

## **ITEM 10 - Information**

November 28, 2012

### Briefing on the Draft 2012 CLRP Brochure

**Staff Recommendation:** Receive briefing on the draft 2012 CLRP brochure which describes what is in the plan and how the plan performs.

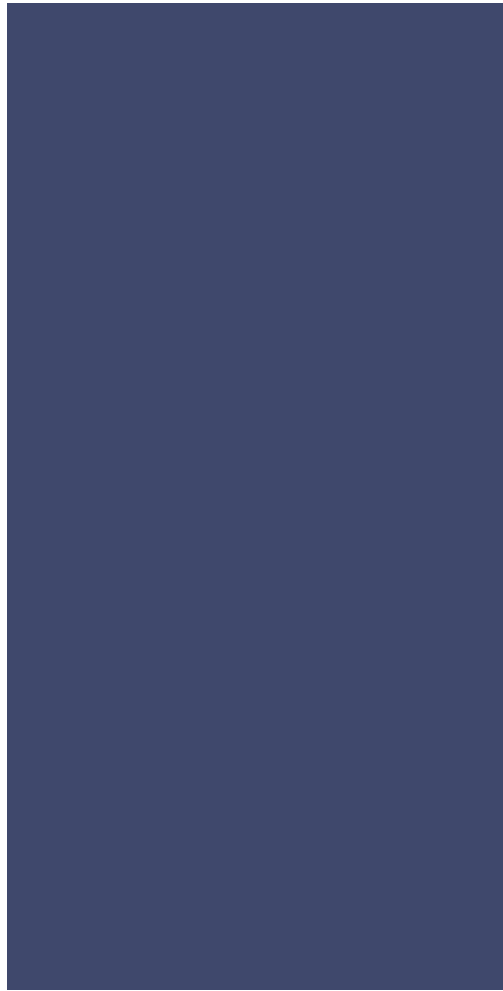
**Issues:** None

**Background:** The 2012 CLRP was adopted by the TPB on July 18, 2012.

The draft brochure can be found online at: <http://www.mwcog.org/2012CLRP/>







THE FINANCIALLY CONSTRAINED  
**LONG-RANGE  
TRANSPORTATION PLAN**  
FOR THE NATIONAL CAPITAL REGION



Adopted July 18, 2012



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## What Is the TPB?

The National Capital Region Transportation Planning Board (TPB) is the entity responsible for coordinating transportation planning at the regional level in the Washington metropolitan area. The TPB is staffed by the Department of Transportation Planning of the Metropolitan Washington Council of Governments (COG).

Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia, and the District of Columbia, local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and non-voting members from the Metropolitan Washington Airports Authority and federal agencies.

The TPB was created in 1965 by local and state governments in the Washington region in response to federal highway legislation requiring the formation of Metropolitan Planning Organizations (MPOs) for metropolitan areas with populations greater than 50,000 people. The TPB became associated with the Metropolitan Washington Council of Governments in 1966, serving as COG's transportation policy committee. In consultation with its technical committee, the TPB directs a continuing transportation planning process carried on cooperatively by the states and local communities in the region.

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## Development of the 2012 CLRP

The Financially Constrained Long-Range Transportation Plan (CLRP) identifies and describes all regionally significant transportation projects and programs that are planned in the Washington metropolitan area between 2012 and 2040. Over 800 projects are included, ranging from simple highway landscaping to billion-dollar highway and transit projects. Of these projects, about 110 are considered to be “regionally significant”. This subset of projects is described beginning on page 10. Some of these projects will be completed in the near future, while others are only in the initial planning stage.

In October 2011, the TPB issued its annual “Call for Projects” to solicit from each agency a list of projects to be added to the CLRP. Project submissions were due at the end of December 2011. Several new highway and transit projects were submitted for both DC and VA. On January 12, 2012, the TPB released the list of proposed additions for a 30-day public comment period.

Following the comment period, the TPB approved the project submissions for inclusion in the air quality conformity analysis on February 15. This analysis was conducted to make sure the proposed changes would not impact the region’s ability to meet federally designated air quality standards.

On June 14, 2012, the TPB released drafts of the CLRP, the FY 2013-2018 TIP and the related Air Quality Conformity Assessment for a 30-day public comment period. The TPB reviewed and responded to the public comments before approving the CLRP, TIP and Conformity Assessment on July 18, 2012.

### Public Involvement

Federal regulations require that the TPB develop and use a public participation plan that provides “reasonable opportunities” for interested parties to comment on the CLRP and TIP. The TPB adopted a formal Participation Plan in December 2007 that outlines public involvement activities for constituencies with different levels of understanding and interest in regional transportation-planning processes.

In addition, the TPB is regularly advised by two citizen-led committees that report directly to the Board: the Citizens Advisory Committee (CAC) and the Access for All Advisory Committee (AFA).

The CAC promotes public involvement in the region’s transportation planning efforts, and provides independent, region-oriented citizen advice to the TPB on transportation plans, programs and issues. Its members include individual citizens and representatives of environmental, business, and civic interests concerned with regional transportation matters.

To ensure ongoing participation from low-income and minority communities and people with disabilities, the TPB created the Access for All Advisory (AFA) Committee to advise the Board on transportation issues, programs, policies and services that are important to these communities, and to ensure their concerns are being addressed by the TPB process.

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The TPB's planning area covers the District of Columbia and surrounding jurisdictions in Northern Virginia and Suburban Maryland. This area reflects the membership of the TPB. While the TPB's travel demand

models look at a much larger area ("Modeled Area") the analyses detailed later in this document will refer specifically to the TPB Planning Area shown in Figure 1 below.

## TPB Planning Area

**FIGURE 1: TPB MODELED AND PLANNING AREAS**







## The TPB Vision

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“The Vision” is the guiding policy document of the TPB, laying out eight broad goals and several objectives and strategies to shape the region’s transportation investments. The Vision was unanimously approved in 1998 by the TPB after an extensive public outreach and consensus-building effort that lasted three years.

The objectives and strategies included in the TPB Vision provide policy guidance for achieving the broad goals for the region. The Vision is not a plan with maps or lists of specific projects. Instead, it is a policy guide for long-range planning at the system level. The various jurisdictions in the region are expected to pursue policies and projects that contribute to its specific elements.

Amid the diverse needs and opinions in the region, The Vision emphasizes the commonality of values and is a symbol of regional consensus.





## TPB Vision Goals

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1. The Washington metropolitan region's transportation system will provide reasonable access at reasonable cost to everyone in the region.
2. The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the entire region, including a healthy regional core and dynamic regional activity centers with a mix of jobs, housing and services in a walkable environment.
3. The Washington metropolitan region's transportation system will give priority to management, performance, maintenance and safety of all modes and facilities.
4. The Washington metropolitan region will use the best available technology to maximize system effectiveness.
5. The Washington metropolitan region will plan and develop a transportation system that enhances and protects the region's natural environmental quality, cultural and historic resources, and communities.
6. The Washington metropolitan region will achieve better inter-jurisdictional coordination of transportation and land use planning.
7. The Washington metropolitan region will achieve an enhanced funding mechanism(s) for regional and local transportation system priorities that cannot be implemented with current and forecasted federal, state, and local funding.
8. The Washington metropolitan region will support options for international and interregional travel and commerce.



## TPB Planning Activities

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Development of the CLRP is directly influenced by many planning activities that are conducted by the TPB and its sub-committees. Some of these planning activities have led to the inclusion of new programs and projects in the CLRP. The Street Smart safety program, for instance, was developed by the TPB's Bicycle and Pedestrian Subcommittee. Other activities don't correlate specifically to any program or project, but are just as crucial in addressing the performance of the region's long-range plan for transportation.



## Transportation & Land-Use Coordination

Coordinating transportation and land-use provides congestion, air quality, and quality of life benefits for the region. Coordination of transportation and land-use planning in the Washington metropolitan region is achieved through three major efforts. First, the Cooperative Forecasting Program at COG enables local and regional planning to be coordinated by using common assumptions about future growth and development. Secondly, a composite land-use and transportation map of the region identifies areas of the region called regional activity centers that are intended to have a mix of jobs, housing and services in a walkable environment, and is integral to scenario planning efforts undertaken by the TPB. Thirdly, through the Transportation/Land-Use Connections (TLC) program, the TPB offers assistance to local jurisdictions that are addressing the "how-to" challenges related to improving transportation/land-use coordination.

## Human Service Transportation Coordination

Our regional transportation system must serve the needs of all who rely on it. Some transportation-disadvantaged groups—especially persons with disabilities, older adults, individuals with income limitations, and those with limited English proficiency—have specialized needs that require focused planning and coordination efforts. The TPB has taken the lead in the Washington region to improve coordination on behalf of these transportation-disadvantaged groups through its Human Service Transportation Coordination Task Force. Between 2007 and 2012, the TPB has awarded 59 grants totaling approximately \$21 million through the Job Access Reverse Commuter (JARC) and New Freedom programs to provide needed services to these populations.







## Air Quality Planning

In the same way that the CLRP must be financially constrained, it must also, under federal law, conform to air quality improvement goals. Each update of the CLRP must be tested to ensure the projects in the plans, when considered collectively, meet general regulatory requirements as well as the requirements of each of the states' State Implementation Plans (SIPs) as called for by the 1990 Clean Air Act Amendments.

## Transportation Demand Management

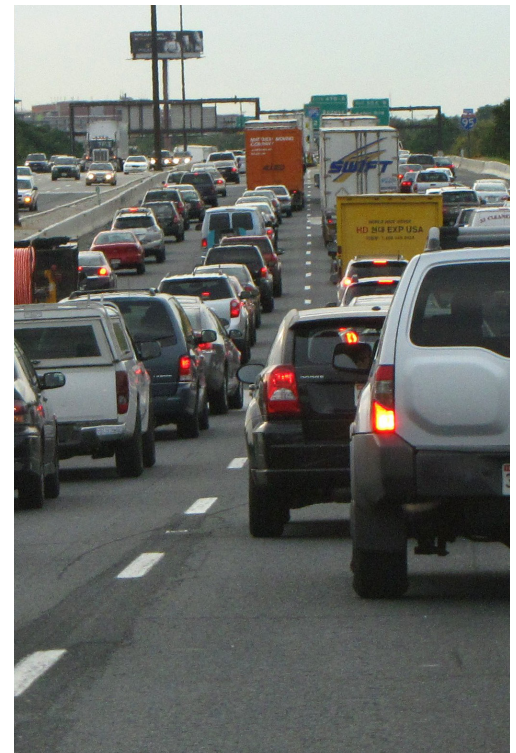
Transportation Demand Management (TDM) strategies seek to lessen the demand on our region's transportation systems by reducing the number of vehicle trips in the region, total vehicle miles of travel, or both. These measures reduce roadway congestion and vehicle emissions by promoting alternative modes of transportation like ridesharing, public transit, bicycling and walking, and teleworking. TPB's Commuter Connections program uses a variety of marketing and outreach efforts to assist employees and employers with alternate commute options.



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## Congestion Management and Operations

Efficiently and effectively using existing and future transportation facilities can reduce the need for highway capacity increases for single occupancy vehicles (SOVs). Congestion management and operations are achieved through two major efforts. First, The TPB established a Congestion Management Process (CMP) to provide information on transportation system performance, and to consider alternative strategies to alleviate congestion and enhance the mobility of persons and goods. Second, the TPB's Management, Operations, and Intelligent Transportation Systems (MOITS) program studies ways in which transportation technology can offer short-term operational needs that can be included in the CLRP and implemented to help reduce congestion.



## Freight Planning

Freight transportation – the movement of goods into, through, or out of our region – has a significant impact on both our regional economic competitiveness and infrastructure. The TPB is committed to giving full consideration to freight and goods movement needs in the overall regional transportation plan, through coordinated freight planning, stakeholder outreach and input, and identifying critical freight needs. The TPB’s National Capital Region Freight Plan (2010), the first regional freight plan ever adopted by the TPB, describes the planning context for freight and the TPB’s freight program, current and future freight conditions in the region, land-use and environmental factors, and safety and security considerations. The National Capital Region Freight Project Database, compiled in conjunction with the report, contains projects beneficial to freight movement within the region.



## Ground Access to Airports

The need to maintain convenient access to the region’s airports for local residents, business travelers, visitors, and freight carriers is important to a growing region. Accordingly, the TPB has developed a Ground Access Element to be included in the Regional Airport System Plan that provides analysis of current and forecast ground access concerns at all three commercial airports, integrates airport system ground access and facility planning into overall regional transportation planning, and develops recommendations for essential highway and transit improvements needed to maintain efficient and convenient ground access to the region’s airports in the future.





