What's in the Plan for 2030?

The Regional Long-Range Transportation Plan as adopted October 18, 2006

What is the Long-Range Transportation Plan?

The Financially Constrained Long-Range Transportation Plan, or CLRP, includes all regionally significant transportation projects and programs that are planned in the Washington metropolitan region through the year 2030.

Hundreds of projects are included, ranging from simple highway landscaping to billion-dollar highway and transit projects. Some of these projects are scheduled for completion in the near future, whereas others are only in the initial planning stages. Some of the major projects in the plan are highlighted on page 14.

The projects and programs that go into the plan are developed cooperatively by governmental bodies and agencies represented on the National Capital Region Transportation Planning Board (TPB). Each year the plan is updated to include new projects and programs, and analyzed to ensure that it meets federal requirements related to funding and air quality.

This brochure is intended to provide information about the performance of the currently adopted plan, as a context for future plan updates.

This brochure accompanies the regional plan website available at:

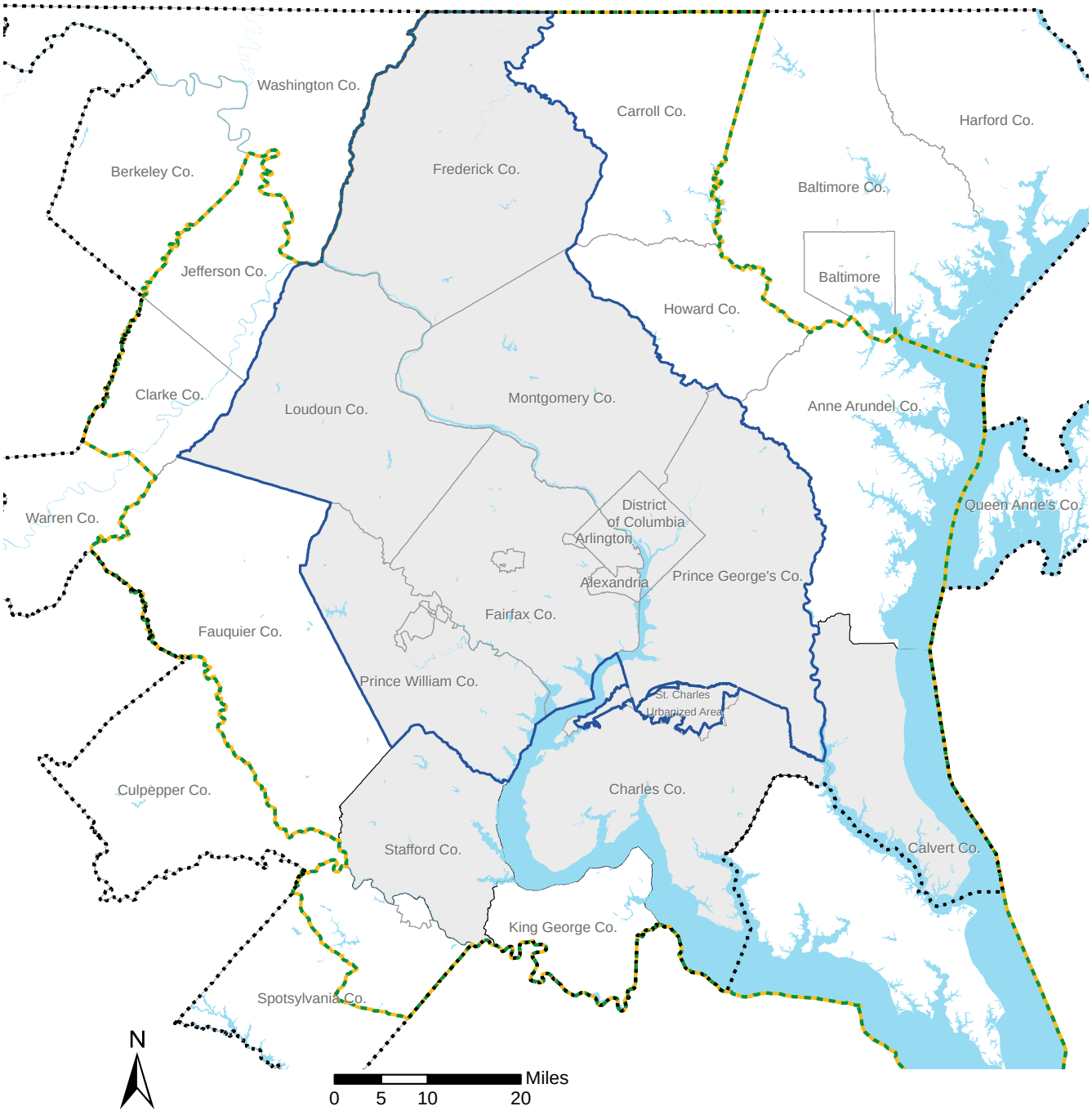
www.mwcog.org/clrp

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

Publication Number: 20066289

TPB Planning Area

Members of the TPB include representatives of local governments, state transportation agencies, state and D.C. legislatures, and the Washington Metropolitan Area Transit Authority (WMATA), which runs the Metro System.



