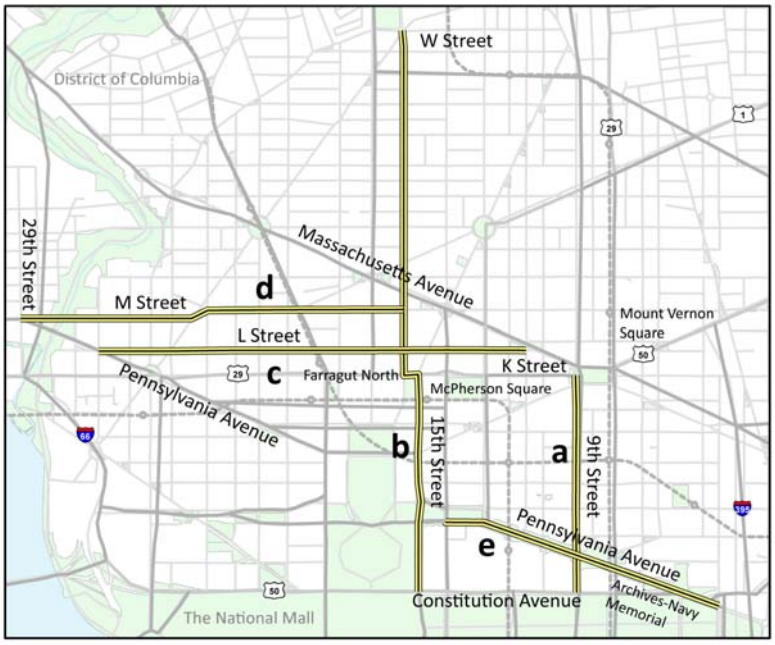
Length:	4.5 miles
Cost:	$183.8 million (Capital)
	$4.8 million per year (Operating)
Source:	General obligation bonds, FTA/Urban Circulator Program Capital Grant

See the CLRP project description and DDOT letter dated April 13, 2010 in Attachment A for more information.

2. Bike Lane Pilot Project

This pilot project* will add barrier-protected bike lanes on five streets in downtown DC. The bike lanes will be protected from automobile traffic by either a lane of parking or buffer zone. To accommodate the bike lanes, one lane of automobile traffic will be removed from 9th, 15th, L and M Streets. Two lanes will be removed from Pennsylvania Avenue and the bike lanes will travel down the center median.

a) 9th Street NW from Constitution Avenue NW to K Street NW (0.7 mile)
b) 15th Street NW from Constitution Avenue NW to W Street NW (2 miles)
c) L Street from 11th Street NW to 25th Street NW (1.3 miles)
d) M Street from 15th Street NW to 29th Street NW (1 mile)
e) Pennsylvania Avenue NW from 3rd Street NW to 14th Street NW (1 mile)



Length:	6 miles
Complete:	2010
Cost:	$1.2 million
Source:	Local

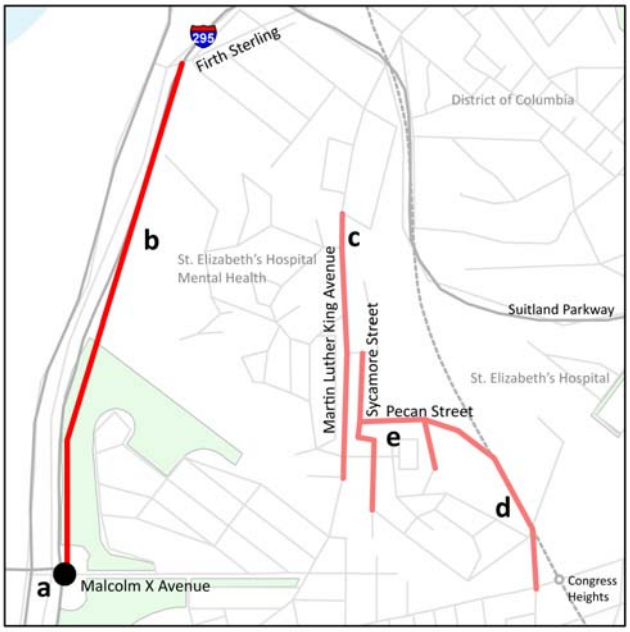
* Because this is a "pilot project", it will not be considered permanent until the District Department of Transportation (DDOT) has evaluated the effectiveness and impacts of the proposed changes. If DDOT decides to make them permanent, they will be required to submit them again for air quality conformity testing in the future.