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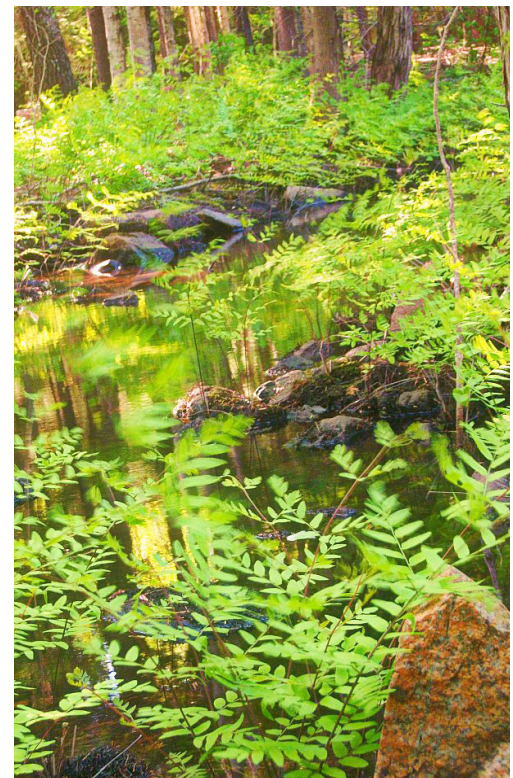


## Climate Change Mitigation

In addition to ensuring that federally mandated conformity requirements are met for air quality, the TPB also analyzes carbon dioxide (CO<sub>2</sub>) emissions as a performance measure with each update of the CLRP. In 2010 the TPB compiled the “What Would it Take” (WWIT) scenario, the first major climate change and transportation study for the Washington region. The study focused on the transportation sector to understand what could be done to reduce mobile CO<sub>2</sub> emissions throughout the region.

## Environmental Consultation

The TPB consults with natural resource, conservation, environmental protection, and historic preservation agencies regarding the development of the CLRP. These agencies provide comments on the plan, contacts for future engagement, and environmental GIS data. These regional data are used to create maps of environmental and/or culturally sensitive areas for comparison with the CLRP. This comparison helps identify potential activities to moderate the environmental impacts of the long range transportation plan. Moving forward, the level of coordination between the TPB and environmental experts will increase in order to pursue advanced mitigation strategies related to transportation planning.





## Bicycle & Pedestrian Planning

Recognizing the congestion, health, environmental, and other benefits of bicycle and pedestrian projects to the region's transportation system, the TPB engages in two primary planning efforts to promote the expansion of bicycle and pedestrian facilities. The Bicycle and Pedestrian Plan provides a detailed overview of the existing bicycle and pedestrian facilities in the region and identifies both funded and unfunded priority projects. Additionally, each year the TPB's Bicycle and Pedestrian Subcommittee selects a short list of unfunded or partially funded high-priority bicycle and pedestrian projects which are recommended for inclusion in the Transportation Improvement Program (TIP), which lists projects and programs that will be funded in the region in the next six years.

## Bus Planning

High-quality regional bus service depends on successfully linking different services, routes, stops, and stations in ways that make bus travel easier for passengers to use, and it requires linking operating facilities, maintenance shops, and storage yards in ways that make bus service more efficient and cost-effective for public agencies to provide. Supplying customer information where and when needed and facilitating transfers within and among the services of multiple transit operators and other travel modes are also essential. The TPB's bus planning efforts, spearheaded by the Regional Bus Subcommittee, seek to facilitate the regional coordination required in order to provide such high-quality services. In February 2010, the TPB was awarded \$58.8 million in Transportation Investment Generating Economic Recovery (TIGER) grants for that will help implement a regional Bus Priority Network.





## Transportation Safety

Over 280 people die and 36,000 are injured in traffic crashes every year in the Washington region. Improving safety for all modes is critical to improving quality of life and improving access for all of the region’s residents. In pursuit of this goal, the TPB Vision calls on member jurisdictions to provide safer transportation facilities for pedestrians, bicyclists, and persons with special needs, ensure better enforcement of traffic laws and motor carrier safety regulations, and achieve national targets for seatbelt use and appropriate design of facilities. The TPB also conducts a yearly “Street Smart” campaign to raise awareness and promote safer behavior among drivers, pedestrians, and bicyclists.



## Emergency Preparedness & Transportation Security

Every day, transportation agencies handle incidents such as crashes and breakdowns on their systems. But in incidents that become large-scale, such as those necessitating an official declaration of an emergency from a chief official, transportation becomes one of a number of support functions critical to a public safety agency-led response. TPB coordinates with COG’s public safety and emergency management committees to ensure that the region’s transportation systems work in concert with other regional systems that are essential to emergency response, coordination, and recovery for a major emergency.



## New Projects and Significant Changes

While the programs described in the previous section seek to make the most out of the investments the region has made in its existing transportation system, there is also a continuing need for new roadway and transit capacity in the region. This section describes the investments in new capacity the region is planning to make over the next thirty years. The following projects and changes were approved for addition into the 2012 CLRP, as approved by the TPB on July 18, 2012.

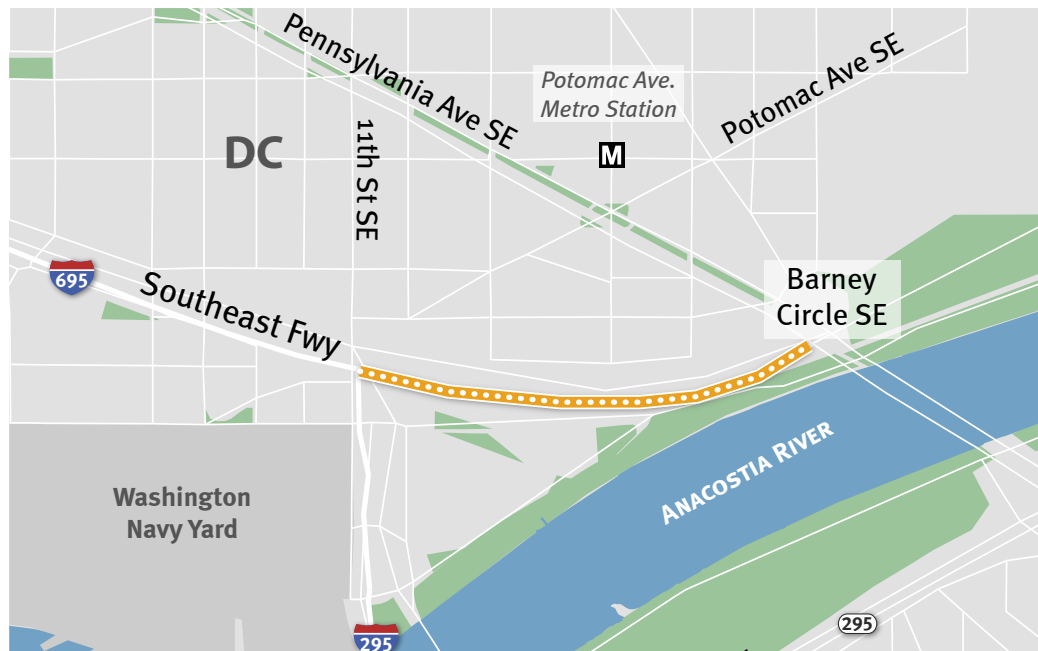
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### 1. Southeast Boulevard from 11th Street Bridge to Barney Circle



Once the 11th Street SE Bridge fully connects I-695 (Southeast Freeway) and I-295 in both directions in 2013, the segment between 11th Street SE and Barney Circle/ Pennsylvania Avenue will become obsolete. This project proposes to convert that segment of the Southeast Freeway to an urban boulevard, connected to Barney Circle, with an at-grade intersection.

Complete: 2015  
Length: 0.5 mile  
Cost: \$80 million  
Funding: Federal, Local and Private



## 2. Bus Rapid Transit from the Van Dorn Metro Station to the Pentagon Metro Station

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This project will construct and operate a Bus Rapid Transit (BRT) service that will connect the Van Dorn Metro Station to the Pentagon Metro Station via the Mark Center. The line will split into two spurs at the Mark Center. The BRT spur will continue north on Beauregard Street, serving the Northern Virginia Community College at Braddock Road, turn east on S. Arlington Mill Drive to serve the Shirlington Transit Center, then continue on I-395 to the Pentagon. A separate rapid bus spur will travel on the I-395 HOV lanes from the Mark Center directly to the Pentagon.

The BRT alignment will operate in dedicated lanes where possible, and may include additional elements such as pre-board payment, transit signal priority, improved bus shelters/stops, and branded vehicles. The rapid bus alignment will contain some of the same features as BRT but will operate in shared lanes. Buses will run every 7.5 minutes during peak periods.

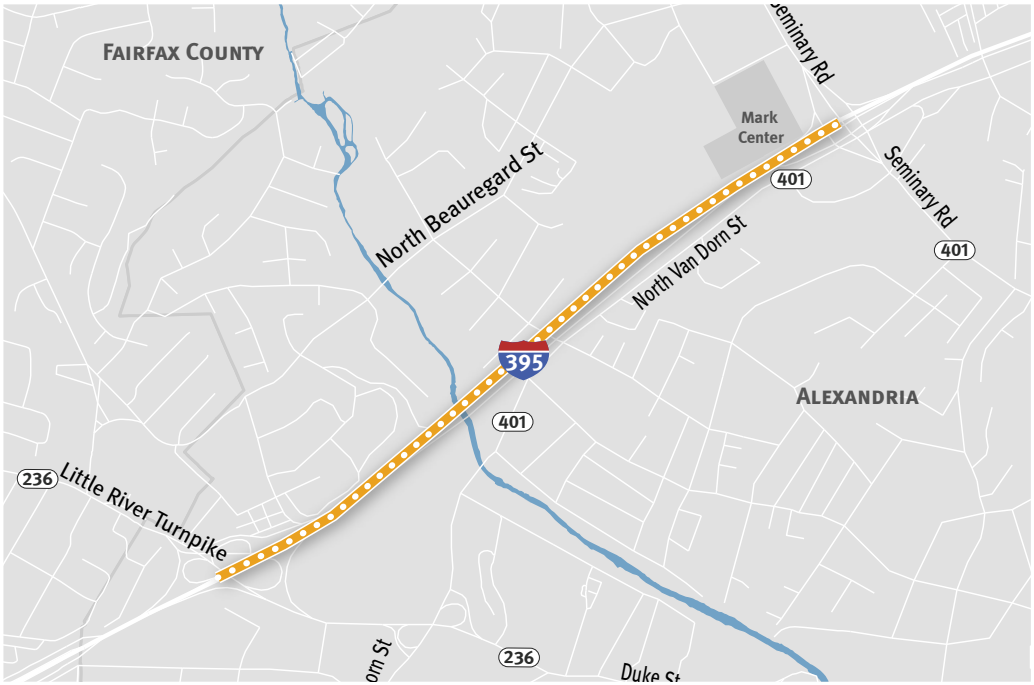
Complete: 2016  
Length: 6.5 miles  
Cost: \$100 million  
Funding: Federal, Local and Private





### 3. I-395 Auxiliary Lane, Northbound from Duke Street to Seminary Road

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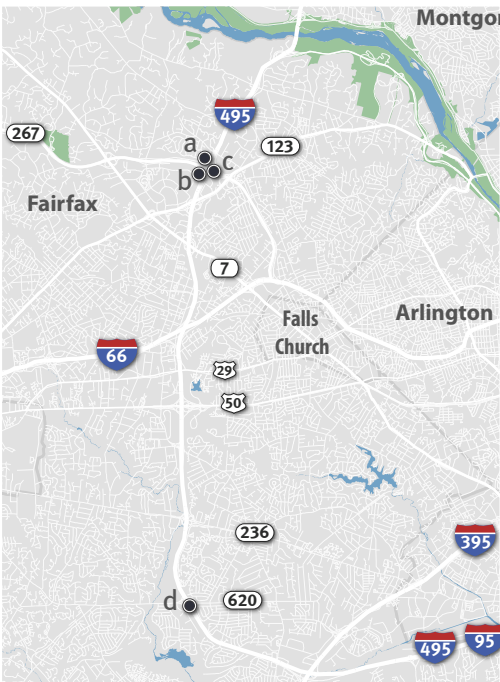


This project will construct an auxiliary lane on northbound I-395 connecting the Duke Street on ramp to the off ramp at Seminary Road.

Complete: 2015  
 Length: 1 mile  
 Cost: \$20 million  
 Funding: Federal and State



### 4. Date Change on I-495 HOT Lanes Interchanges



The 2011 CLRP includes the widening of the Capital Beltway to include a system of HOT lanes from the American Legion Bridge to the Backlick Road underpass. As part of the larger I-495 HOT lanes project, VDOT is proposing to advance the completion dates of four interchanges from 2030 to 2013:

- a & b: Two interchanges at VA-267 Dulles Toll Rd
- c: One interchange at Dulles Airport Access Highway
- d: One interchange at VA-620 (Braddock Rd)

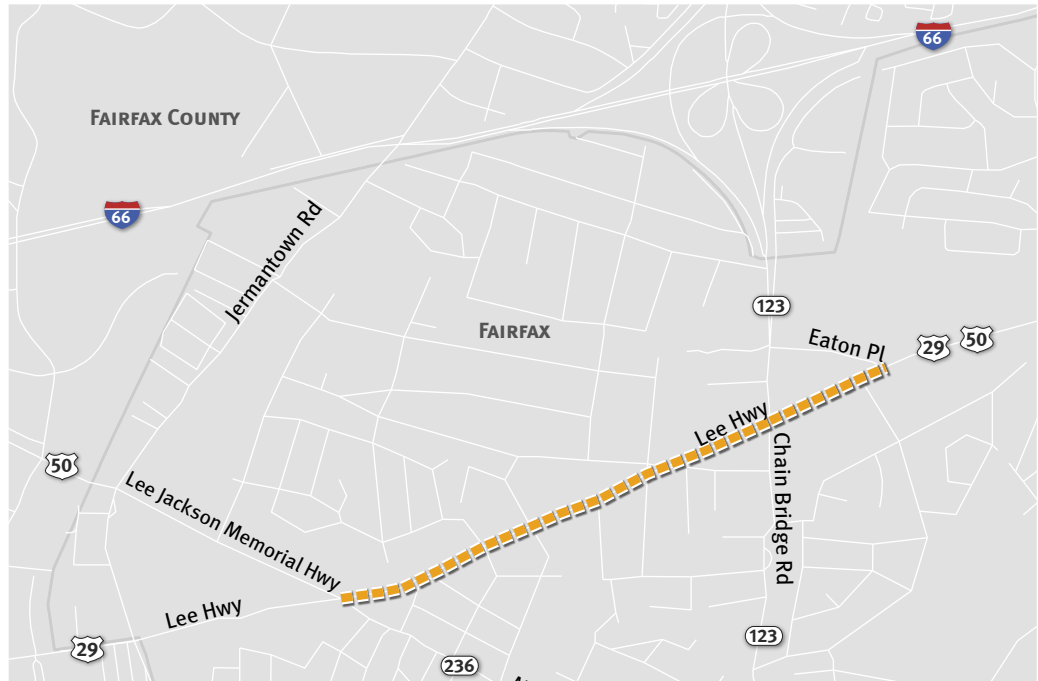




## 5. Remove Widening of US 29 from US 50 to Eaton Place

The 2011 CLRP includes the widening of US 29, Lee Highway from four to six lanes in the City of Fairfax between US 50 and Eaton Place. VDOT proposes to remove this project from the CLRP.

