



National Capital Region Transportation Planning Board

The 2010 Financially Constrained Long-Range Transportation Plan And FY 2011-2016 Transportation Improvement Program

November 17, 2010

Item # 10



2010 CLRP and FY 2011-216 TIP

1. What Shapes the Plan?

2. Changes to Projects

3. How Does the Plan Perform?



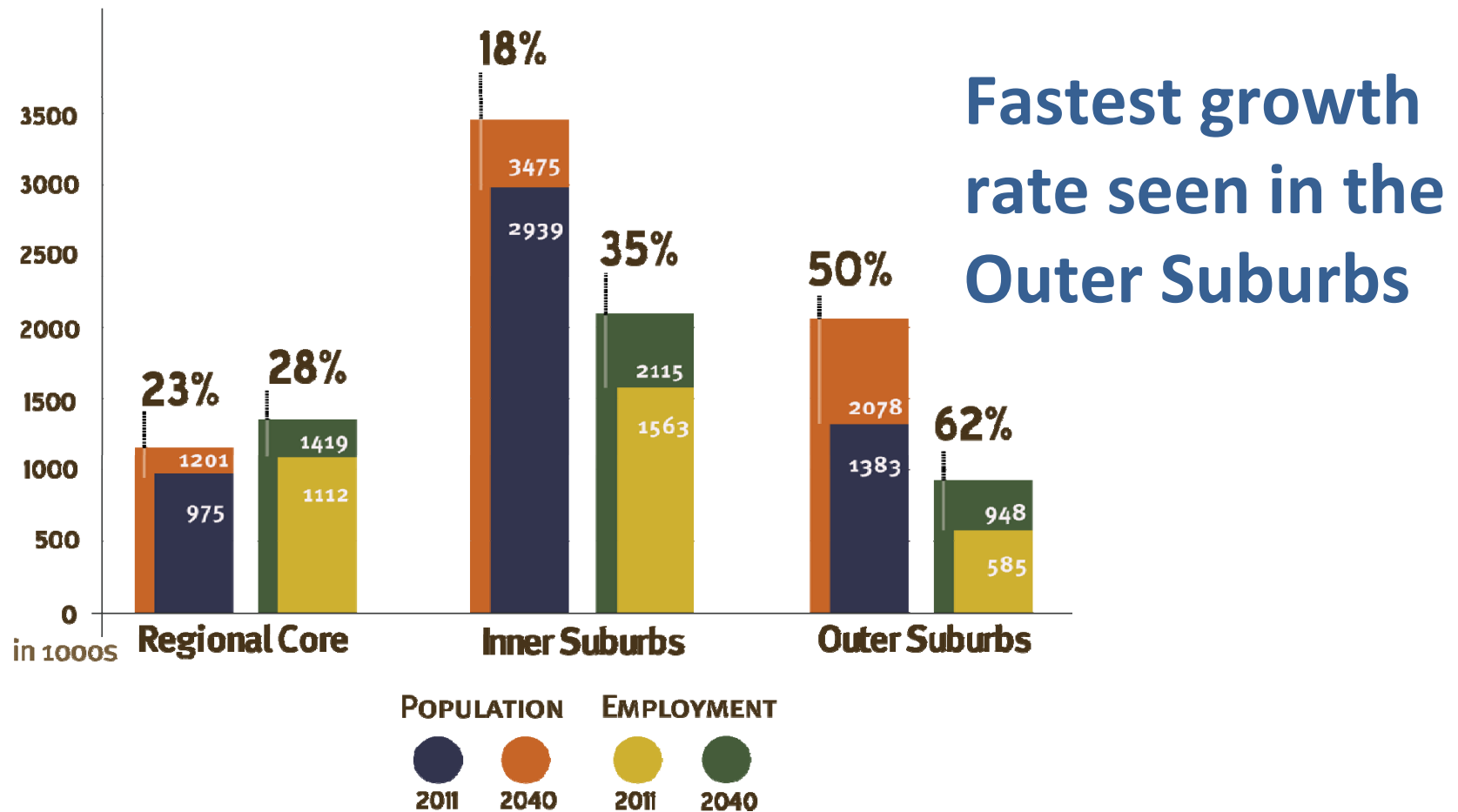
What Shapes the Plan?.....

- **Land Use Forecasts**
- **Financial Constraint**
- **Transit Fares and Constraint**



What Shapes the Plan?.....

Land Use Forecasts



Change in Population and Employment Forecast, 2011-2040

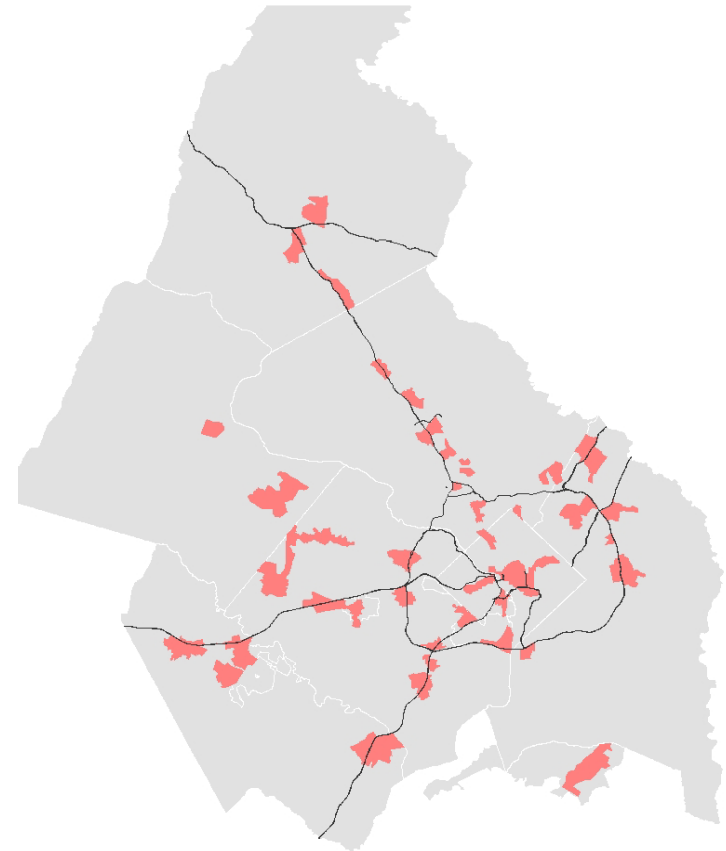


What Shapes the Plan? ■■■■

Land Use Forecasts

Households and Jobs in Regional Activity Centers

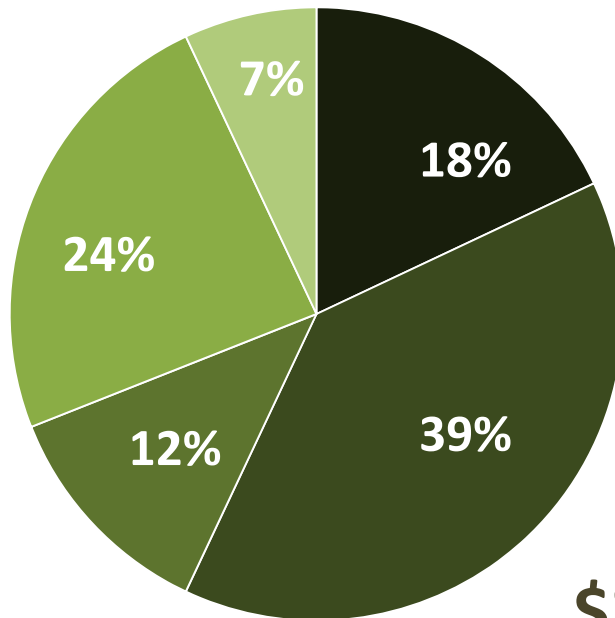
- From 2005 to 2040, households in Regional Activity Centers will increase by 107% - more than twice the rate for the region as a whole.
- By 2040, 55% of the region's jobs and 19% of the region's households are forecast to be concentrated in the Regional Activity Centers that make up less than 5% of the region's total land area.