See the CLRP project description in Attachment A for more information.

3. St. Elizabeth's Access Improvements

The following improvements are proposed to address the increased traffic expected when the Department of Homeland Security moves to the St. Elizabeth's campus.

a) Reconfigure the I-295/Malcolm X Avenue SE Interchange
b) Construct a new 3-lane access road to the West Campus, parallel to I-295 from Firth Sterling Avenue SE to Malcolm X Avenue SE
c) Reconstruct Martin Luther King, Jr. Avenue SE from Pomoroy Road SE to Milwaukee Place SE to add a 5th lane
d) Construct a 2-lane extension of 13th Street SE from Congress Heights Metro Station to Pecan Street SE
e) Reconstruct and reconfigure Pecan and Sycamore Streets to accommodate bus/transit

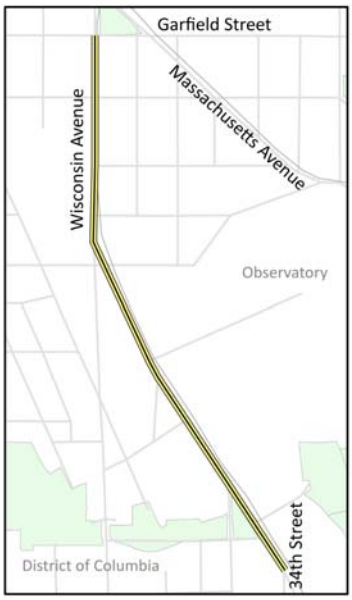


Complete: 2016
Cost: $158.2 million
Source: Federal funding

See the CLRP project description in Attachment A for more information.

4. Glover Park Streetscaping/Wisconsin Avenue Reconfiguration
Wisconsin Avenue NW from 34th Street NW to Garfield Street NW

Within the limits cited, Wisconsin Avenue NW will be reconfigured from six lanes down to four lanes with a center left-turn lane. The purpose of this project is to improve the attractiveness of the Glover Park commercial district and to address pedestrian and vehicular safety.



Complete: 2011
Cost: $4.7 million
Source: General obligation bonds and federal funding

See the CLRP project description in Attachment A for more information.

SIGNIFICANT CHANGES, DELAYS AND DELETIONS

The following is a list of regionally significant projects that have either changed in scope, have been delayed by ten years or more, or have been removed from the CLRP (or reduced to "study" status). The District of Columbia has not delayed nor removed any regionally significant projects for the 2010 update. The numbers shown in the third column reference the project locations on the map on page 9, except for those transit projects marked with a † which are shown on page 10.

Maryland

Projects delayed 10 years or more	Old Date	New Date	Map # (page 9)
• MD 2/4, construct 3 lanes from MD 765 to MD 2/4 at Lusby (Calvert County)	2020	2040	not mapped
• MD 4, construct interchange at Westphalia Road	2010	2020	30
• MD 201 Kenilworth Avenue, widen from Rittenhouse Road to Pontiac Street	2020	2030	22
Projects removed from the Plan			
• I-95/495 interchange at Greenbelt Metro	2016		14
• US 29 Columbia Pike, upgrade from Sligo Creek Pkwy to Howard Co line	2020		44
• US 301, upgrade and widen from north of Mount Oak Road to US 50	2020		45
• Middlebrook Road, widen to 6 lanes from MD 355 to M-83	2015		38
• M-83 (Mid-County Hwy Ext), construct 4/6 lanes from MD 27 to Montgomery Village Ave	2020		17

Virginia

Changes to Existing Projects

- VA 411, Tri-County Parkway, construct 4 lanes from VA 234 at I-66 to US 50

The limits of this project were previously defined from VA 234 to the Loudoun County line. VDOT is proposing to extend the project from the Loudoun County line to US 50.