~~Complete: 2013~~  
~~Cost: \$30.2 million~~



## 6. Manassas National Battlefield Park Bypass

This project will construct a four lane bypass for US 29 to the north of the Manassas National Battlefield Park. Two segments of the project are already included in the plan:

- a portion of the Tri-County Parkway (improvements to Pageland Lane),
- and widening of VA 234, Sudley Road.

The remaining portion will construct a new four lane facility from Sudley Road to east of the intersection of US 29 and Paddington Lane. Once the Bypass is complete, about four miles of US 29 and three miles of Sudley Road located inside the Park will be closed.

Complete: 2035  
Length: 9 miles  
Cost: \$305 million  
Funding: Federal, State and Local



# Major Highway Improvements

## In the 2012 Constrained Long-Range Transportation Plan

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### 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 bet. 2nd and 3rd St, 2016
3. 11th Street Bridge reconstruction, 2013
4. **Southeast Boulevard, downgrade and construct urban boulevard, 2015**
5. South Capitol St./Bridge Reconstruction, including intersection with Martin Luther King Jr. Blvd, 2015, 2016
6. Wisconsin Ave, reconfigure from 4, 6 lanes to 4 lanes with a continuous left-turn lane, 2012

### Maryland

7. I-270/US 15 Corridor, Shady Grove to Biggs Ford Rd., widen and HOV, 2030
8. I-270, reconstruct interchange at MD 121, 2016
9. I-270, interchange at Watkins Mill Rd. Ext., 2016
10. I-70, widen to 6 lanes, 2020
11. I-70, interchange at Meadow Rd, 2020
12. I-95, interchange and CD lanes at Contee Road, 2016
13. I-95/495: Branch Avenue Metro access improvements, construct 8 lanes, 2020
14. Baltimore Washington Parkway at MD 193, Intersection Improvement, 2025
15. US 1, widen to 6 lanes reconstruct 4 lanes, 2020
16. US 301 From Charles County, MD to King George County, VA, 2030
17. US 15, reconstruct at Monocacy Blvd, 2016
18. US 29 at Musgrove/Fairland Rd, 2025
19. US 340/US 15, interchange at Jefferson Tech Park, 2016
20. US 50, westbound ramp to Columbia Park Road, 2025
21. MD 117, widen to 4 lanes, 2025
22. MD 118 (Germantown Rd.), widen to 4 lanes, 2020
23. MD 124, widen to 6 lanes, 2020
24. MD 197, widen to 4/5 lanes, 2025
25. MD 200, Intercounty Connector (ICC) Between I-95 and Baltimore Ave. (US 1), 2014
26. MD 202, reconstruct 6 lanes, 2020
27. MD 210, upgrade 6 lanes and interchange improvement, 2020, 2030
28. MD 223, widen to 4 lanes, 2020
29. MD 27, widen to 6 lanes, 2020
30. MD 28/MD 198, widen to 4, 6 lanes, 2025
31. MD 3, widen to 6 lanes, 2030
32. MD 355, construct 6 lanes, interchange at Montrose/Randolph Road, 2015, 2020
33. MD 4, widen to 6 lanes, upgrade with interchanges at Westphalia Road and Suitland Parkway, 2016, 2020, 2035
34. MD 450, widen to 4 lanes, 2016
35. MD 5, upgrade, widen to 6 lanes, including interchanges, 2016, 2025
36. MD-83, construct 4, 6 lanes, 2020
37. MD 85, widen to 4, 6 lanes, 2020
38. MD 97, construct 2 lanes, 2020
39. MD 97, upgrade intersection at MD 28, 2030
40. MD 97, upgrade intersection at Randolph Road, 2015
41. Middlebrook Road Extended, widen, construct 4 lanes, 2020
42. Montrose Parkway East, construct 4 lanes, 2015
43. Randolph Road, widen to 5 lanes, 2014
44. Suitland Parkway, interchange at Rena/Forestville Road, 2025
45. Watkins Mill Road Extended, construct 6 lanes, 2012

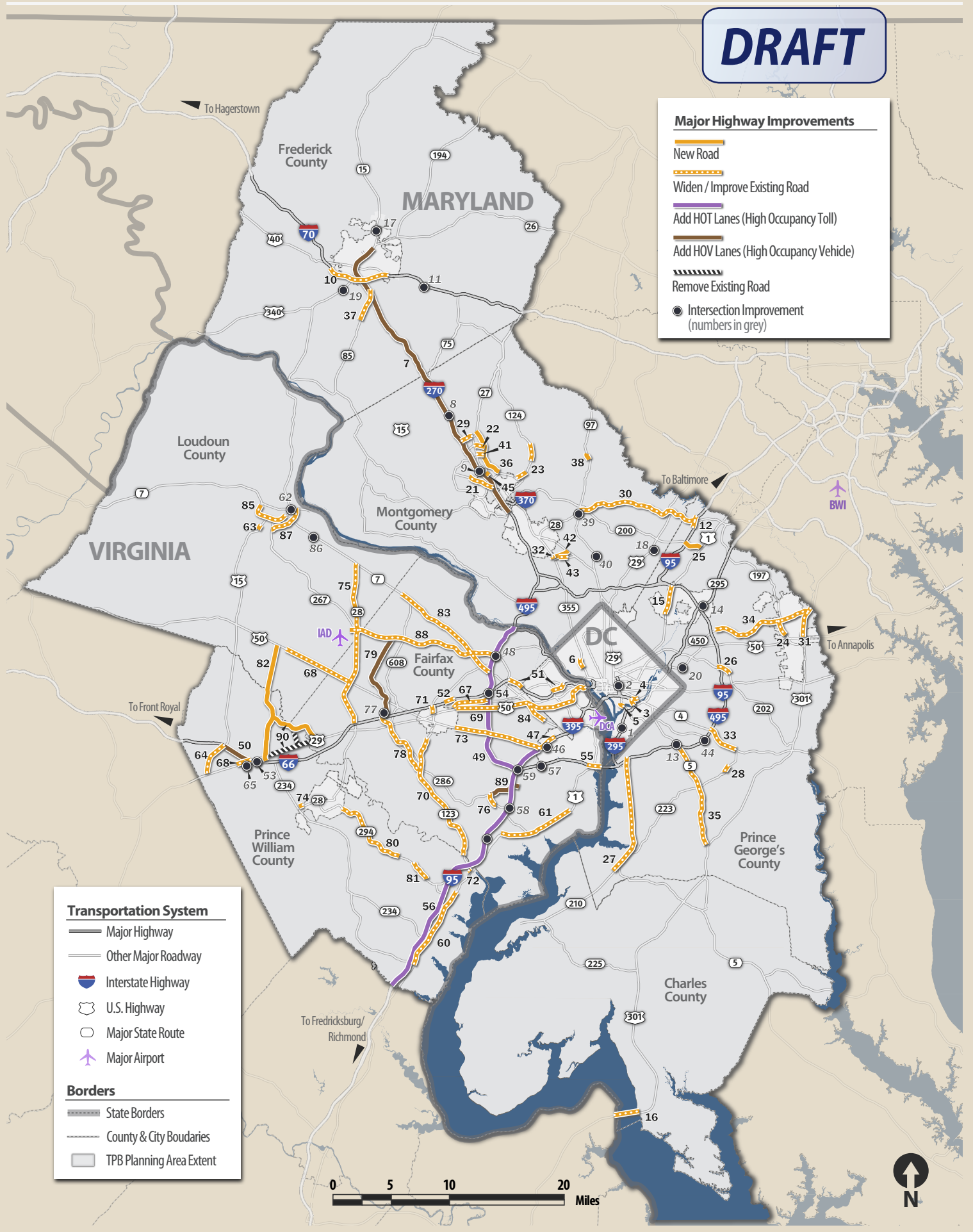
### Virginia

46. I-395 HOV lanes reversible ramp at Seminary Rd., 2015
47. **I-395 Auxiliary Lanes northbound Duke St. on ramp to Seminary Rd. off ramp, 2015**
48. **I-495 HOT lanes interchange at VA-267 (Dulles toll Rd.) and Dulles Airport Access Rd., 2013**
49. I-495 High Occupancy/Toll (HOT) lanes, Transit Service, 2013
50. I-66 HOV, includes interchange reconstruction at US 15, 2018
51. I-66, construct 3 lanes, 2020
52. I-66, construct HOV ramps to access Vienna Metro Station, 2014
53. I-66, reconstruct interchange at US 29, 2014
54. I-66/I-495, reconstruct interchange, 2013
55. I-95, construct approaches to Woodrow Wilson Bridge, 2013
56. I-95/395 HOT Lanes, widen, construct 1, 2 additional lanes and bus service, 2015
57. I-95/495, reconstruct interchange at VA 613, 2025
58. I-95/Fairfax County Parkway, enhanced interchanges for improved access to Fort Belvoir, 2013, 2015, 2020
59. I-95/I-395/I-495, interchange access ramps to I-495 HOV, 2013
60. US 1, widen to 6 lanes, 2012, 2014, 2025
61. US 1, widen to 6 lanes, 2020, 2025
62. US 15 Bypass, interchange at Edwards Ferry Road, 2035
63. US 15, widen to 4 lanes, 2015
64. US 15, widen to 4 lanes, 2040
65. US 29, interchange at VA 55, 2014
66. US 29, widen to 5, 6 lanes, 2014
67. US 29, widen to 6 lanes, 2012, 2013
68. US 50, widen to 6 lanes, 2014, 2025
69. US 50, widen/reconstruct 6 lanes including interchanges, 2013, 2015, 2025
70. VA 123, widen 6 lanes, 2025
71. VA 123, widen to 6 lanes, 2014
72. VA 123, widen to 6 lanes, 2017
73. VA 236, widen to 6 lanes, 2025
74. VA 28, widen to 6 lanes, 2017
75. VA 28, widen to 8 lanes with interchanges, 2025
76. VA 286 (VA 7100), construct 4, 6 lanes with interchanges at Franconia Pkwy. and Boudinot Dr., 2012, 2013, 2025
77. VA 286 (VA 7100), interchange at Fair Lakes Parkway, 2013
78. VA 286 (VA 7100), widen to 6 lanes, 2020
79. VA 286 (VA 7100), Fairfax County Parkway HOV, widen and upgrade to 6, 8 lanes, 2035
80. VA 294, widen to 6 lanes, 2015
81. VA 294, widen to 6 lanes, 2040
82. VA 411 Tri-County Parkway, construct 4 lanes, 2035
83. VA 7, Leesburg Pike, widen to 6, 8 lanes, 2014, 2025, 2030
84. VA 7, widen to 6 lanes, 2025
85. VA 7/US 15 Bypass, widen to 6 lanes, 2040
86. VA 7, intersection improvements at Belmont Rigde Rd., 2015
87. Battlefield Parkway, construct 4 lanes, 2012, 2020
88. Dulles Access Road, widen to 6 lanes including interchange reconstruct at I-495, 2017
89. Franconia/Springfield Parkway HOV with interchange at Neuman St., 2020, 2025
90. **Manassas Battlefield Bypass, 2035**

Note: Projects in **bold** are new to the 2012 CLRP

**FIGURE 2: MAJOR HIGHWAY, HOV AND HOT IMPROVEMENTS**

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**Major Highway Improvements**

- New Road
- Widen / Improve Existing Road
- Add HOT Lanes (High Occupancy Toll)
- Add HOV Lanes (High Occupancy Vehicle)
- Remove Existing Road
- Intersection Improvement (numbers in grey)

**Transportation System**

- Major Highway
- Other Major Roadway
- Interstate Highway
- U.S. Highway
- Major State Route
- Major Airport