The TPB Vision Goals

Adopted in 1998, the TPB Vision is the policy framework guiding the development of the plan. In addition to goals listed here, the Vision includes a vision statement, strategies, and objectives. The goals, objectives and strategies in the TPB Vision incorporate the eight federal planning factors. Each planning factor is included in the Vision goals, objectives and strategies; security is implicitly covered by the TPB Vision. The full Vision document is available at www.mwcog.org/transportation.

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.**

Federal Requirements and SAFETEA-LU

The long-range plan must meet several federal requirements related to Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users (SAFETEA-LU), the federal transportation authorization bill passed in 2005. SAFETEA-LU established new requirements and reaffirmed existing rules for metropolitan planning organizations (MPOs) in developing long-range transportation plans. The TPB is currently working on meeting all of the SAFETEA-LU requirements. Below is a summary of how the long-range plan meets some of the requirements. To find out more, please visit the plan website: www.mwcog.org/clrp.

Financial Constraint

Federal law requires the long-range plan to be based on revenue sources that are "reasonably expected to be available." The CLRP is a financially constrained plan. The Washington Metropolitan Area Transit Authority (WMATA), the operator of Washington's Metrorail system, currently has unfunded capital needs that would expand the rail system's capacity. Due to the lack of dedicated funding for these needs, the TPB has placed a constraint within its regional transportation model that caps the available transit capacity at year 2010 levels. For more information on the financial and transit ridership constraints, please see the financial plan information on page 16.

Air Quality

The TPB must make sure that the projects in the CLRP and TIP, taken collectively, contribute to air quality improvement goals for the region. This is a requirement of the federal Clean Air Act. The plan's air quality conformity was assessed by comparing forecasted mobile source emissions of various pollutants to emissions ceilings (called "mobile emissions budgets"). The pollutants of concern include volatile organic compounds (VOCs), nitrogen oxides (NO_x), fine particulate matter (PM 2.5), and wintertime carbon monoxide (CO). The emissions ceilings are established in the air quality plan for the region. The conformity analysis of the plan found that mobile emissions are within currently required budgets for 2010, 2020, and 2030. See page 22.