What Shapes the Plan?.....

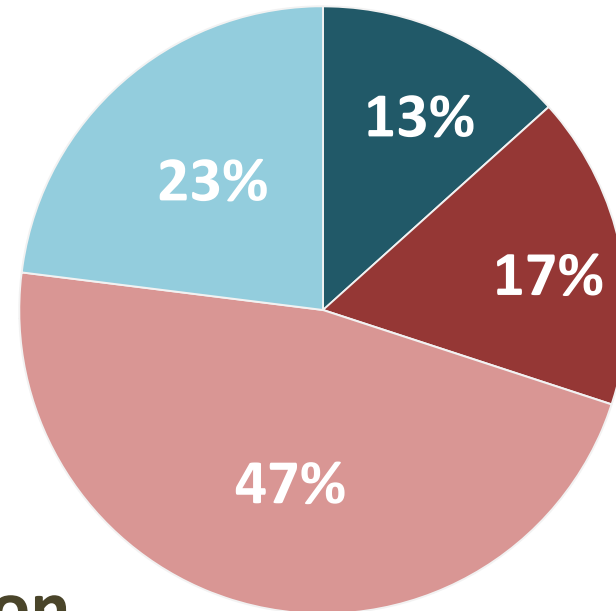
Financial Constraint



\$222.9 Billion

CLRP Revenues 2011-2040

- Federal
- State/DC
- Local
- Transit Fares
- Private/Tolls



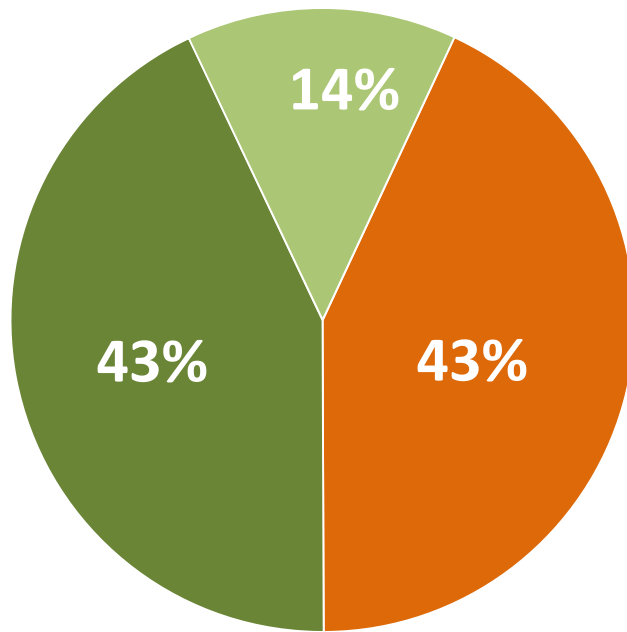
CLRP Expenditures 2011-2040

- Highway Expansion
- Transit Expansion
- Transit Operations/Preservation
- Highway Operations/Preservation

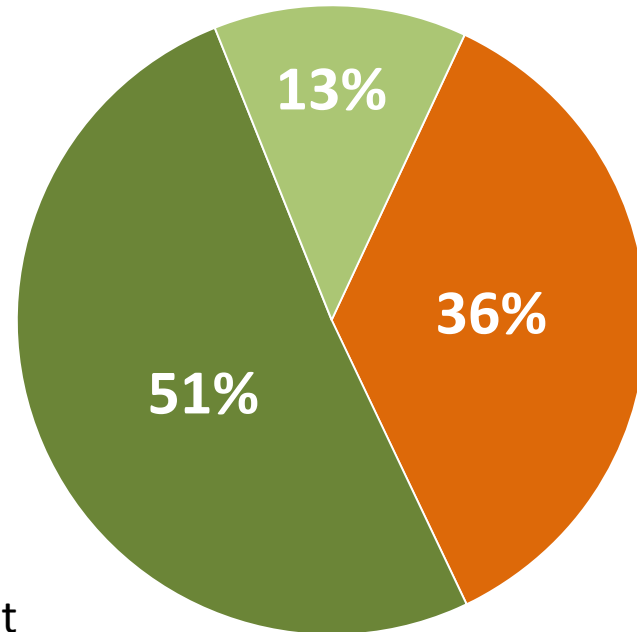


What Shapes the Plan?.....

Financial Constraint



2006 CLR



2010 CLR

- Highway
- WMATA
- Local Transit



What Shapes the Plan?.....

Transit Fares and Constraints

- Transit fares increased in 2010.
- Federal and local funding for Metro Rehabilitation expires in 2020.
- Transit ridership will be constrained at 2020 service levels.



Changes to Projects

District of Columbia

DC Streetcar Project

Add three segments of DC's planned Streetcar network. The streetcars will operate in mixed traffic and will run every 10 minutes.

- a) **Martin Luther King, Jr. Ave. SE Howard Rd. to Good Hope Rd. – 2012**
- b) **H Street/Benning Road NE Union Station to Oklahoma Ave. – 2012**
- c) **Benning Road NE Oklahoma Ave. to 45th St./ Benning Road Metro Station – 2015**



Length:	4.5 miles
Complete:	2015
Cost:	\$183.8 million (Capital) \$4.8 million per year (Operating)
Source:	General obligation bonds, FTA/Urban Circulator Program Capital Grant