**Borders**

- State Borders
- County & City Boundaries
- TPB Planning Area Extent





# Major Transit Improvements

## In the 2012 Constrained Long-Range Transportation Plan

### DC

1. Anacostia Street Car Project Phase I, 2012, 2016
2. DC Streetcar - H St/Benning Rd NE, 2013, 2016
3. K Street Transitway, 2015
4. Tiger Grant Bus Priority Improvements (not mapped: DC, MD, VA)

### Maryland

5. Purple Line, Bethesda to New Carrollton, 2020
6. I-270/US 15 Corridor, Shady Grove to Biggs Ford Rd., widen and HOV or HOT, 2030
7. Corridor Cities Transitway, from Shady Grove to COMSAT, 2020
8. MD 586 (Viers Mill Rd.) Busway, from Weaton Metrorail Station to Rockville Metrorail Station, 2020

### Virginia

9. Dulles Corridor Metrorail, 2013, 2016
10. Potomac Yard Metro Station, 2017
11. Cherry Hill VRE Station, 2015
12. I-66 HOV, includes interchange reconstruction at US 15, 2018
13. I-95/395 HOT Lanes, widen, construct 1, 2 additional lanes and bus service, 2015
14. I-495 High Occupancy/Toll (HOT) lanes, Transit Service, 2013
15. VA 244 (Columbia Pike) Streetcar from Pentagon City to Skyline, 2017
16. Crystal City Potomac Yard Bus Way and US 1 Street Car, 2013, 2019
17. US 1 bus right turn lanes, 2035
18. **BRT from Van Dorm St. Metrorail station to Pentagon Metrorail station, 2016**
19. Franconia/Springfield Parkway HOV with interchange at Neuman St., 2020, 2025
20. VA 286 (VA 7100), Fairfax County Parkway HOV, widen and upgrade to 6, 8 lanes, 2035

Note: Projects in **bold** are new to the 2012 CLRP

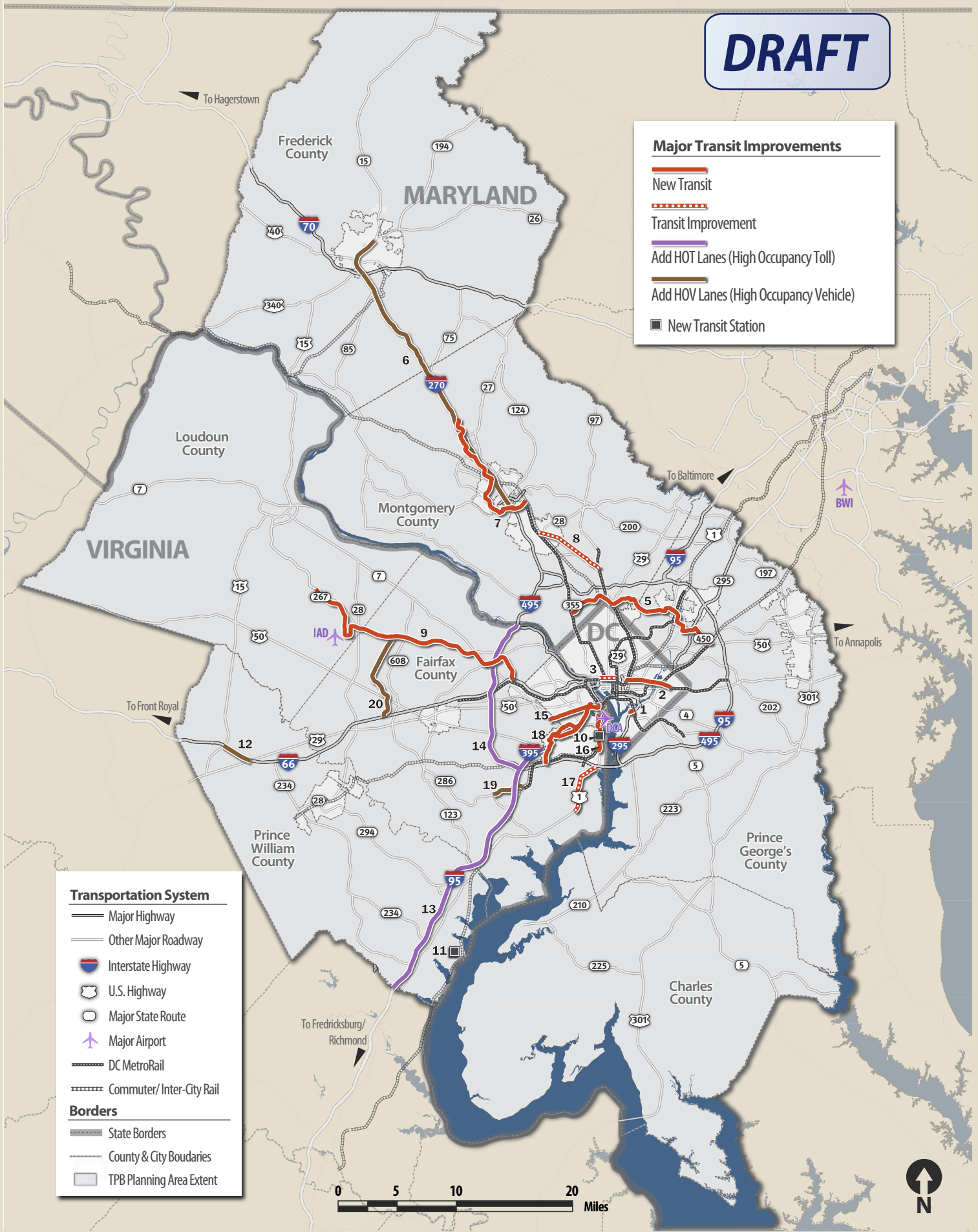
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**FIGURE 3: MAJOR TRANSIT, HOV AND HOT IMPROVEMENTS**

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## Selected Project Highlights

### 1. Dulles Corridor Rapid Transit

- Covers a 23.1-mile extension of the Metrorail system from Fairfax County to Washington Dulles International Airport.
- Cost: \$5.6 billion
- Completion: 2013 and 2016



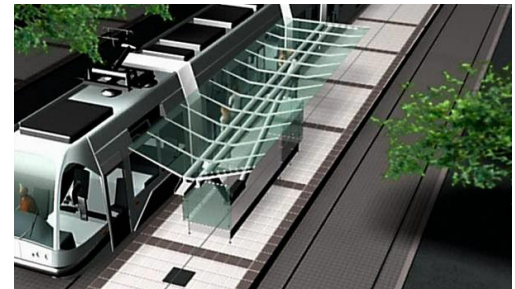
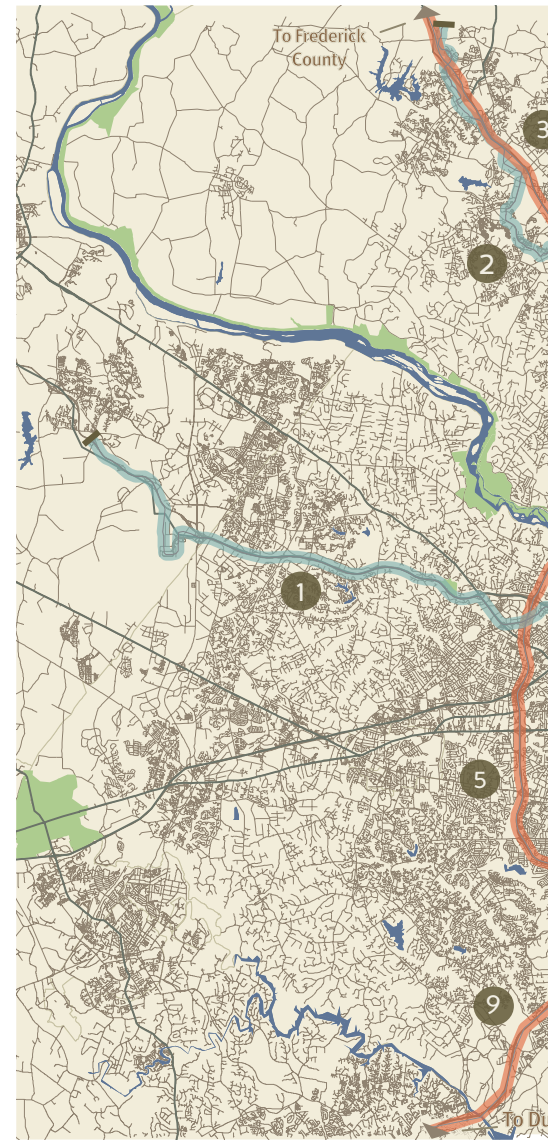
### 2. Corridor Cities Transitway

- Covers a 14-mile corridor from Rockville to Clarksburg, and will be an LRT or BRT line.
- Cost: \$1.2 billion
- Completion: 2020

### 3. I-270/US 15 Corridor

- Widen I-270 from Shady Grove Metro Station to Biggs Ford Rd., possibly including HOV and/or express toll lanes.
- Cost: \$3.4 billion
- Completion: 2030

FIGURE 4: HIGHLIGHTED PROJECTS



### 4. Purple Line

- A 16-mile light rail line from the Bethesda to New Carrollton Metro Stations.
- Cost: \$1.79 billion
- Completion: 2020

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## 6. DC Streetcar Project

- Construct two segments: Anacostia Phase I from Firth Sterling and S. Capitol St. SE to Good Hope Rd. and MLK Jr. Ave. SE; H St./Benning Rd. NE from Union Station to Benning Rd. Metro
- Cost: \$183.8 million (capital)
- Completion: 2013, 2016



## 9. I-95/Bus/HOT Lanes

- Reconfigure the HOV lanes between Dumfries and Turkeycock Run to include HOT lanes for 27 miles.
- Cost: \$1.01 billion
- Completion: 2015



## 7. South Capitol Street Bridge

- Covers a 7.5-mile corridor, including four interchanges and two new bridges.
- Cost: \$822.5 million
- Completion: 2015, 2016

## 10. Potomac Yards Transitway, Alexandria

- Buses will run on a combination of dedicated transitway and mixed traffic between Four Mile Run and the Braddock Road Metro Station.
- Cost: \$18.1 million
- Completion: 2013, 2018

## 8. 11th Street Bridge

- Upgrade of the existing 11th St. bridges and ramps, connecting the Anacostia and Southeast Freeways.
- Cost: \$475 million
- Completion: 2013

## 11. Columbia Pike Streetcar

- 4.7 miles of new streetcar service from Skyline to Pentagon City Metro Station.
- Cost: \$135 million.
- Completion: 2016

## 5. Capital Beltway HOT Lanes

- Widen I-495 to 12 lanes with 4 HOT lanes for 15 miles from VA 193 connecting to I-95/I-395 at the Springfield Interchange.
- Cost: \$1.6 billion
- Completion: 2013, 2030



# Financial Analysis

The comprehensive financial plan prepared for the 2010 CLRP reviewed projected revenues from existing and planned sources that are “reasonably expected to be available” through 2040. These revenues were compared against the estimated costs of expanding and adequately maintaining and operating the region’s highway and transit system over the next 30 years. The forecasts were prepared by the state and local jurisdictions, and by the state and local departments of transportation. Revenue and expenditure estimates are calculated in “year-of-expenditure” dollars to account for inflation.

The financial plan demonstrates that, at \$222.9 billion, existing and proposed revenues are sufficient

to cover the estimated costs of expanding, maintaining, and operating the region’s highway and transit systems through 2040.

## Revenues

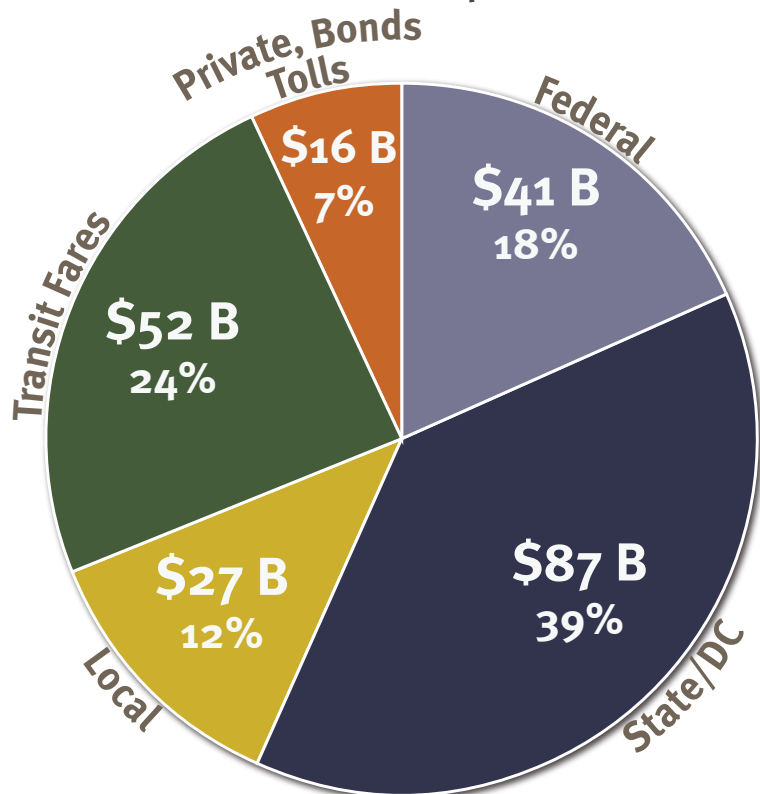
The National Capital Region is expecting \$222.9 billion in revenues from a variety of sources through the year 2040 (Figure 5). The largest portion of that total—\$87.3 billion—will come from the District of Columbia, the State of Maryland, and the Commonwealth of Virginia. Fares from WMATA and other state and local transit systems make up the second largest revenue source, at \$52.2 billion. Federal funding ranks third with \$40.7 billion projected to flow into the region through 2040. County and city governments will

contribute \$27 billion to the total, followed by a combination of private funding, bonds, and tolls with \$16 billion.