Length: 4 miles
Complete: 2035

Virginia (continued)

Projects delayed 10 years or more	Old Date	New Date	Map # (page 9)
• US 1, bus right turn lanes from VA 235 N to I-95	2025	2035	20†
• VA 7/US 15 Bypass, widen to 6 lanes from VA 7 W to US 15 S	2025	2035	107
• US 15 (James Madison Highway), widen to 4 lanes from US 29 to I-66	2030	2040	71
• Tri-County Parkway, construct 4 lanes from I-66 to US 50	2025	2035	102
• VA 7 Bypass, widen/upgrade to 6 lanes from US 15 S to VA 7/US 15 E	2020	2035	107

Projects removed from the Plan			
• I-95, construct interchange at VA 7900 (Franconia-Springfield Pkwy)	2015		63
• US 1, widen to 6 lanes from Stafford Co line to Joplin Rd	2016		70
• VA 7, widen to 6 lanes from Rt 9 to Market St	2025		105
• US 15 (James Madison Hwy), widen to 4 lanes from VA 234 to Loudoun Co line	2030		71
• VA 28 (Centreville Road), widen to 6 lanes from NCL Manassas Park to Old Centreville Rd	2025		99
• US 50, widen to 8 lanes from I-66 to WCL Fairfax City	2020		81
• GeVA 7100 (Fairfax Co Pkwy), widen to 6 lanes from VA 636 to VA 640	2015		111
• VA 7100 (Fairfax Co Pkwy HOV), construct 2 lanes from VA 640 to VA 7900	2015		51
• VA 234 (Manassas Bypass), widen/upgrade to 6 lanes from VA 234 (South of Manassas) to I-66	2030		89
• VA 28, widen/upgrade to 6 lanes from VA 619 to VA 234 Bypass	2020		98
• US 29, widen to 6 lanes from US 50 to I-66	2010		79
• VA 123, widen to 6 lanes from Horner Rd. to Devil's Reach Rd.	2015		87

MAJOR HIGHWAY IMPROVEMENTS IN THE 2009 CLRP

As approved October 21, 2009

MAJOR TRANSIT AND HOV/HOT IMPROVEMENTS IN THE 2009 CLRP

As approved October 21, 2009

ATTACHMENT A

CLRP PROJECT DESCRIPTION FORMS

CLRP Project Description Form

CLRP ID **1669**

PROJECT INFORMATION

Submitting Agency: **DDOT** Agency ID: **SA306C**

Project Name: **DC Streetcar Project**

Project Type: **Transit** **System Expansion**

Jurisdiction(s): District of Columbia

Description: **This project will build three new segments of a larger streetcar network that is currently being planned by the District Department of Transportation. The streetcar system will consist of modern low-floor vehicles operating on surface tracks that are embedded in the street pavement. Currently, the District is planning to conduct additional planning and environmental review process for streetcar extensions as proposed in the District of Columbia Analysis DC Streetcar Phase 1 proposed network plan, that include:**

- Continuation of the initial Anacostia line along Martin Luther King, Jr. Avenue SE from Howard Road to Good Hope Road.
Length: 0.5 miles
Complete: 2012

- H Street/Benning Road NE from Union Station to Oklahoma Avenue
Length: 2 miles
Complete: 2012

- Benning Road NE from Oklahoma Avenue to 45th Street/Benning Road Metro Station
Length: 1.8 miles
Complete: 2015

Two additional segments are being submitted to the CLRP as studies:

- Union Station to Mt. Vernon Square, via H Street, New Jersey Avenue and K Street

- K Street NW from Mt. Vernon Square to Wisconsin Avenue

Project Length: **4.3** miles Bicycle/Pedestrian Accommodations: **No bicycle/pedestrian accommodations included**