Changes to Projects

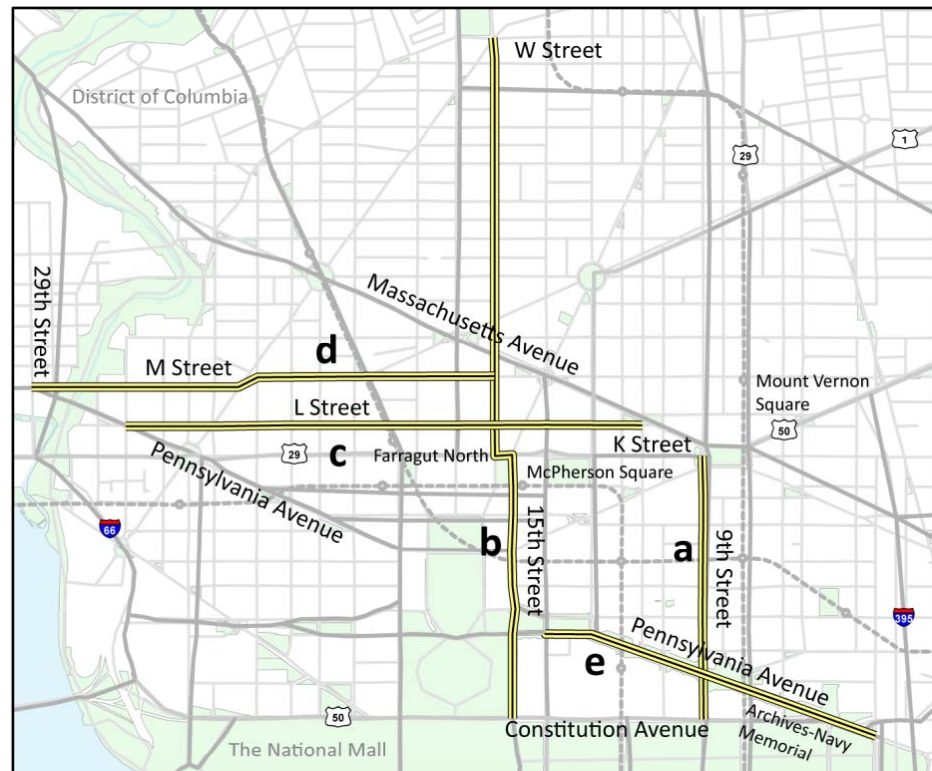
District of Columbia

Bike Lane Pilot Project

Add barrier-protected bike lanes on five streets. One or more traffic lanes will be removed to make room for the bike lanes:

- a) **9th St. NW**
Constitution Ave. to K St. (0.7 mile)
- b) **15th St. NW**
Constitution Ave. to W St. (2 miles)
- c) **L St. NW**
11th St. to 25th St. (1.3 miles)
- d) **M St. NW**
15th St. to 29th St. (1 mile)
- e) **Pennsylvania Ave. NW**
3rd St. to 14th St. (1 mile)

Length: 6 miles, total
Complete: 2010
Cost: \$1.2 million
Source: Local funding



Pilot project – not tested for conformity



Changes to Projects

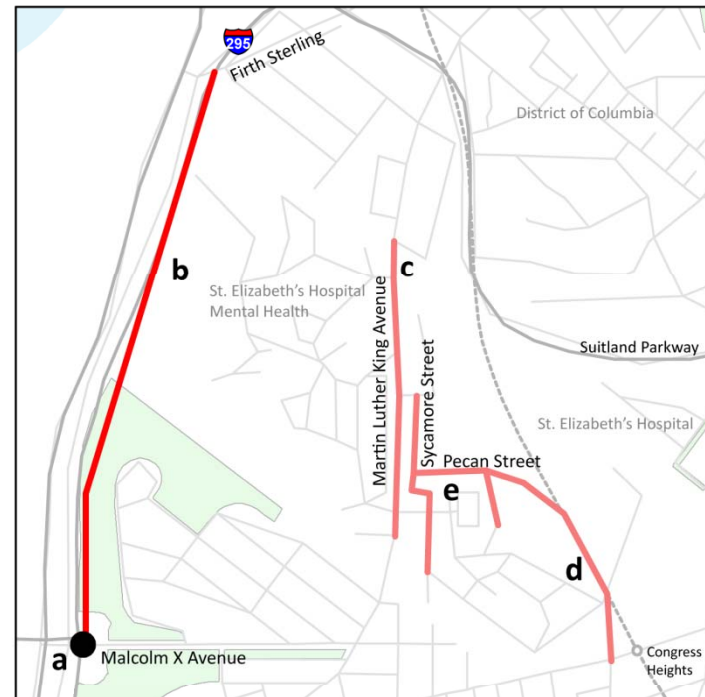
District of Columbia

St. Elizabeth's Campus Access Improvements

Proposed improvements to accommodate increased traffic expected when DHS moves to St. Elizabeth's Hospital campus:

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

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





Changes to Projects

District of Columbia

Wisconsin Ave. NW Reconfiguration 34th St. to Garfield St.

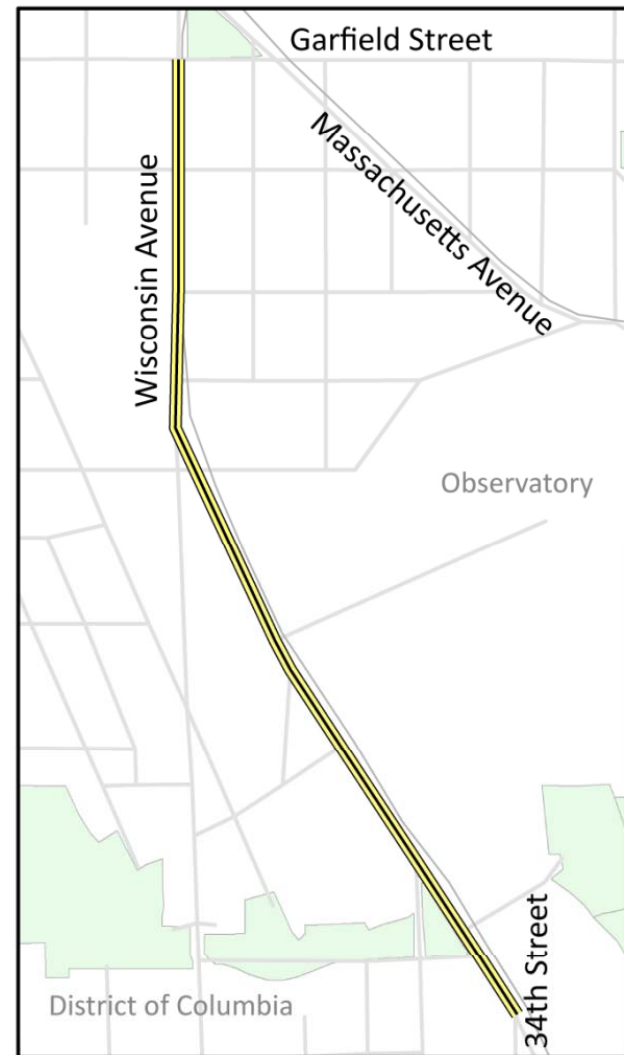
Reconfigure from 6 lanes to 4 lanes with a continuous center left-turn lane.