Maryland will generate about one-third of the region’s total revenue through 2040 - \$75 billion in federal, state, local and other funds. WMATA fares, regional grants and other non-jurisdictional sources will generate another \$62 billion. The Commonwealth of Virginia will contribute \$58 billion in revenues from federal, state, local and other sources, while \$28 billion in federal and local funds will come from the District of Columbia.

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**FIGURE 5: CLRP REVENUES  
2011 TO 20140**





## Expenditures

After determining how much revenue would be generated from these various sources, each implementing agency reviewed its costs for construction projects as well as for maintaining and operating the transportation system through the year 2040. Approximately 70% of these funds will go to operations and preservation of the existing and planned system (Figure 6). Just over \$51 billion will go to maintain and operate the region's highways and other roads, while more than twice that amount - almost \$105 billion - will be spent on operating and maintaining the region's transit systems.

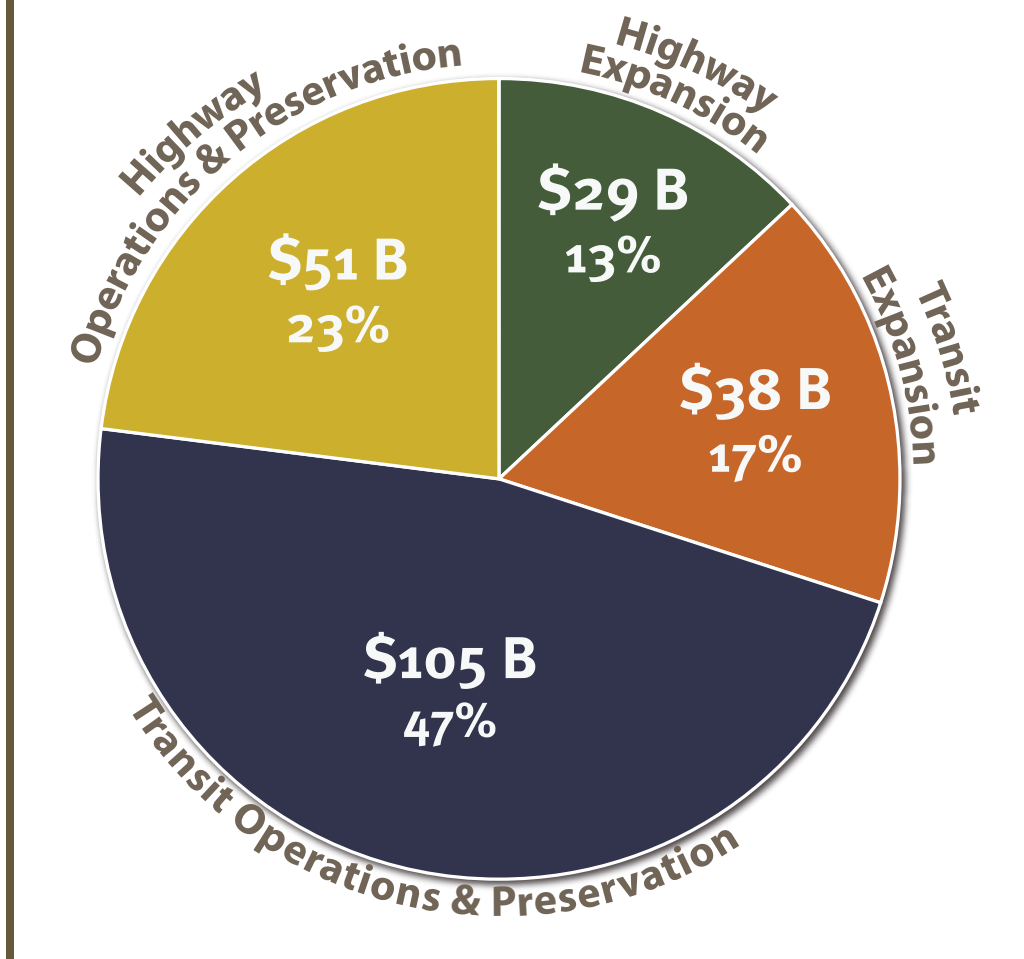
The remaining 30% of funds will be used to expand the region's transit systems and road networks. Over the next thirty years, about \$67 billion dollars will be spent on planned construction of new transportation facilities, with \$29 billion of that going toward road expansion and \$38 billion going toward new transit facilities.

With a financial constraint of \$222.9 billion, some agencies were able to add new projects into the CLRP while others had to delay projects or remove them altogether. "New Projects and Significant Changes for 2012" in the third part of this chapter provides more information on new, delayed and removed projects.

### Constraining Transit Ridership

Despite an increase in funding levels for WMATA, there won't be enough capacity to meet the projected ridership levels on Metrorail and Metrobus in the coming decades.

**FIGURE 6: CLRP EXPENDITURES  
2011 TO 20140**



In 2008, Congress passed the Passenger Rail Investment and Improvement Act (PRIIA), which provides an additional \$3 billion in revenues (\$1.5 billion in federal funds and \$1.5 billion from dedicated state and local sources) for WMATA's future rehabilitation and maintenance needs. This legislation is set to expire in 2020, and currently there is no federal legislation in place to extend the measure beyond 2020, nor is any agreement in place by the jurisdictions to match any future federal funds.

To address the lack of identified funding to accommodate all of the projected WMATA ridership growth through 2040, transit ridership was constrained in the most

recent financial analysis so as to be consistent with the level of funding that will be available for capacity improvements.

The funding uncertainties affecting the capacity and levels of service of the Metrorail system beyond 2020 were explicitly accounted for by constraining transit ridership to or through the core area to 2020 levels. The transit constraint was also applied during the travel demand modeling portion of the air quality conformity analysis of the CLRP, meaning that any trips that would have been expected to be made via Metrorail but that exceed the capacity restraint would be redistributed to the road network.

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By 2040, the National Capital Region will experience significant growth both in population and employment. This growth will fuel a large increase in the demand for transportation – adding more cars to the road and more passengers on buses and trains. As the financial analysis on the last few pages indicated, less than a third of the CLRP’s expenditures are going towards new capacity to meet this new demand. The region will see a dramatic increase in congestion both on the roads and on Metro.

The next several pages will look at the projected patterns of this growth and its effects. Where will these new jobs and people go? How will our travel patterns change? Given the current land-use plans and planned road and transit improvements, which parts of the region will experience the most congestion? How does this congestion impact our ability to get to work? And finally, how does the plan help improve the region’s air quality?

Regional transportation demand forecasts for the plan, developed from the TPB travel forecasting process, provide background information on the overall expected performance of the 2012 CLRP. The travel forecasting process utilizes land-use forecasts of households and jobs, together with a model

of the expected transportation system in future years to predict the amounts and types of travel by persons and vehicles, and how well the system responds to those travel patterns. The analysis uses Version 2.3 of the MWCOG Travel Demand Model which incorporates 2007/08 Household Travel Survey inputs and summarizes travel behavior using 3,722 unique Transportation Analysis Zones (TAZs) for the modeled area. This section contains information on changes in demographics and travel characteristics, such as vehicle miles of travel (VMT), vehicle trips, transit trips, transit mode share, and accessibility measures.

The travel demand data provided in this chapter are based travel characteristics in the TPB planning area, outlined in Figure 7. This includes all trips that originate, end, or pass through the planning area. Of all of the trips on the region’s roadways, 86% both originate and end within the planning area boundaries. An additional 13% either start in one of the planning area’s jurisdictions and end outside, or start outside and end inside. Only 1% of all trips captured by the travel demand data are through trips that begin and end outside of the planning area. These figures remain consistent through 2040.

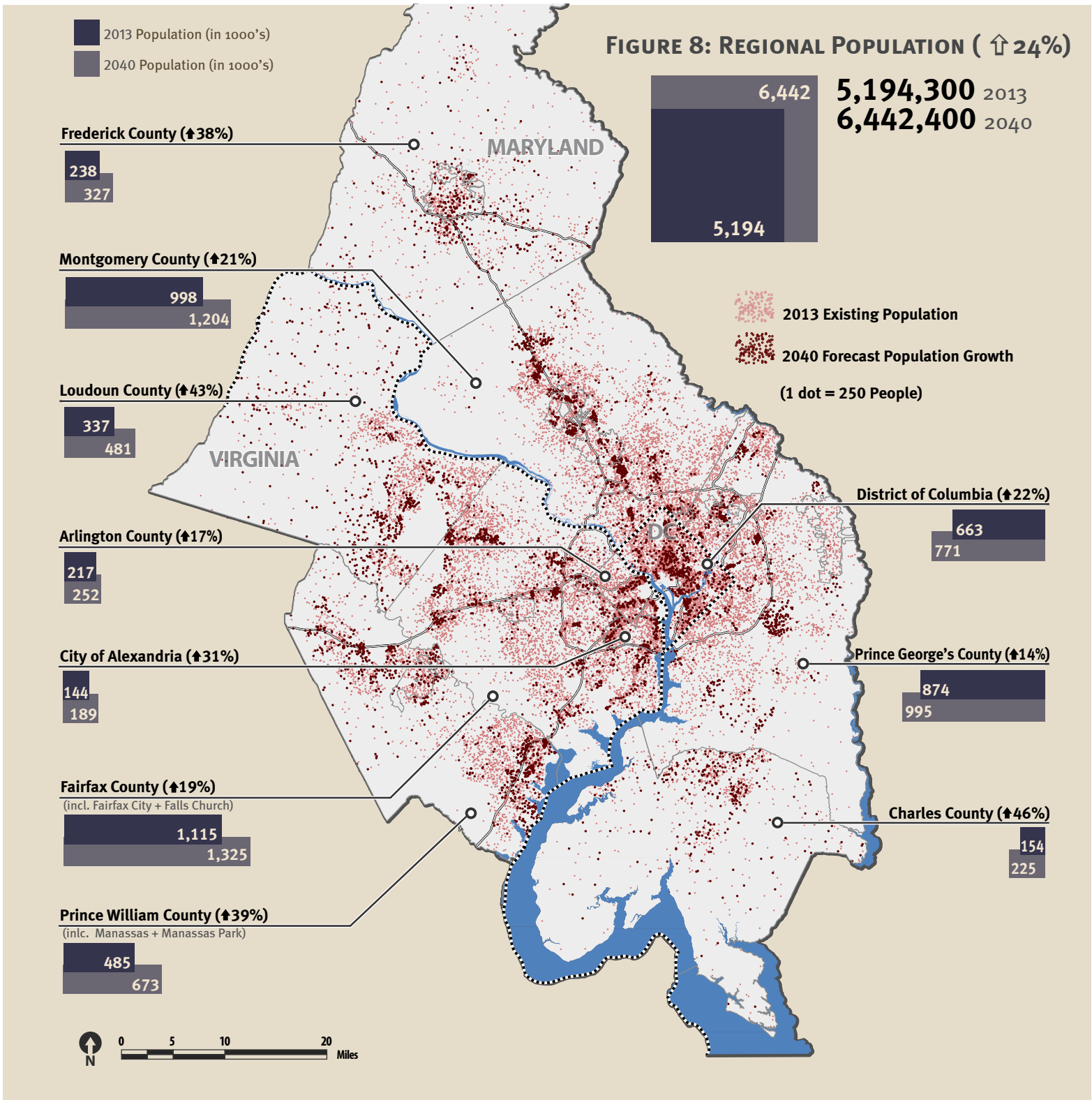


# Population and Employment Growth 2013 -2040

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Between now and 2040 the region's population will grow by 24% to almost 7 million people and employment is projected to grow by 37%.