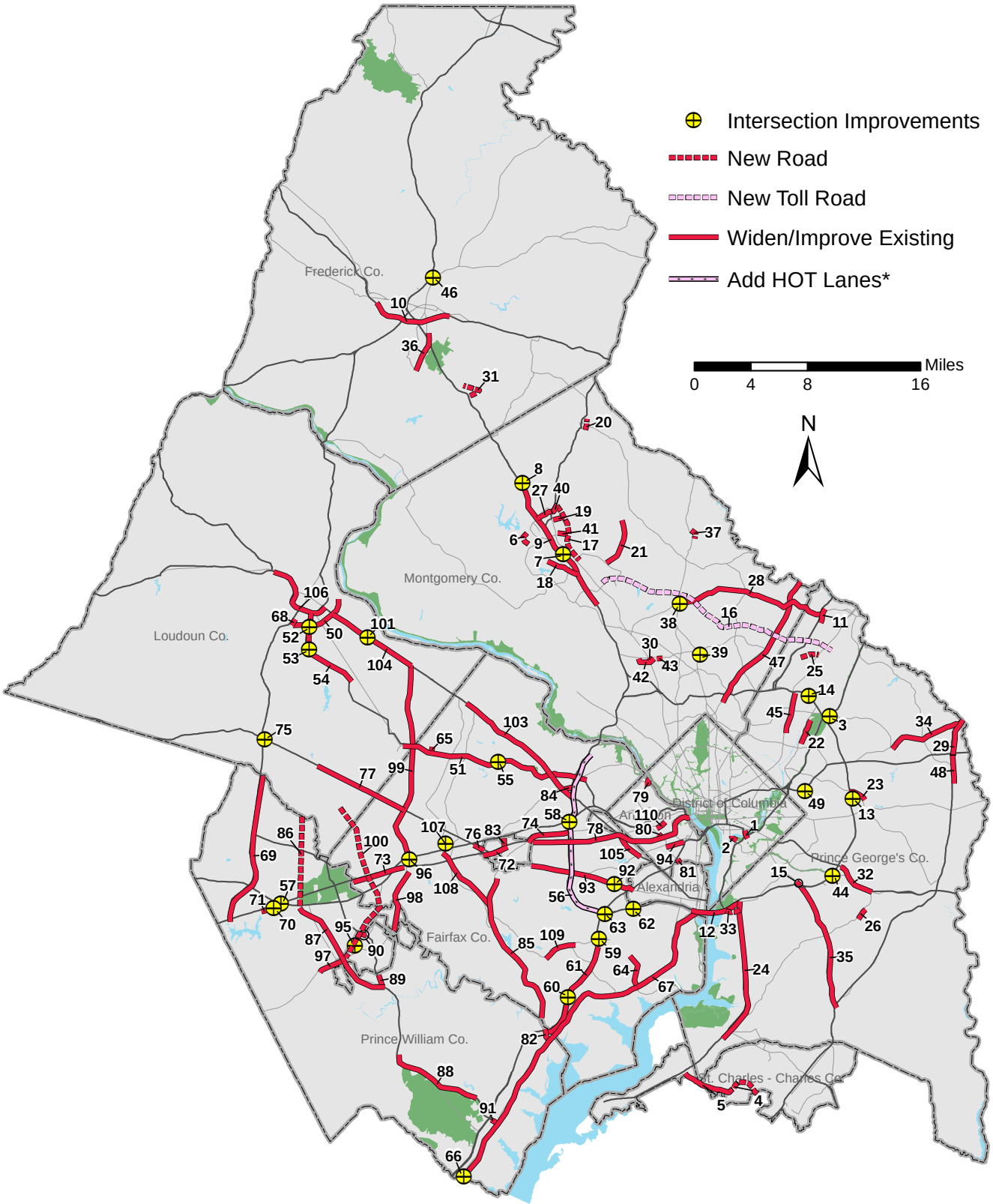
Environmental Justice, Title VI and the Americans with Disabilities Act (ADA)
To ensure on-going participation from low-income and minority communities and persons with disabilities, the TPB created the Access for All (AFA) Advisory Committee in 2001 to advise the Board on transportation issues, programs, policies, and services that are important to these communities and individuals. In addition, the long-range plan is analyzed for negative impacts on low-income, minority and disabled populations. An analysis of the 2004 CLRP showed that, based on accessibility to jobs, the 2004 CLRP did not appear to have disproportionate adverse impacts on transportation-disadvantaged groups. An analysis of the 2006 CLRP will also be conducted. The TPB hosted a Disability Awareness event to highlight the important role of accessible and reliable transportation for people with disabilities in 2004 (pictured here).

Public Participation
To foster greater participation by citizens in the transportation planning process, the TPB has developed a formal policy on public involvement. Changes to the long-range plan have followed this public involvement policy, including 30-day public notice and comment periods for all changes. Public comments for the Plan and TIP can be made on the website, are posted on the website and are searchable by the public. The TPB has established two citizen advisory committees to help ensure adequate public participation in the planning process. The Citizens Advisory Committee (CAC) is the main standing body for providing citizen input into the deliberations of the TPB. The second committee, described above, is the Access for All (AFA) Advisory Committee. The AFA reviewed and commented on the draft CLRP. The public participation plan required by SAFETEA-LU is expected to be drafted with input from the public in 2007.

Human Service Transportation Coordination
SAFETEA-LU requires the TPB as a metropolitan planning organization (MPO) to be more involved with human service transportation coordination efforts to improve transportation for low-income populations, persons with disabilities and older adults. The TPB has established a Human Service Transportation Coordination Task Force to develop a Coordinated Plan for the region. As required under SAFETEA-LU, this plan will address three Federal Transit Administration (FTA) programs: 1) Formula Program for Elderly Persons and Persons with Disabilities; 2) Job Access and Reverse Commute (JARC) Program; and 3) New Freedom Program. The TPB was designated the recipient of JARC and New Freedom funds for the Washington DC-MD-VA Urbanized Area by the D.C. Mayor and the governors of Maryland and Virginia in August 2006.

WMATA

Major Highway Improvements in the Plan



** HOT stands for High-Occupancy/Toll. See HOT Lane description on page 13.*

District of Columbia

1 ***11th Street Bridge reconstruction, 2011***
2 ***South Capitol St./Bridge Reconstruction, including intersection with Martin Luther King Jr. Blvd, 2015***