- Reduce congestion/confusion associated with multiple left turn movements
- Traffic calming and pedestrian safety
- Streetscaping

Complete: 2011

Cost: \$4.7 million

Source: General obligation bonds





Changes to Projects

Maryland

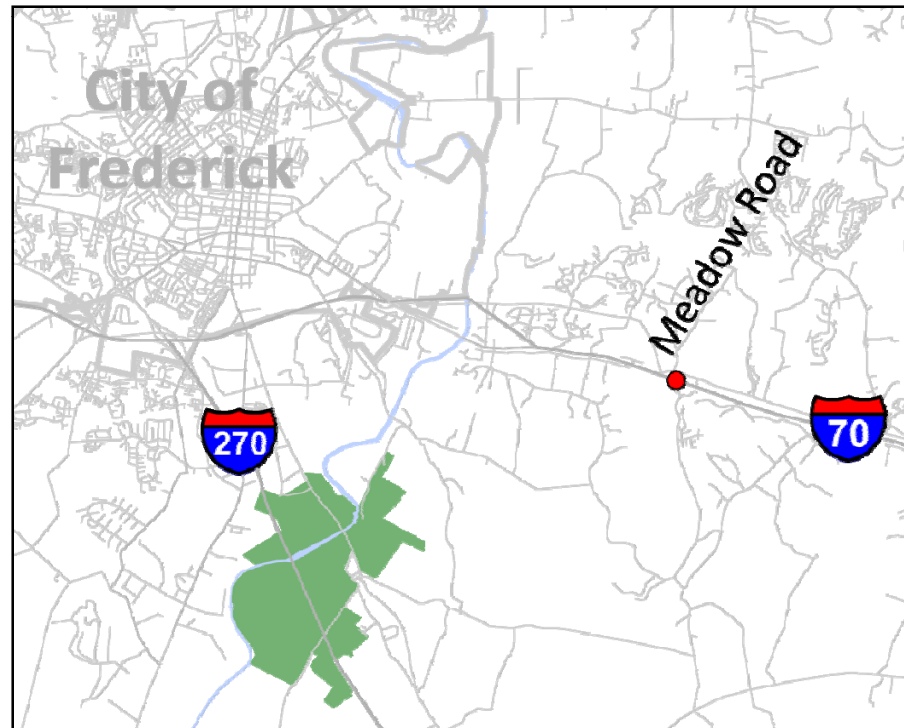
I-70 Interchange at Meadow Road

Reconstruct the interchange of I-70 and Meadow Road to provide missing ramp movements.

Complete: 2016

Cost: \$27 million

Source: Federal and State





Changes to Projects

Maryland

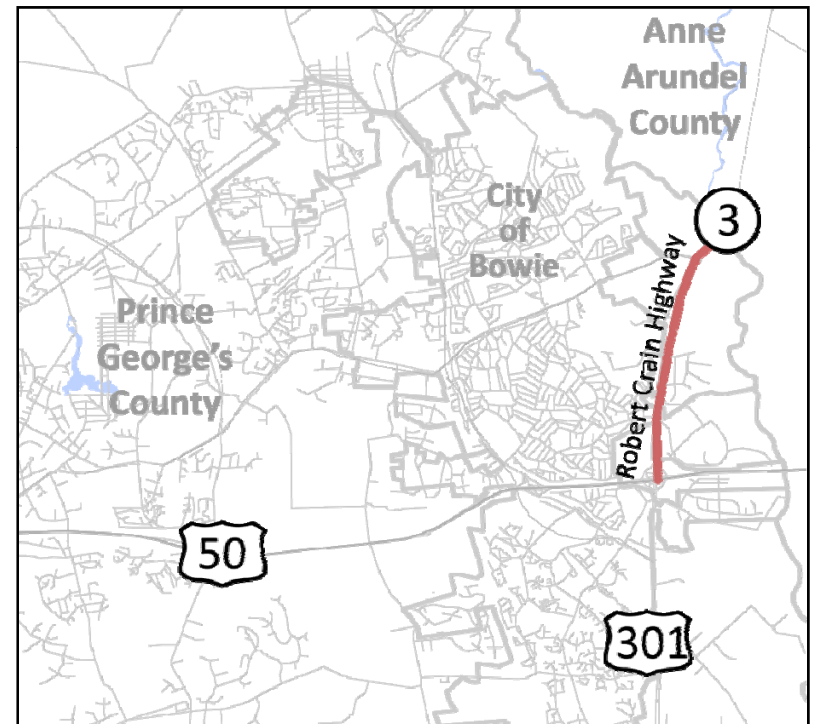
MD 3, Robert Crain Highway US 50 to the Anne Arundel County Line

This project was originally included in the 2009 CLRP, but was removed to shift funding for the implementation of the Purple Line. Funding has been shifted from other projects to include this project in the CLRP once again. MD 3 will be upgraded to a four to six lane roadway with improved access control.

Complete: 2030

Cost: \$399 million

Source: Federal and State funding



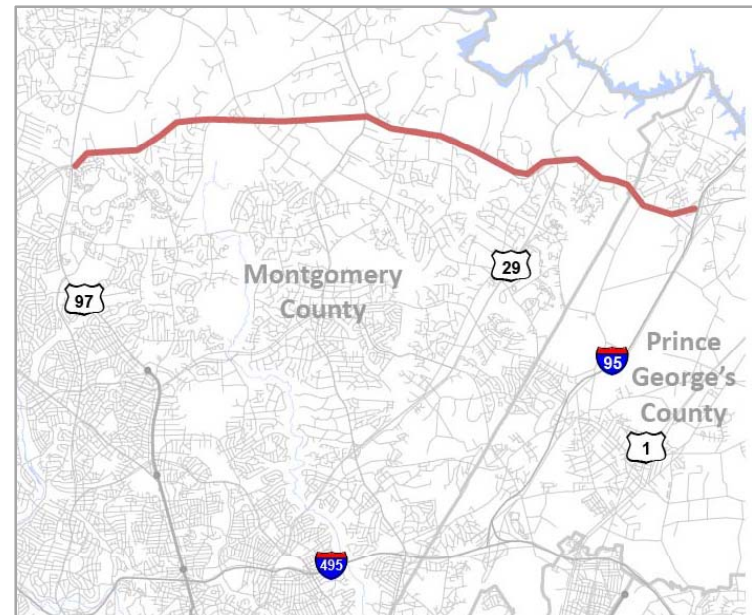


Changes to Projects

Maryland

MD 28, Norbeck Road/MD 198, Spencerville Road from MD 97 to I-95

This project was originally included in the 2009 CLRP, but was removed to shift funding for the implementation of the Purple Line. Funding has been shifted to include this project in the CLRP once again. This project will upgrade the facility to a 4-lane divided highway from MD 97 to Old Gunpowder Road, and to a 6-lane divided highway from Old Gunpowder Road to I-95.



Complete: 2025

Cost: \$352 million

Source: Federal and State funding



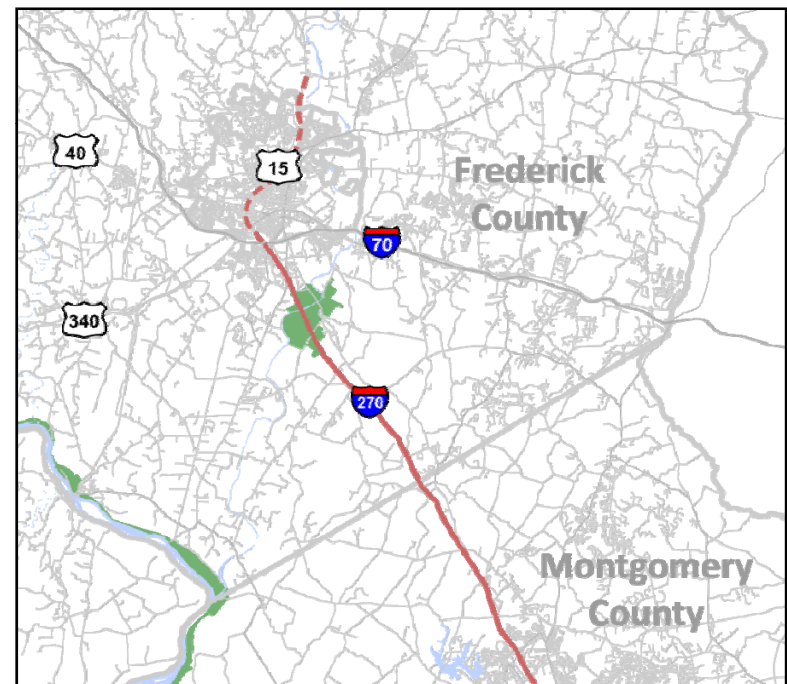
Changes to Projects

Maryland

I-270/US 15 from Shady Grove Metro Station to Biggs Ford Rd.