While the region will see growth as a whole, some areas will grow faster than others. The population of the outer jurisdictions is





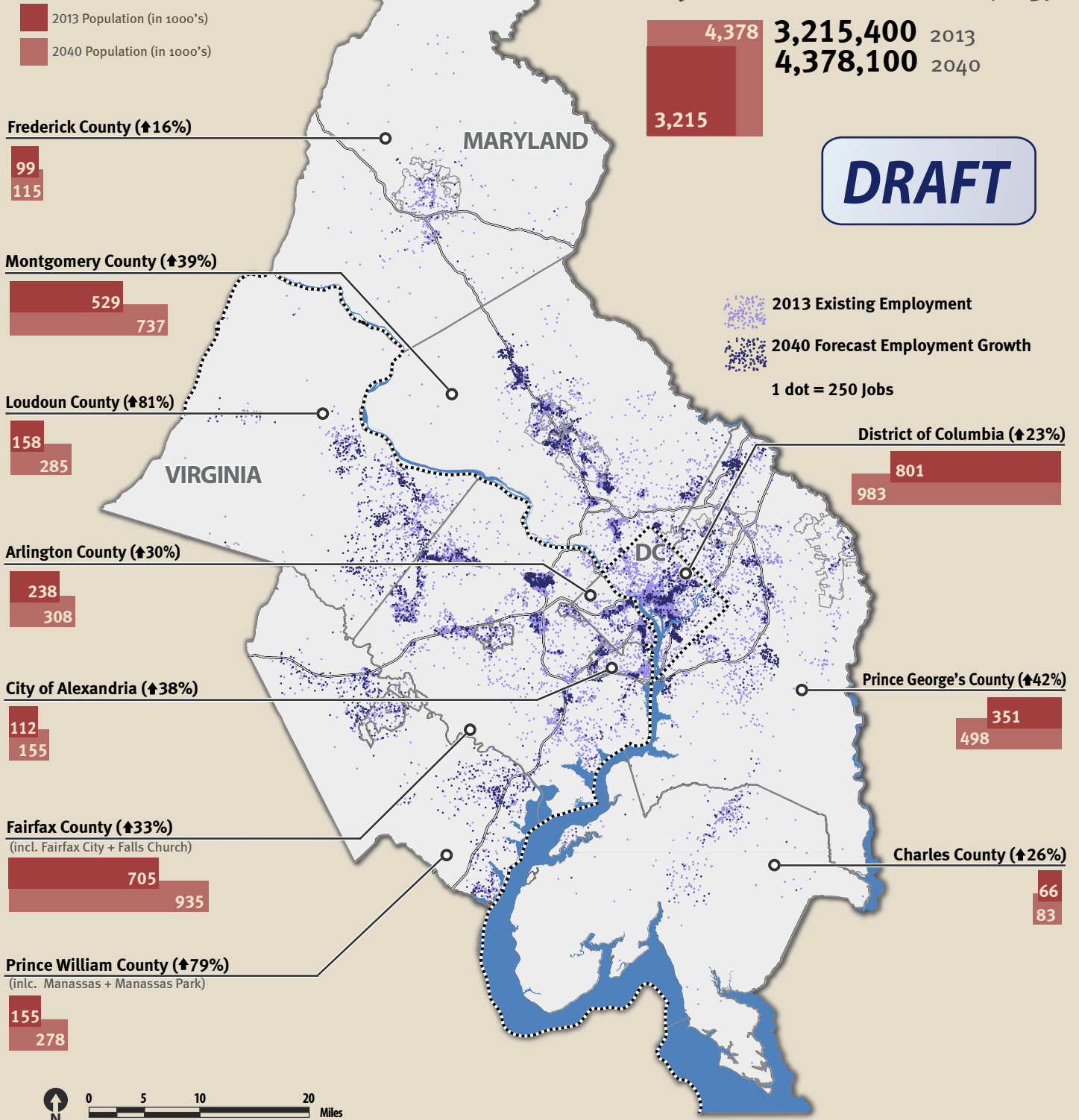
expected to grow at a faster rate than the inner jurisdictions, but the inner jurisdictions will retain the majority of the region's population in 2040. In addition, employment is expected to grow fastest in the outer jurisdictions of Virginia, but the highest concentration of jobs will be in the District of Columbia, Fairfax County, VA, and Montgomery

County, MD in 2040. This means that the population will be slightly more dispersed in 2040 than it is today, and jobs will continue to concentrate toward the western side of the region.

These trends mean that greater demands will be placed on the transportation system in order to

connect residents to jobs. As the region grows to accommodate more jobs and more people, many jobs and households will end up further apart. The result will be more cars squeezed onto area roads and more people squeezed into our buses and trains.

**FIGURE 9: REGIONAL EMPLOYMENT (↑37%)**

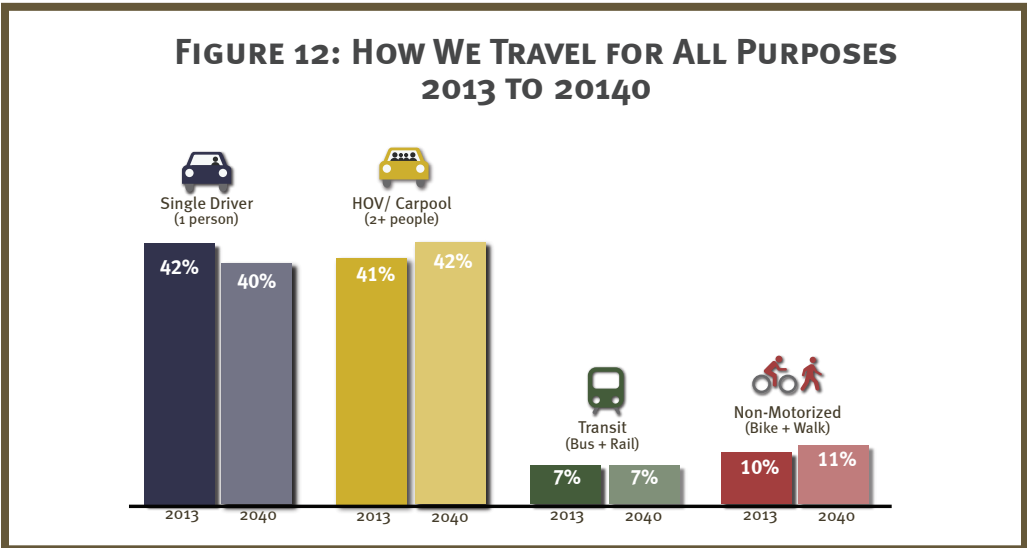
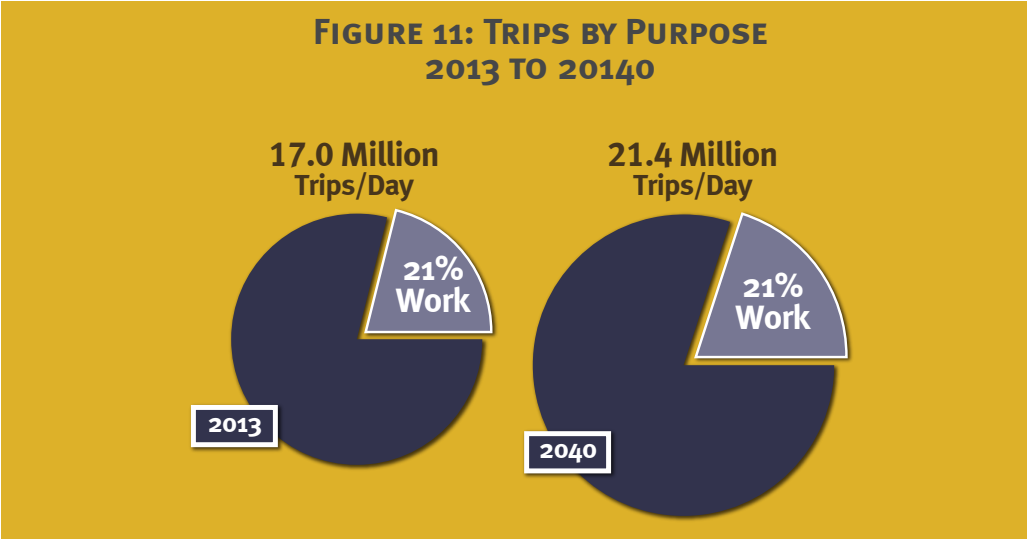
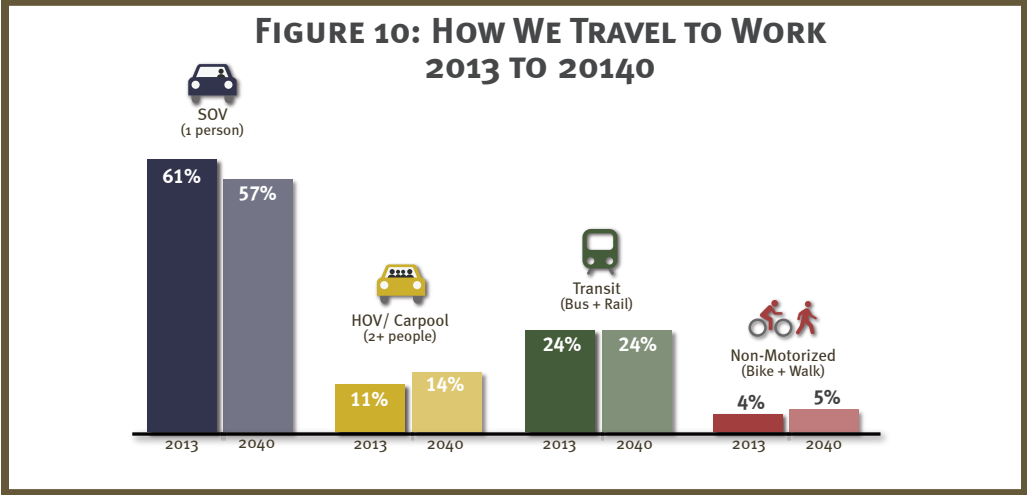


Currently, about four out of every five trips to and from work are made by people driving alone (Figure 10), while just over 10% are sharing rides with someone. Almost a quarter of commutes are made by transit, with walking and biking totaling about 4%.

While the focus is typically on commuting trips, because that is when most of the congestion occurs, those commutes currently account for only 21% of all trips taken in the region (Figure 11). When looking at all trips taken (Figure 12), 42% are made by solo driving, and just about as many are made riding with at least one other person. The overall percentage of transit trips is 7%, while walking and biking make up about 10%.

Over the next three decades, increasing population and job growth will lead to additional vehicles, trips, and congestion on the region's transportation system (Figure 13). Overall VMT is increasing faster than new freeway and arterial lane-miles slated for construction in the plan. However vehicle miles of travel (VMT) per capita – a measure of how much people drive – is only forecast to increase by about 1%.

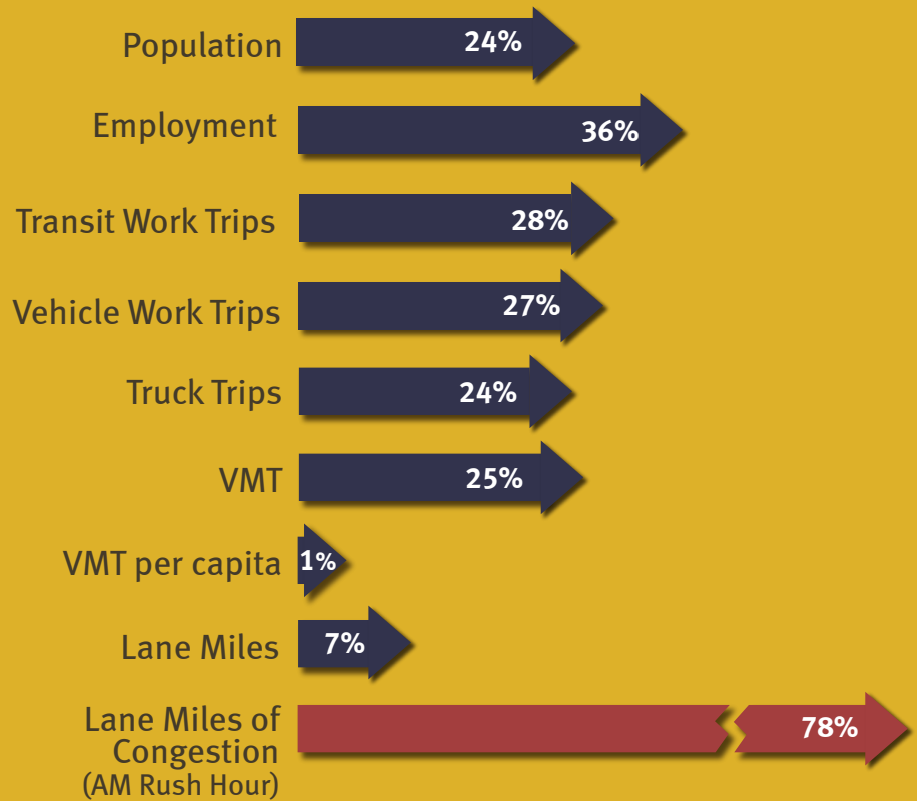
Transit work trips are forecast to increase by 28% (Figure 13) as an increasing number of people are expected to use transit to commute to work. This will inevi-



tably create even more crowding on the Metrorail and bus system, since the ability of the system to expand its capacity is limited by funding constraints.

The road network will also experience a gap between forecast demand and additional capacity. Given funding constraints, lane-miles are only expected to increase 7%, while VMT is expected to rise 25%, resulting in a 78% increase in the number of lane-miles of congestion (Figure 13). Nearly all of this congestion will occur in the suburbs, with inner suburban jurisdictions experiencing the worst congestion. The outer suburban jurisdictions, however, will experience the most dramatic increase in congestion, with a 185% increase in lane-miles of congestion by 2040 (Figure 15).

**FIGURE 13: CHANGE IN LAND USE AND TRAVEL FORECAST 2013 TO 20140**



## Transit Congestion

Due to a lack of funding for capacity enhancement projects to accommodate all of the projected transit ridership growth in the region, the Metrorail system will likely reach capacity on trips to and through the regional core. According to a WMATA study (Figure 14), without additional railcars beyond those currently funded, all lines entering the core will become congested by 2040, and the Orange/Dulles, Yellow and Green lines are forecast to be highly congested.