Project expected to be complete in: **2015** This project was completed in:

Cost (in $1,000s): **$183,800 (Capital only)** Sources: General obligaionbonds, FTA/Urban Circulator Program Capital Grant

Project Manager: **Scott Kubly** **scott.kubly@dc.gov** Website:

Remarks: **See attached letter for further financial information for two of the segments (MLK Extension and Benning Road Extension) totalling $103.2 million. The third segment (H Street/Benning Road) was calculated based on an estimated cost of $40 million per mile, provided by DDOT.**

CONGESTION MANAGEMENT INFORMATION

Do traffic congestion conditions necessitate the proposed project? No

Is this a capacity-increasing project on a limited access highway or other principal arterial? No

SAFETEA-LU PLANNING FACTORS

Planning factors that are addressed by this project:

- [x] Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- [ ] Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
- [x] Increase accessibility and mobility of people and freight.
- [x] 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.
- [x] 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.
- [x] Increase the safety of the transportation system for all motorized and non-motorized users.
  Is this project being proposed specifically to address a safety issue?

ENVIRONMENTAL MITIGATION

Have any potential mitigation activities been identified for this project? No

INTELLIGENT TRANSPORTATION SYSTEMS

Is this an ITS project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? **No**

RECORD INFORMATION

Created by:	**Lezlie Rupert**	on:	**5/8/2006 4:17:52 PM**
Updated by:	**Lezlie Rupert**	on:	**3/31/2010 4:23:41 PM**

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

April 13, 2010

The Honorable David Snyder, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, NW, Suite 300
Washington, DC 20002

Dear Chairman Snyder:

The District Department of Transportation (DDOT) is pursuing the implementation of a Streetcar Transit system throughout the District. The Streetcar Proposed System plan is detailed in the District of Columbia Transit Improvements Alternatives Analysis (DCAA), also referred to as DC's Transit Future, and can be found on DDOT's website. The Streetcar will operate on rails embedded in the pavement and can operate with mixed traffic and features stops spaced every 1/3 – 1/2 mile. The purpose of the project is to provide high-capacity and high-quality transit service to District residents and invest in infrastructure that will catalyze economic development in an emerging commercial and residential corridor. This project is also one of many projects that encompass the District's solutions for the projected growing population and need to improve transit connectivity throughout the District supporting other transit services such as Metrobus, Metrorail, Metro Extra/Express, Bus Rapid Transit, and the DC Circulator.

The first 2.75 miles of the system are currently under construction and are scheduled to initiate operations in 2012. DDOT requests the inclusion of two additional segments as part of the short-term implementation segments from its Streetcar Transit plan in the 2010 Constrained Long Range Plan (CLRP). The first segment (Benning Road Extension) will extend the existing H St./Benning Road line from its current terminus at Benning Road and Oklahoma Avenue to 45th Street NE (the Benning Road Metro Station). DDOT will complete construction and initiate operations of this segment in 2015. The second segment (Anacostia Initial Line Segment (ILS) Phase II) will extend the Anacostia ILS from the Anacostia Metro Station at the intersection of Howard Road and Firth Sterling Avenue to the intersection of Martin Luther King Jr. Avenue and Good Hope Road. DDOT will complete construction and initiate service on this segment in 2017.

Capital Costs

DDOT estimates these projects will cost $73.4 million for the Benning Road Extension and $29.8 million for the Anacostia ILS Phase II. These project cost estimates for the Benning Road Extension were developed for each major work element (stops, yards and shops, guideway, systems, vehicles, etc) and are based on unit costs for current streetcar projects. DDOT based the cost estimate for the Anacostia ILS Phase II on a unit cost of $40 million per mile. The

estimate was derived by reviewing the current cost of construction for existing streetcar segments in the District and for streetcar projects around the country. These costs are in Year-of-Expenditure dollars. DDOT used the U.S. National RS Means Construction Cost Index produced by Moody's Economy.com in February 2009 (2.75%) to inflate costs from constant dollars.