The limits of this project were previously defined from the Shady Grove Metro Station to I-70. MDOT is proposing to extend the project from I-70 to Biggs Ford Road. This project will implement highway improvements along the corridor.

Length: 7 miles (28 miles total)
Complete: 2030
Cost: \$3.4 billion
Source: Federal and State funding





Changes to Projects

Maryland

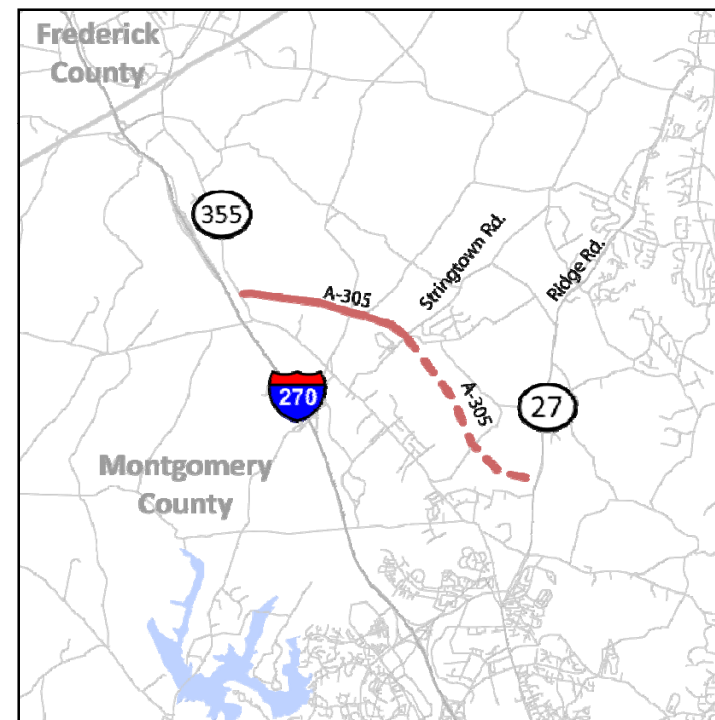
A-305, Mid-County Highway Extended, from MD 355 to MD 27

The limits of this project were previously defined from MD 355 to Stringtown Road. MDOT is proposing to extend the project from Stringtown Road to MD 27. This will construct a new 2 lane roadway from MD 355 to Stringtown Road and a new 4 lane roadway from Stringtown Road to MD 27. This segment of the project was in the 2008 CLRP but had subsequently been removed.

Complete: 2012

Cost: \$12 million

Source: Private





Changes to Projects

Maryland

Projects Delayed or Removed

Projects delayed 10 years or more:

- MD 4, construct interchange at Westphalia Rd. - 2020
- MD 2/4, construct 3 lanes from MD 765 to MD 2/4 at Lusby - 2040

Projects removed from the CLRP:

- I-95/495 interchange at Greenbelt Metro
- US 29 Columbia Pike, upgrade from Sligo Creek Pkwy to Howard Co line
- US 301, upgrade and widen from north of Mount Oak Road to US 50



Changes to Projects

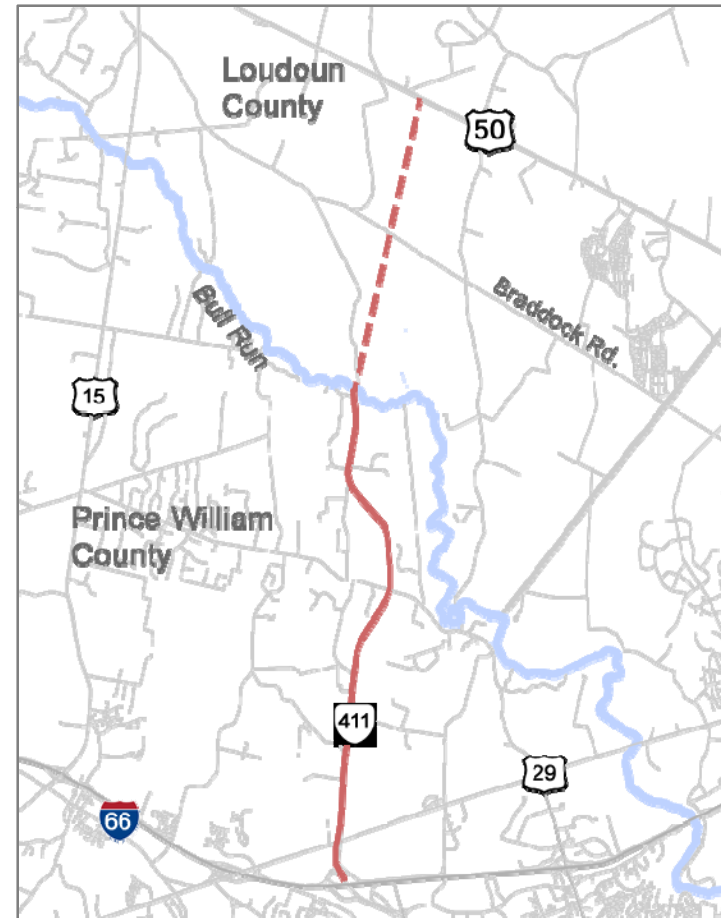
Virginia

VA 411, Tri-County Parkway from VA 234 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





Changes to Projects

Virginia

Projects Delayed or Removed

Projects delayed 10 years or more:

- US 1, bus right turn lanes from VA 235 N to I-95 – 2035
- VA 7/US 15 Bypass, widen to 6 lanes from VA 7 W to US 15 S - 2035
- US 15 (James Madison Highway), widen to 4 lanes from US 29 to I-66 - 2040
- Tri-County Parkway, construct 4 lanes from I-66 to US 50 – 2035
- VA 7 Bypass, widen/upgrade to 6 lanes from US 15 S to VA 7/US 15 E - 2035

Projects removed from the CLRP:

- I-95, construct interchange at VA 7900 (Franconia-Springfield Pkwy)
- US 1, widen to 6 lanes from Stafford Co line to Joplin Rd
- VA 7, widen to 6 lanes from Rt 9 to Market St
- US 15 (James Madison Hwy), widen to 4 lanes from VA 234 to Loudoun Co line
- VA 28 (Centreville Road), widen to 6 lanes from NCL Manassas Park to Old Centreville Rd
- US 50, widen to 8 lanes from I-66 to WCL Fairfax City
- VA 7100 (Fairfax Co Pkwy), widen to 6 lanes from VA 636 to VA 640
- VA 7100 (Fairfax Co Pkwy HOV), construct 2 lanes from VA 640 to VA 7900
- VA 234 (Manassas Bypass), widen/upgrade to 6 lanes from VA 234 (South of Manassas) to I-66 - 2040