**FIGURE 14: METRO RAIL CONGESTION MORNING RUSH/INBOUND DIRECTION**

Line	2011	2040 with 50% 8-car*	2040 with 100% 8-car
Red	Satisfactory	Congested	Satisfactory
Blue	Satisfactory	Satisfactory	Satisfactory
Orange/Silver	Congested	Highly Congested	Congested
Yellow	Satisfactory	Highly Congested	Congested
Green	Satisfactory	Highly Congested	Congested

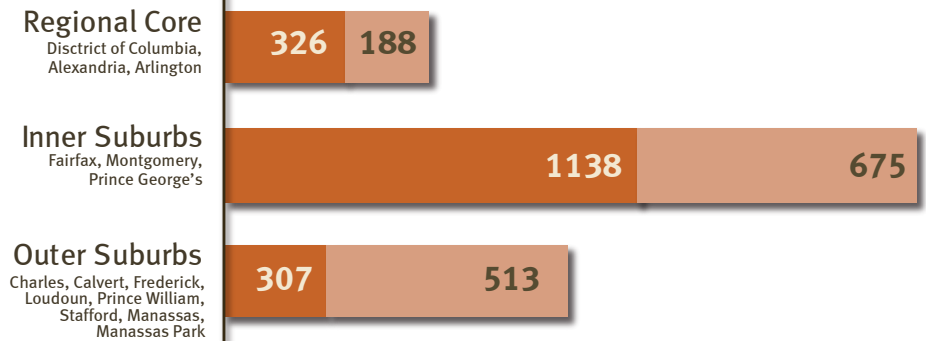
\*The 2012 CLRP assumes 50% 8-car trains in 2040

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

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# Regional Highway Congestion

**FIGURE 15: LANE MILES OF CONGESTION AM RUSH HOUR**



**FIGURE 16: REGIONAL HIGHWAY CONGESTION, 2013**

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Figure 15 shows the expected changes in morning peak-hour highway congestion between 2013 and 2040 based on improvements included in the CLRP as well as population and employment changes.

Severe stop-and-go congestion is expected to be prevalent throughout the entire region in 2040, not just in isolated areas. However, the HOT lane projects included in the 2012 CLRP are projected to relieve some of the congestion along I-495 in Virginia.

Outer suburban jurisdictions in the region will experience the greatest increase in congestion, while the already congested inner suburban jurisdictions will experience the worst overall congestion. Making matters worse, congestion will increasingly extend beyond rush-hour periods and affect off-peak weekday periods and weekends.

**LEGEND FOR FIGS. 16 & 17**

No Congestion

Congested Flow

Stop and Go Conditions

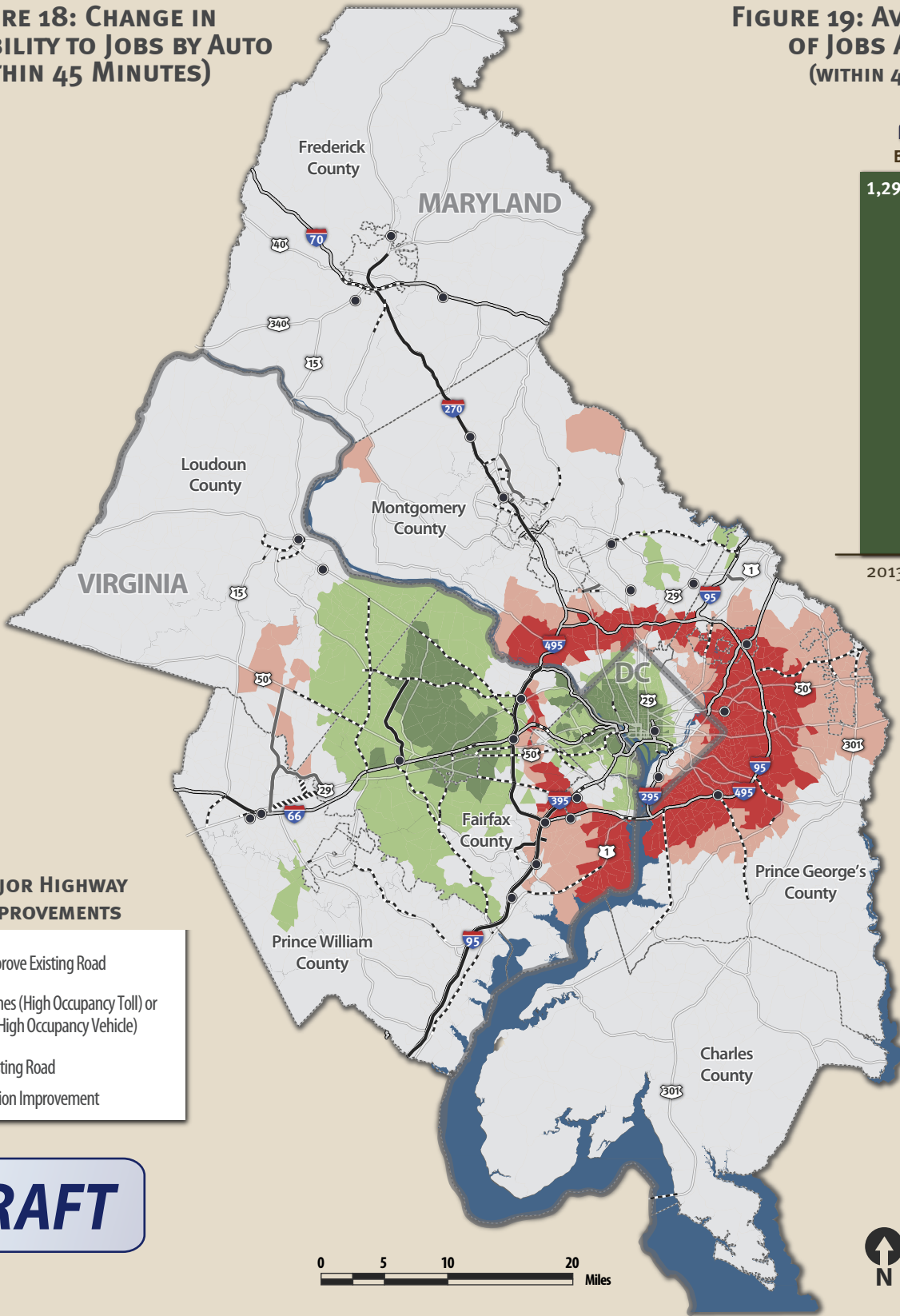




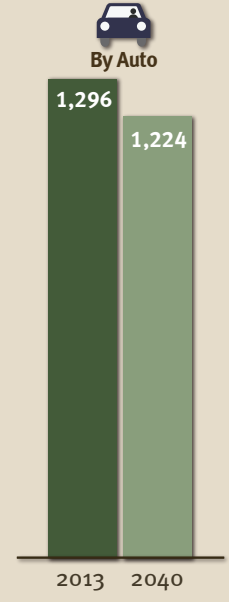
# Job Accessibility

Another way of assessing the performance of the CLRP is by analyzing how accessibility to jobs changes as a result of the plan and shifts in population and employment characteristics of the region. Figures 18 and 20

**FIGURE 18: CHANGE IN ACCESSIBILITY TO JOBS BY AUTO (WITHIN 45 MINUTES)**



**FIGURE 19: AVERAGE NUMBER OF JOBS ACCESSIBLE (WITHIN 45 MINUTES)**



**MAJOR HIGHWAY IMPROVEMENTS**

- Widen / Improve Existing Road
- \_\_\_\_\_ Add HOT Lanes (High Occupancy Toll) or HOV Lanes (High Occupancy Vehicle)
- ..... Remove Existing Road
- Intersection Improvement

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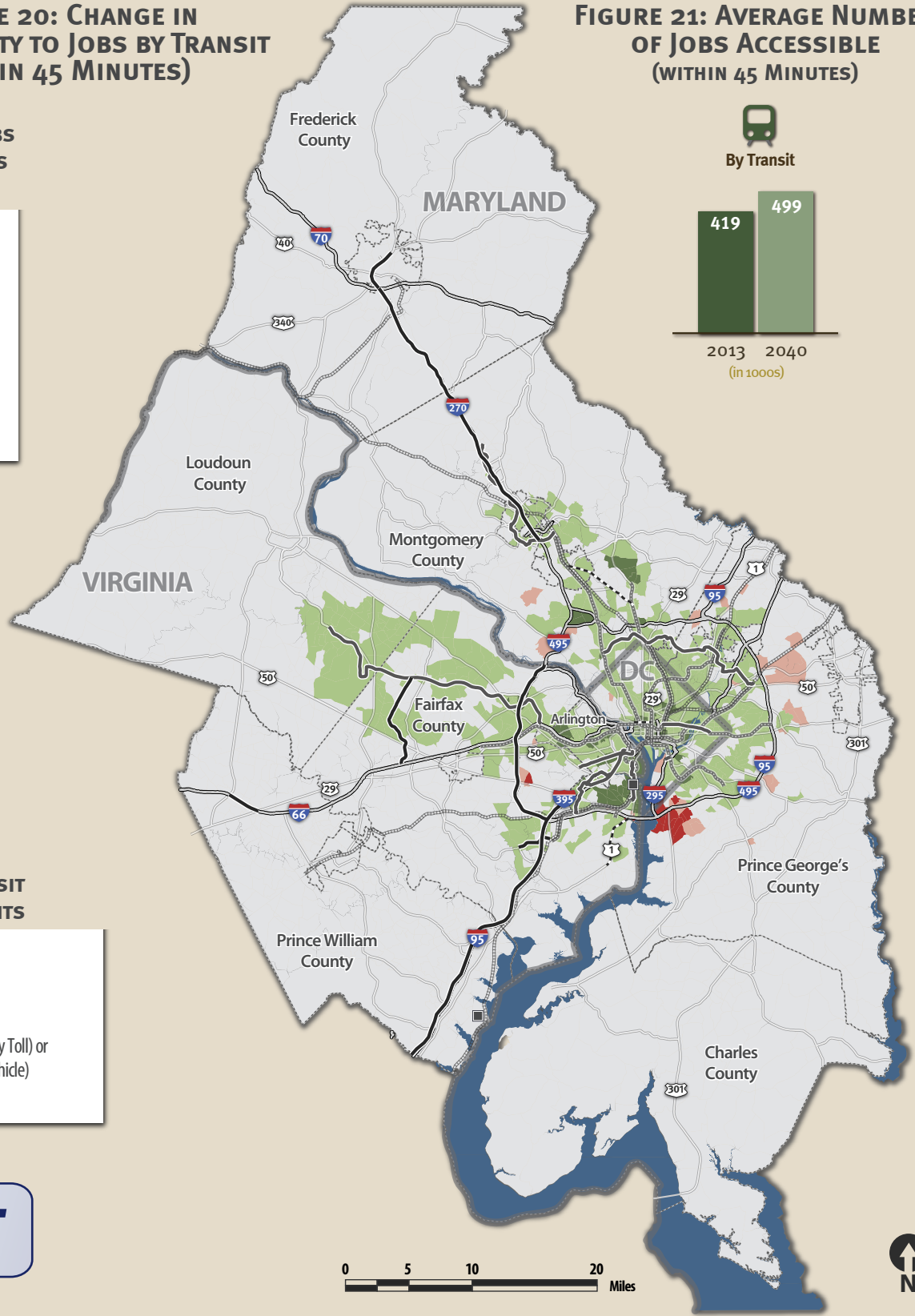
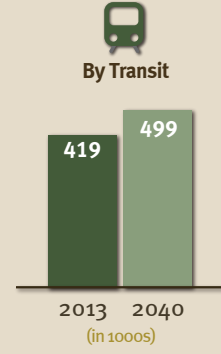
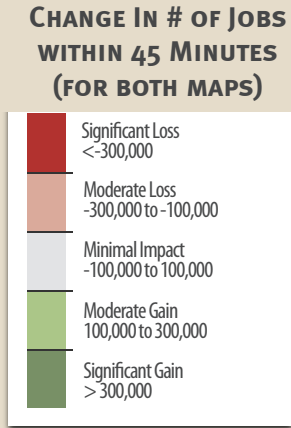
illustrate the change in the number of jobs that can be reached within 45 minutes by automobile and transit. The average number of jobs accessible within a 45 minute automobile commute is expected to go down slightly over the next 30 years, and

the greatest reductions in job accessibility are expected to be on the eastern side of the region. This is due to a combination of projected increases in automobile congestion system-wide and the fact that the western portion of the region will

see greater job growth over this period. Average accessibility by transit is forecast to increase, however overall accessibility to jobs by transit will remain significantly less than by automobile.