Capital Funding

The District will fund the Benning Road Extension with a mix of local and federal funding. DDOT has applied for $24.99 million in Urban Circulator Grant funding through the Federal Transit Administration (FTA). The award of the grant is schedule for announcement June 2010. DDOT will use General Obligation Bonds (GO Bonds) to pay for the remaining $48.41 million in project cost. The Anacostia ILS Phase II will be paid entirely with GO Bonds. In total the District will utilize $78.21 million in GO Bonds.

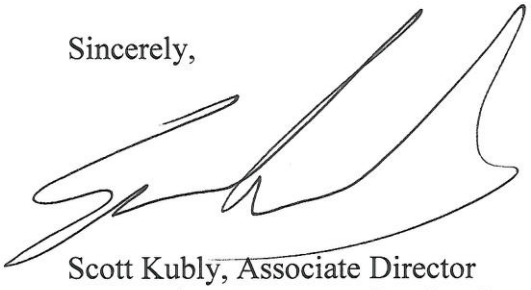
The District of Columbia finances its capital projects using GO Bonds. These bonds are issued by the District on a regular basis and used to pay for projects across multiple agencies. A project is not typically directly tied to an individual debt issuance.

Operating Cost and Funding

In order to estimate the annual operating cost of the streetcar, DDOT assumed an operating cost per hour of $211.23 per hour for both extensions. This cost is based on the unit costs of similar streetcar systems in the U.S. For the Benning Road Extension, DDOT anticipates operating 12,892 hours of service per year for a total operating cost of $2.7 million. For the Anacostia ILS Phase II, DDOT anticipates operating 9,828 hours of service per year for a total operating cost of $2.1 million. The District further assumes at 30% cost recovery. This is consistent with existing Metrobus and DC Circulator cost recovery. Based on these assumptions, the District will need to provide $3.5 million in operating funding in the first year of operations. The District pays its annual transit operating cost out of its general fund. This is budgeted on an annual basis and therefore not be available until approval of that year's budget. Please reference the attached table to see the projected expenditures (DDOT inflated costs at 2.75% per year to derive estimated YOE).

If you have any questions, please contact me at 202-369-5886.

Sincerely,



Scott Kubly, Associate Director
Progressive Transportation Services Administration
District Department of Transportation

Attachment: Projected Expenditures: Streetcar (2.75% inflation per year)

	2010	2011	2012	2013	2014	2015	2016	2017
Benning Road Extension								
FY2010 $						$ 2.70	$ 2.70	$ 2.70
YOE						$ 3.09	$ 3.18	$ 3.26
Anacostia Initial Line Segment Phase 2								
FY2010 $								$ 2.10
YOE								$ 2.54
Total (YOE)								
Cost						$ 3.09	$ 3.18	$ 5.80
Revenue						$ 0.93	$ 0.95	$ 1.74
Subsidy						$ 2.16	$ 2.22	$ 4.06

CLRP Project Description Form

CLRP ID **2865**

PROJECT INFORMATION

Submitting Agency: **DDOT** Agency ID:

Project Name: **Bike Lane Pilot Project**

Project Type: **Bike/Ped** **System Expansion**

Jurisdiction(s): District of Columbia

Description: **This pilot project* will add barrier-protected bike lanes on five streets in downtown DC. The bike lanes will be protected from automobile traffic by either a lane of parking or buffer zone. To accommodate the bike lanes, one lane of automobile traffic will be removed from 9th, 15th, L and M Streets. Two lanes will be removed from Pennsylvania Avenue and the bike lanes will travel down the center median.**

a) 9th Street NW from Constitution Avenue NW to K Street NW (0.7 mile)
b) 15th Street NW from Constitution Avenue NW to W Street NW (2 miles)
c) L Street from 11th Street NW to 25th Street NW (1.3 miles)
d) M Street from 15th Street NW to 29th Street NW (1 mile)
e) Pennsylvania Avenue NW from 3rd Street NW to 14th Street NW (1 mile)

Because this is a "pilot project", it will not be considered permanent until the District Department of Transportation (DDOT) has evaluated the effectiveness and impacts of the proposed changes. If DDOT decides to make them permanent, they will be required to submit them again for air quality conformity testing next year.