How Does the Plan Perform? ■■■■■■

Some of the key goals from the TPB's Vision and COG's Region Forward and Climate Change Reports include:

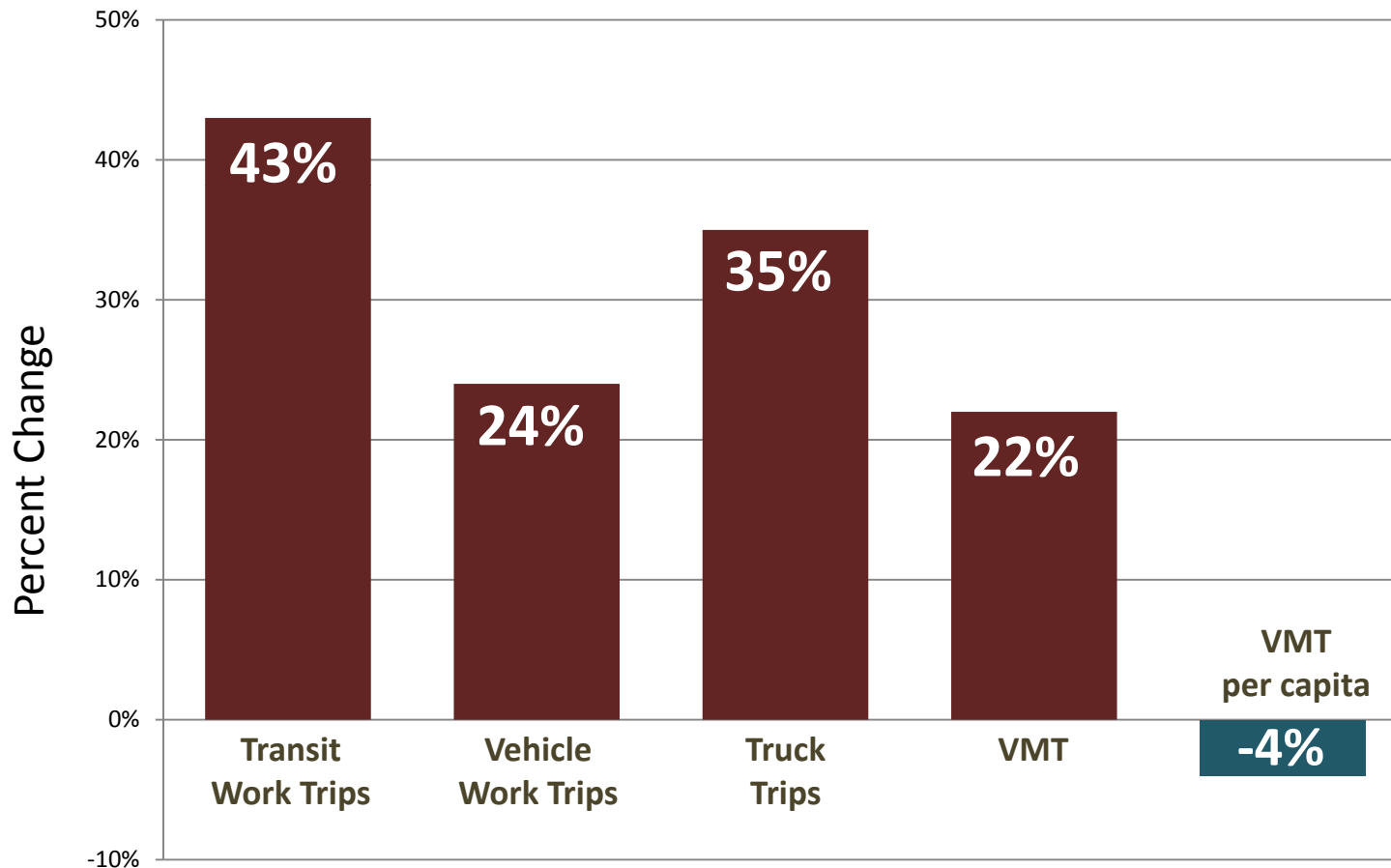
- Reduce Vehicle Miles Traveled (VMT) per capita
- Reduce congestion on the region's highway and transit systems
- Increase accessibility to jobs
- Meet federal air quality standards and reduce mobile-source NOx, VOC and PM emissions
- Reduce mobile-source greenhouse gas emissions
- Increase rate of construction of bicycle and pedestrian facilities