**FIGURE 20: CHANGE IN ACCESSIBILITY TO JOBS BY TRANSIT (WITHIN 45 MINUTES)**

**FIGURE 21: AVERAGE NUMBER OF JOBS ACCESSIBLE (WITHIN 45 MINUTES)**



**MAJOR TRANSIT IMPROVEMENTS**

- New Transit
- - - Transit Improvement
- Add HOT Lanes (High Occupancy Toll) or HOV Lanes (High Occupancy Vehicle)
- New Transit Station

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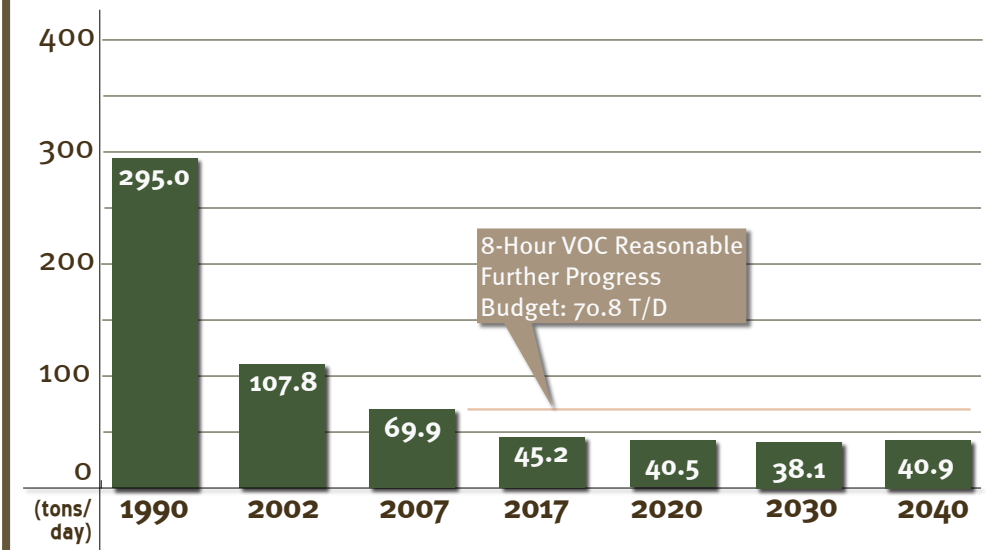


Under the federal Clean Air Act, the CLRP is required to conform to regional air quality improvement goals. Before the CLRP can be approved, the TPB must approve a “conformity determination” showing that anticipated vehicle emissions will conform to emissions ceilings (called “mobile emissions budgets”) contained in the region’s air quality improvement plan. The Metropolitan Washington Air Quality Committee (MWAQC) is the body responsible for developing the regional air quality plan in close coordination with development of the CLRP.

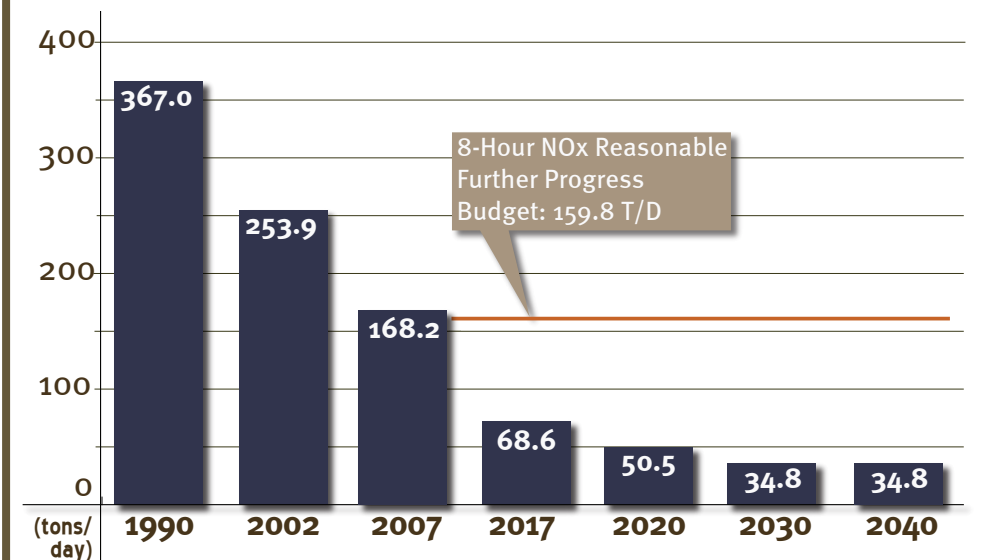
MWAQC and the TPB are concerned with emissions of smog-producing Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx). These pollutants combine in sunlight on hot summer days to form ground-level ozone. Motor vehicles are responsible for a large portion of VOC and NOx emissions in the region, but so are non-mobile sources like power plants.

In addition to NOx and VOCs, the plan also tracks and estimates emissions of particulate matter of less than 2.5 micrometers in diameter (PM2.5). PM2.5 is of special concern because these ultra-fine particles can easily lodge in the lungs of humans and cause health problems. Since concern about PM2.5 has developed relatively recently, PM2.5 was not tracked or estimated in 1990.

**FIGURE 22: MOBILE SOURCE VOC EMISSIONS FOR THE 8-HOUR OZONE NONATTAINMENT AREA**



**FIGURE 23: MOBILE SOURCE NO<sub>x</sub> EMISSIONS FOR THE 8-HOUR OZONE NONATTAINMENT AREA**

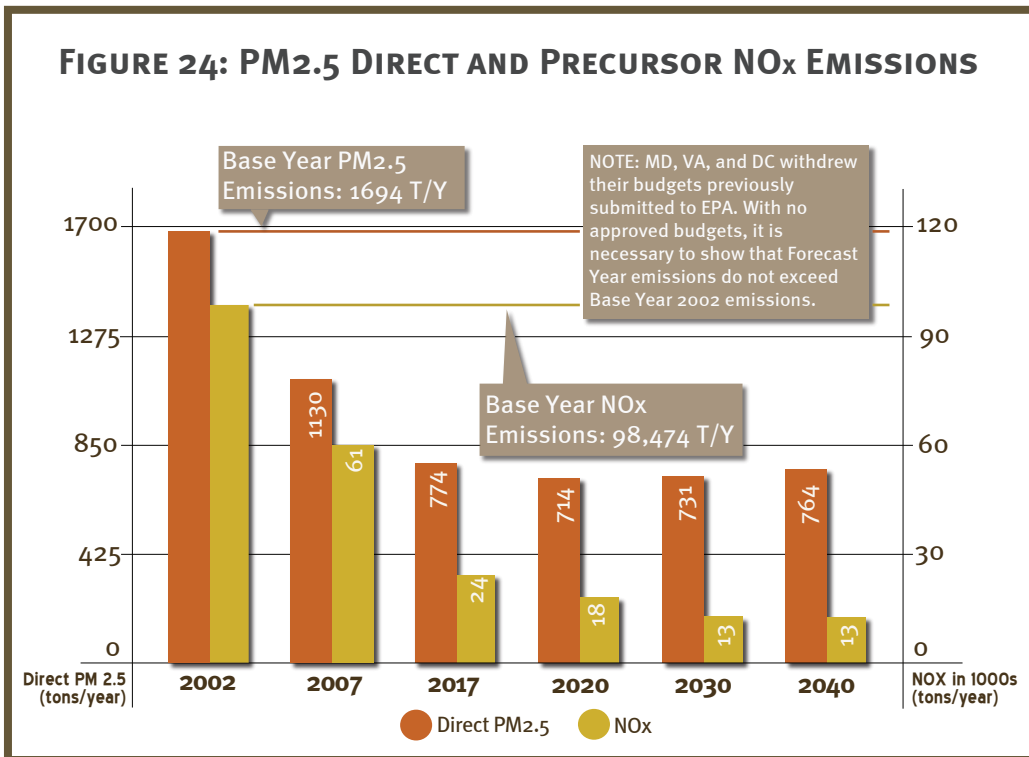


Analysis of the 2012 CLRP shows dramatic reductions of emissions of all three main pollutants between 2002 and 2020, followed by a leveling off and then a slight increase between 2030 and 2040 for some mobile source emissions. The data show that estimated emissions are well within the mobile source emissions budget for each pollutant for 2017, 2020, 2030, and 2040. These results

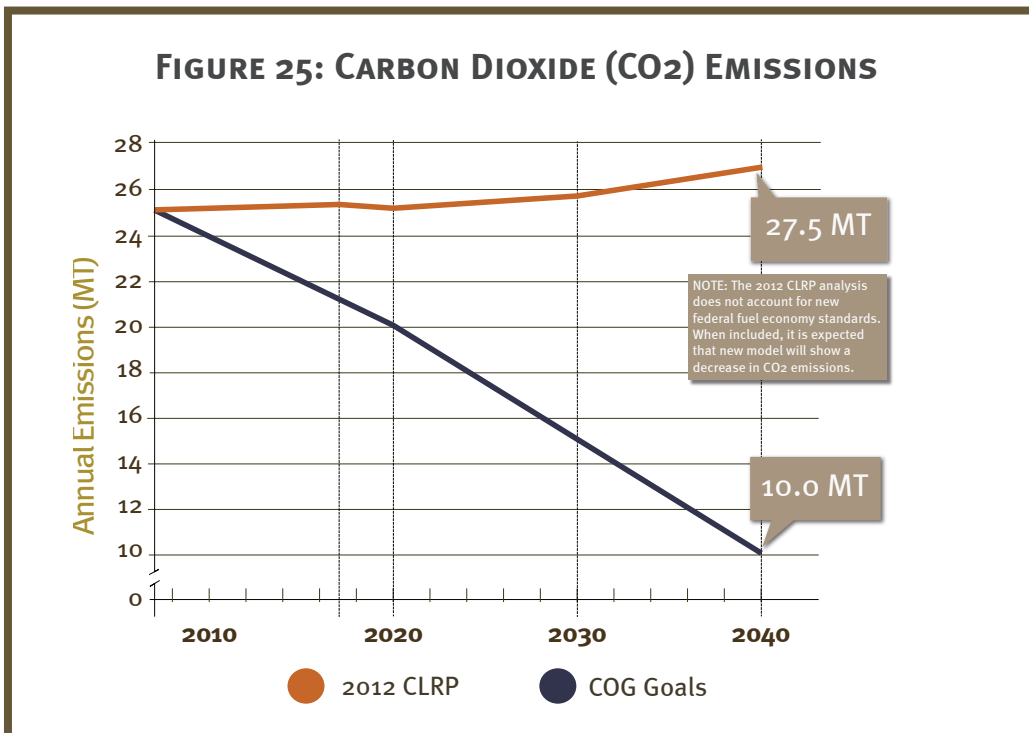
reflect the impact of better vehicle standards, cleaner fuels, and fleet turnover, as well as travel demand and operations management and transit investments. Absent any further improvements to the vehicle fleet, however, once the fleet has undergone a complete replacement, the amount of mobile source emissions will begin to rise due to overall increases in vehicle miles of travel (VMT).

Over the past decade, concerns have emerged about global climate change and greenhouse gases like carbon dioxide (CO<sub>2</sub>). Based on climate science and consideration of policies of jurisdictions in the region, the COG Climate Change Report of November 2008 set a goal of reducing the region's CO<sub>2</sub> output to 80% below 2005 levels by 2050. Applying this goal to transportation would require reducing the region's transportation-related CO<sub>2</sub> emissions by 60% compared to 2005 levels by 2040, the horizon year for the CLRP. While some reduction in CO<sub>2</sub> emissions by 2040 is currently forecast, the regional target is far from being met, and as with some other emissions, CO<sub>2</sub> emissions are projected to increase between 2030 and 2040. Because CO<sub>2</sub> emissions accumulate in the atmosphere over time, the failure to make improvements now makes greenhouse gas emissions an even greater concern. On a positive note, recent initiatives by the federal government to implement ambitious fuel economy standards for both light-duty and heavy-duty vehicles are expected to make a significant contribution to reducing transportation-related CO<sub>2</sub> emissions in future years.

**FIGURE 24: PM<sub>2.5</sub> DIRECT AND PRECURSOR NO<sub>x</sub> EMISSIONS**



**FIGURE 25: CARBON DIOXIDE (CO<sub>2</sub>) EMISSIONS**



The CO<sub>2</sub> forecasts for the 2012 CLRP were calculated using EPA's MOVES model which currently accounts for light-duty fuel economy standards through model year 2016. The next release of the MOVES model is expected to include newly-adopted fuel economy standards for light duty vehicles for model years 2017 and beyond, and fuel efficiency standards for medium- and heavy-duty vehicles for model years 2014 – 2018. Once available, it is expected that the new model will show a decrease in CO<sub>2</sub> emissions compared to current projections.

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# The 2014 Long-Range Plan and Developing a Regional Transportation Priorities Plan for the National Capital Region



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As growth in our region continues to place heavier demands on our transportation network, decision-makers will be challenged to make critical improvements to roads, public transportation and pedestrian and bicycle facilities while at the same time funding is becoming more limited.

One needs to look no further than the CLRP performance analysis detailed on the previous pages to realize that, despite hundreds of billions of dollars of investments, the region's transportation network will not keep up with growing demands. More must be done to identify and develop transportation programs and projects that will improve the system's performance to maintain the quality of life and competitiveness of the Washington metropolitan region.

In response to these challenges, and at the request of the TPB's Citizens Advisory Committee, the TPB has embarked on a process to develop a Regional Transportation Priorities Plan (RTPP). The purpose of the RTPP is to identify those

transportation strategies that best promote the TPB's goals for economic opportunity, transportation choices, system safety and efficiency, quality of life, and environmental stewardship. Ultimately, it is envisioned that 10 to 15 strategies will be identified that the region can agree are the top priorities for addressing the most pressing challenges that the region faces in meeting the TPB's goals. These strategies will be above and beyond what is included in the adopted CLRP.

Because it is important to have public support for the RTPP, an extensive public outreach process is underway in order to gather public input on the plan's development and better understand the top priorities of residents throughout the region.

It is anticipated that the RTPP will be completed by the summer of 2013, in time to influence the projects and programs that will be part of the next full CLRP update in 2014.

To get involved, please visit <http://www.mwcog.org/transportation/priorities/>









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