Project Length: **6** miles Bicycle/Pedestrian Accommodations: **Primarily a bicycle/pedestrian project**

Project expected to be complete in: **2010** This project was completed in:

Cost (in $1,000s): **$1,200** Sources: Local

Project Manager: **Jim Sebastian** **jim.sebastian@dc.gov** Website:

Remarks:

CONGESTION MANAGEMENT INFORMATION

Do traffic congestion conditions necessitate the proposed project? No

Is this a capacity-increasing project on a limited access highway or other principal arterial? No

SAFETEA-LU PLANNING FACTORS

Planning factors that are addressed by this project:

- ☐ Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- ☐ 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 and 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.
- ☑ Increase the safety of the transportation system for all motorized and non-motorized users.
  Is this project being proposed specifically to address a safety issue?

ENVIRONMENTAL MITIGATION

Have any potential mitigation activities been identified for this project? No

INTELLIGENT TRANSPORTATION SYSTEMS

Is this an ITS project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? **No**

RECORD INFORMATION

Created by: **Lezlie Rupert** on: **3/31/2010 4:17:31 PM**

Updated by: on:

CLRP Project Description Form

CLRP ID **2860**

PROJECT INFORMATION

Submitting Agency: **DDOT** Agency ID:

Project Name: **St. Elizabeth's Campus Access Improvements**

Project Type: **Primary** **System Expansion**

Jurisdiction(s):

Description: **The following improvements are proposed to address the increased traffic expected when the Department of Homeland Security moves to the St. Elizabeth's campus.**

a) Reconfigure the I-295/Malcolm X Avenue SE Interchange
b) Construct a new 3-lane access road to the West Campus, parallel to I-295 from Firth Sterling Avenue SE to Malcolm X Avenue SE
c) Reconstruct Martin Luther King, Jr. Avenue SE from Pomoroy Road SE to Milwaukee Place SE to add a 5th lane
d) Construct a 2-lane extension of 13th Street SE from Congress Heights Metro Station to Pecan Street SE
e) Reconstruct and reconfigure Pecan and Sycamore Streets to accommodate bus/transit

Project Length: miles Bicycle/Pedestrian Accommodations: **Bicycle/pedestrian accommodations included**

Project expected to be complete in: **2016** This project was completed in:

Cost (in $1,000s): **$158,200** Sources: Federal

Project Manager: Website:

Remarks:

CONGESTION MANAGEMENT INFORMATION

Do traffic congestion conditions necessitate the proposed project? No

Is this a capacity-increasing project on a limited access highway or other principal arterial? No

SAFETEA-LU PLANNING FACTORS

Planning factors that are addressed by this project:

- [x] Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- [x] Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
- [x] Increase accessibility and mobility of people and 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.
- [x] 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.
- [x] Increase the safety of the transportation system for all motorized and non-motorized users.

Is this project being proposed specifically to address a safety issue?

ENVIRONMENTAL MITIGATION

Have any potential mitigation activities been identified for this project? No

INTELLIGENT TRANSPORTATION SYSTEMS

Is this an ITS project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? **No**

RECORD INFORMATION

Created by: **Lezlie Rupert** on: **3/31/2010 8:05:56 AM**

Updated by: on:

CLRP Project Description Form

CLRP ID **2869**

PROJECT INFORMATION

Submitting Agency: **DDOT** Agency ID:

Project Name: **Glover Park Streetscape/Wisconsin Avenue Reconfiguration**

Project Type: **Primary**

Facility: **Wisconsin Avenue NW**

From: **34th Street NW**

To: **Garfield Street NW**

Jurisdiction(s):

Description: **The purpose of the "Glover Park Streetscape and Pedestrian Improvements" project is to improve the attractiveness of the Glover Park commercial district and to address pedestrian and vehicular safety on the segment of Wisconsin Avenue between Garfield Street and 34th Street.**