How Does the Plan Perform? ■■■■■■

Goal: Reduce VMT per capita

Change in Travel Forecasts 2011-2040

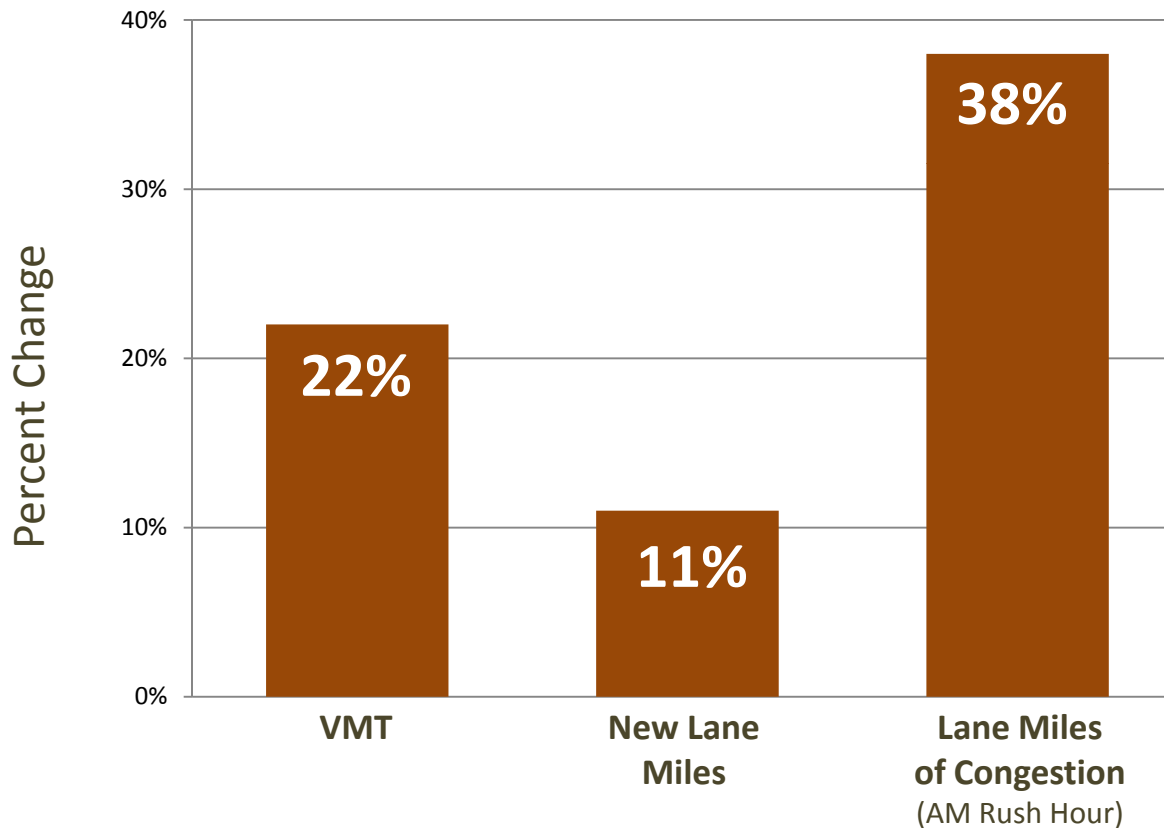




How Does the Plan Perform? ■■■■■■

Goal: Reduce Congestion

Change in Travel Forecasts 2011-2040





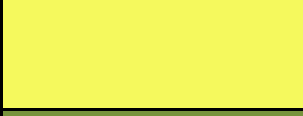












How Does the Plan Perform?

Goal: Reduce Congestion

Peak Hour Metrorail Passenger Loads

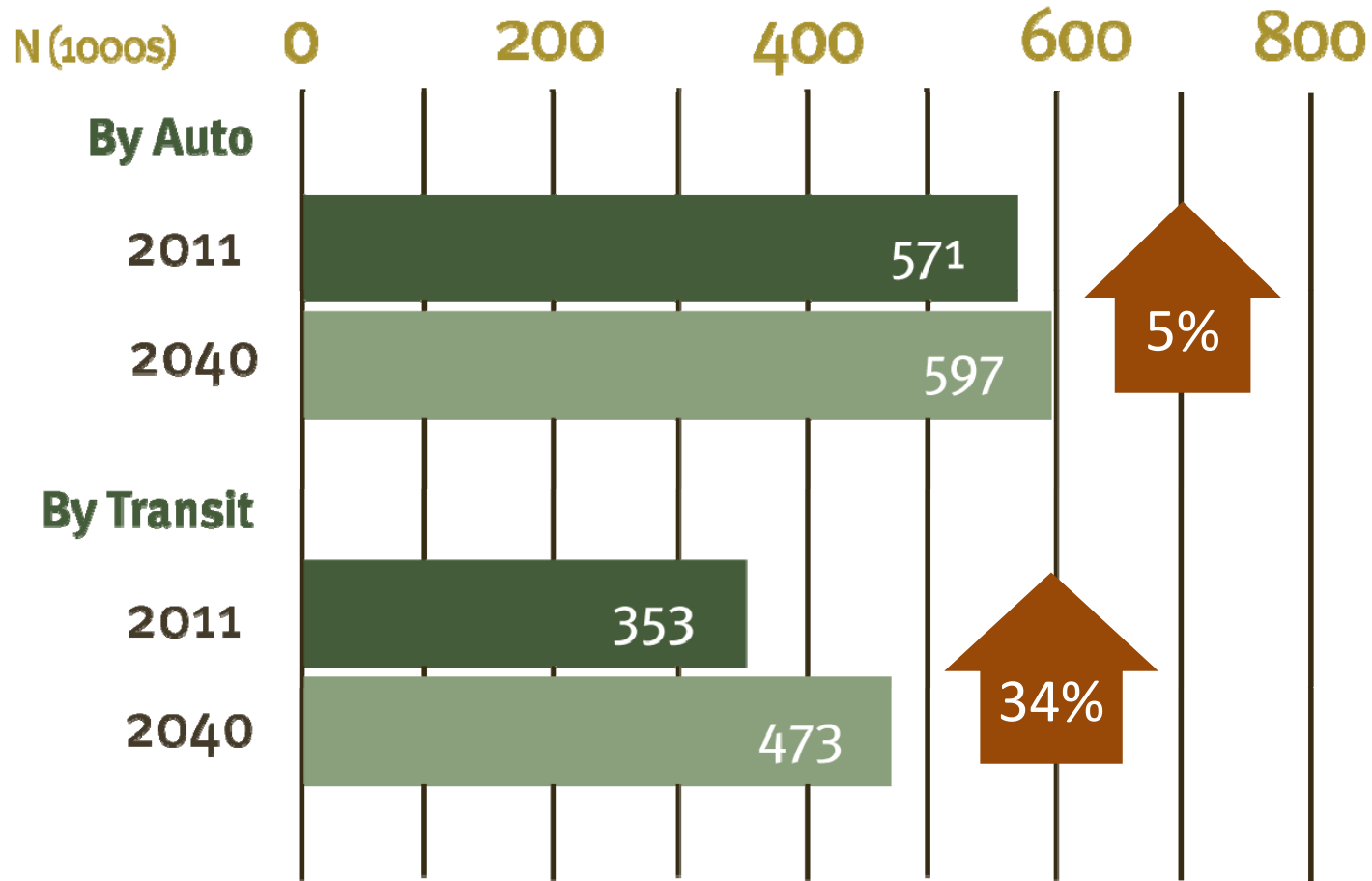
Line	Current	2040
Red		
Blue		
Orange/Silver		
Yellow		
Green		

-  Satisfactory (<100 people per car)
-  Congested (100-120 people per car)
-  Highly Congested (>120 people per car)



How Does the Plan Perform?.....

Goal: Increase Accessibility to Jobs

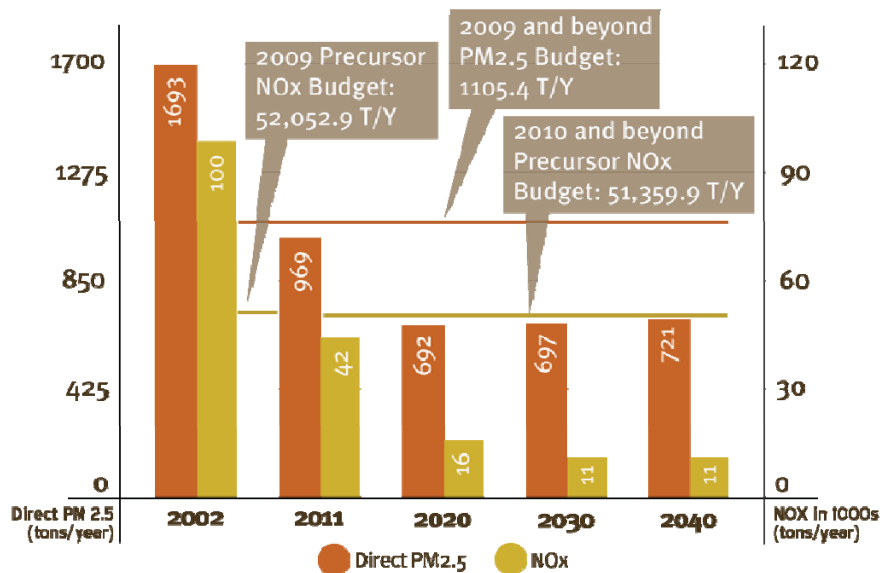
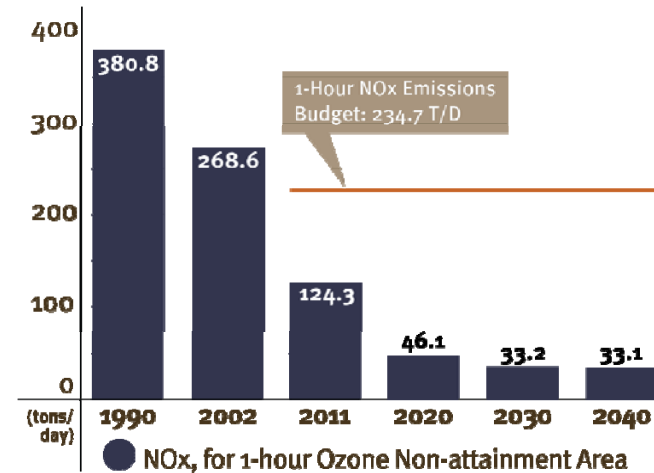
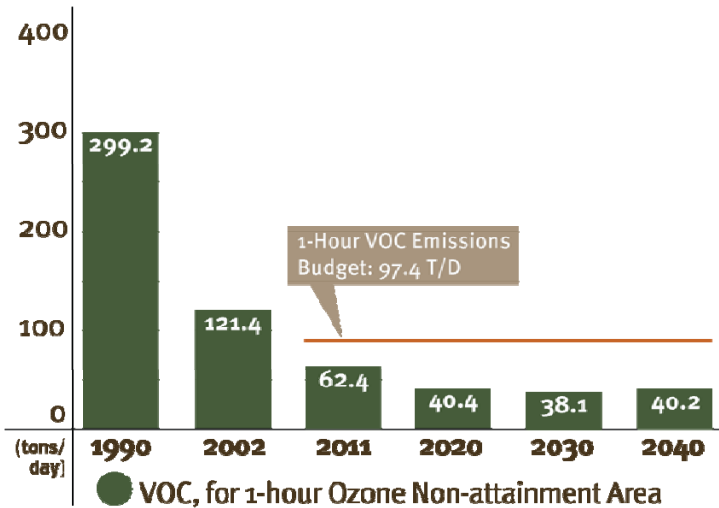


Average Number of Jobs Accessible Within 45 Minutes



How Does the Plan Perform? ■■■■■■

Goal: Meet Federal Air Quality Standards



The CLRP meets federal air quality standards for mobile-source emissions of VOC, NOx, PM and Precursor NOx.



How Does the Plan Perform? ■■■■■■

Goal: Reduce Greenhouse Gas Emissions

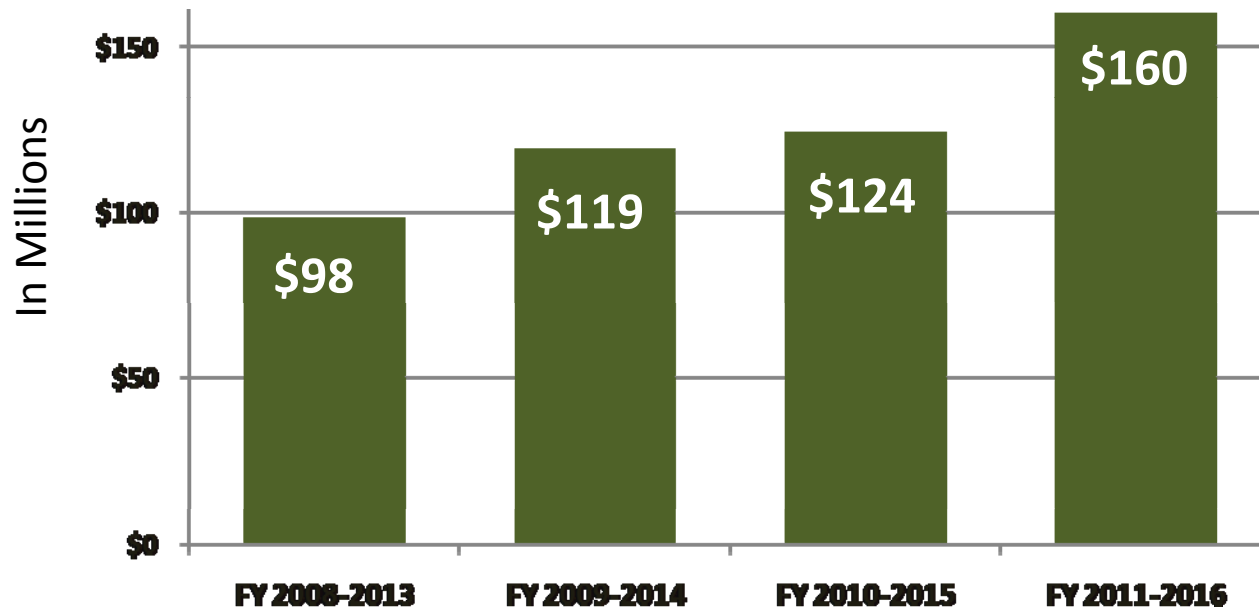




How Does the Plan Perform? ■■■■■■

Goal: Increase Construction of Bike/Ped Facilities

Funding for Exclusive Bicycle and Pedestrian Projects in the TIP has increased each year.



Does not account for road and transit projects that include accommodations for bicycles and pedestrians.



More on the CLRP and TIP Online Searchable Database

National Capital Region Transportation Planning Board

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clrp
Long-Range
Transportation Plan

PROJECTS | ELEMENTS | PROCESS | PERFORMANCE | PARTICIPATION | FEDERAL REGULATIONS | DOCUMENTS

Home > Projects > Search Transportation Projects

Search transportation projects in the... CLRP TIP CLRP & TIP

Jurisdiction:

- ALL ---
- ALL of DC ---
- ALL of Maryland ---
- ALL of Virginia ---
- Arlington County
- Baltimore Washington Region
- Calvert County
- Charles County
- City of Alexandria
- City of Fairfax
- City of Falls Church
- City of Frederick

Submitting Agency:

- ALL ---
- DDOT
- MDOT/State Highway Admini...
- MDOT/Maryland Transit Admi...
- VDOT
- Washington Metropolitan Area
- Arlington Co. DES
- Charles County
- City of Alexandria
- City of Fairfax
- City of Falls Church
- City of Frederick

Project Name:

CLRP Project ID:

TIP Project ID:

Agency Project ID:

Facility: --
Prefix Num Name

Project Description:
(keyword search)

Project Types:

- Interstate
- Primary
- Secondary
- Urban
- Bike/Ped
- Bridge
- Enhancement
- ITS
- Other
- CMAQ
- TERMS
- Federal Lands Highway Program
- Maintenance
- Human Service Transportation Coordination
- Transit

Project Category:

- Operational Program
- Other
- Study
- System Expansion
- System Maintenance

Project Funded for: (TIP search only)

- Construction
- Other
- Planning and Engineering
- R.O.W. Acquisition
- Study

Total Cost: (In \$1,000s)

\$ From \$ To

Projected Completion: From To

www.mwcog.org/clrp