The primary measures / components include:

- **Replace overhead streetlights with pedestrian scale Washington Globe streetlights**
- **Upgrade traffic signals at three intersections**
- **Repair / expand sidewalk facilities at spot locations**
- **Reconfigure lane distribution to provide for two travel lanes in each direction and one center turn lane through Glover Park**
- **Install enhanced markings and signage to improve the safety of pedestrian crossings**

Note: The lane redistribution is intended to provide for arterial traffic calming and more orderly vehicle operations – while maintaining roadway capacity. Adding the center turn lane addresses left turn movements, a source of congestion and accidents in Glover Park.

Project Length: **1** miles Bicycle/Pedestrian Accommodations: **Bicycle/pedestrian accommodations included**

Project expected to be complete in: **2011** This project was completed in:

Cost (in $1,000s): **$4,700** Sources: General obligation bonds and federal

Project Manager: Website:

Remarks:

CONGESTION MANAGEMENT INFORMATION

Do traffic congestion conditions necessitate the proposed project? No

Is this a capacity-increasing project on a limited access highway or other principal arterial? No

SAFETEA-LU PLANNING FACTORS

Planning factors that are addressed by this project:

- [x] Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- [ ] 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 and freight.
- [x] 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.
- [x] Increase the safety of the transportation system for all motorized and non-motorized users.

  Is this project being proposed specifically to address a safety issue?

ENVIRONMENTAL MITIGATION

Have any potential mitigation activities been identified for this project? No

INTELLIGENT TRANSPORTATION SYSTEMS

Is this an ITS project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? **No**

RECORD INFORMATION

Created by: **Andrew Austin** on: **4/9/2010**

Table 5-1
Projected Toll Rate Schedule

	Main Line		Ramps	
	Tolls	**Change**	**Tolls**	**Change**
2009	$0.75	..	$0.50	..
2010	**1.00**	**+ $ 0.25**	**0.75**	**+ $ 0.25**
2011	1.25	**+ $ 0.25**	0.75	..
2012	1.50	**+ $ 0.25**	0.75	..
2013	**1.75**	**+ $ 0.25**	**1.00**	**+ $ 0.25**
2014	2.00	**+ $ 0.25**	1.00	..
2015	2.25	**+ $ 0.25**	1.00	..
2016	**2.50**	**+ $ 0.25**	**1.25**	**+ $ 0.25**
2017	2.50	..	1.25	..
2018	2.50	..	1.25	..
2019	**3.25**	**+ $ 0.75**	**1.75**	**+ $ 0.50**
2020	3.25	..	1.75	..
2021	3.25	..	1.75	..
2022	3.25	..	1.75	..
2023	**4.00**	**+ $ 0.75**	**2.25**	**+ $ 0.50**
2024	4.00	..	2.25	..
2025	4.00	..	2.25	..
2026	4.00	..	2.25	..
2027	4.00	..	2.25	..
2028	**4.75**	**+ $ 0.75**	**2.75**	**+ $ 0.50**
2029	4.75	..	2.75	..
2030	4.75	..	2.75	..
2031	4.75	..	2.75	..
2032	4.75	..	2.75	..
2033	**5.50**	**+ $ 0.75**	**3.25**	**+ $ 0.50**
2034	5.50	..	3.25	..
2035	5.50	..	3.25	..
2036	5.50	..	3.25	..
2037	5.50	..	3.25	..
2038	**6.25**	**+ $ 0.75**	**3.75**	**+ $ 0.50**
2039	6.25	..	3.75	..
2040	6.25	..	3.75	..
2041	6.25	..	3.75	..
2042	6.25	..	3.75	..
2043	**7.00**	**+ $ 0.75**	**4.25**	**+ $ 0.50**
2044	7.00	..	4.25	..
2045	7.00	..	4.25	..
2046	7.00	..	4.25	..
2047	7.00	..	4.25	..