Maryland

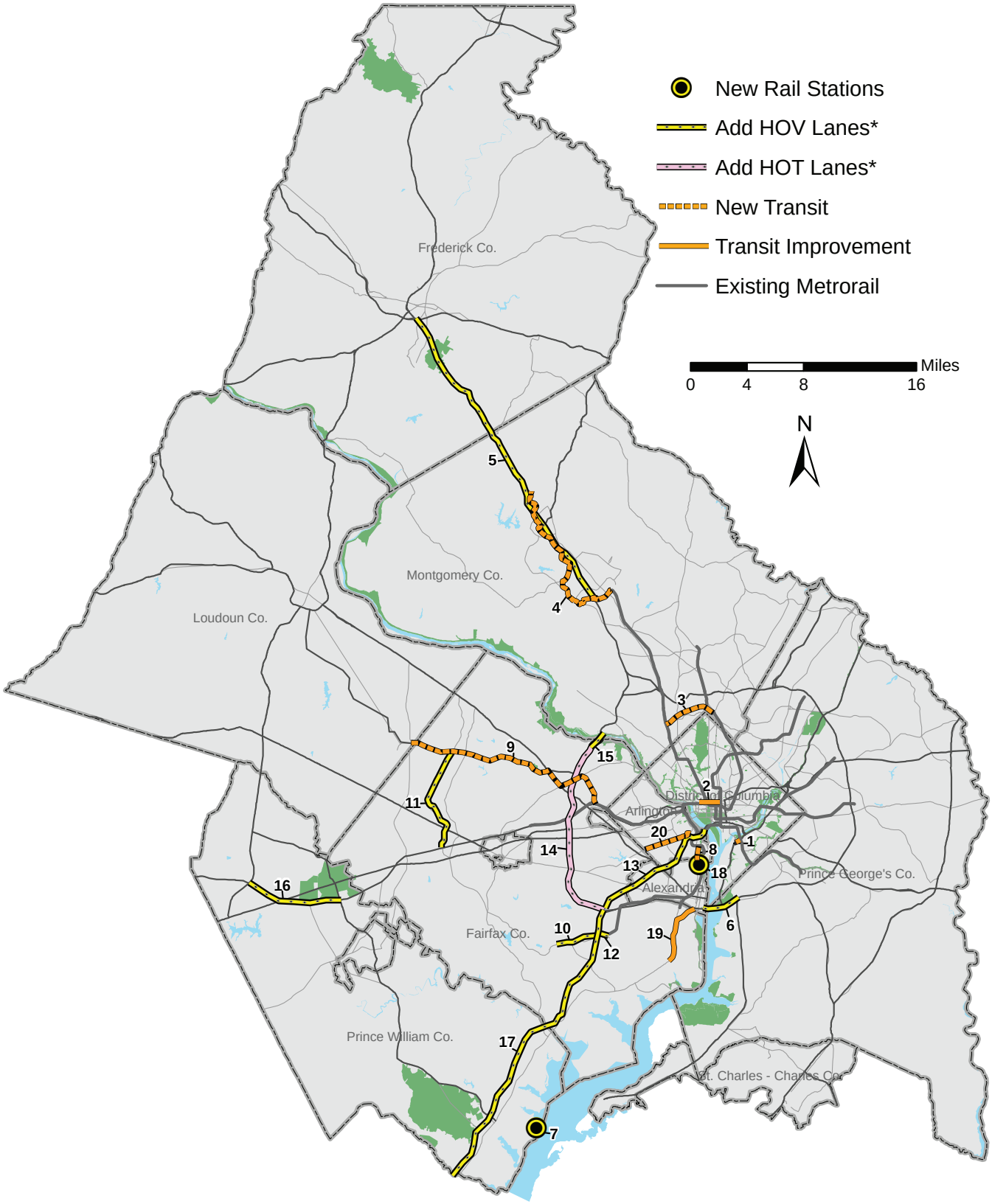
3 Baltimore Washington Parkway at MD 193, Intersection Improvement, 2025
4 ***Cross-County Connector (Phase 5) 2007***
5 ***Cross-County Connector (Phases 6 & 7) reconstruct 2008/2009***
6 Father Hurley Blvd. , construct, widen, 4, 6 lanes, 2010
7 I-270, interchange at Watkins Mill Rd. Ext., 2020
8 I-270, reconstruct interchange at MD 121, 2010
9 I-270, widen, 2025
10 I-70, widen to 4, 6 lanes, 2010
11 I-95, interchange and CD lanes at Contee Road , 2020
12 I-95, Woodrow Wilson Bridge, build 12-lane bridge, 2009, 2011
13 I-95/495, interchange at Arena Drive, 2010
14 I-95/495, interchange at Greenbelt Metro, 2010
15 I-95/495: Branch Avenue Metro Access, construct 8 lanes, 2010
16 Intercounty Connector, construct 6 lanes, 2010
17 M-83, construct 4, 6 lanes, 2015, 2020
18 MD 117, widen to 4 lanes, 2010
19 MD 118, widen, construct 6 lanes, 2015
20 MD 124 extended, construct 2 lanes, 2008
21 MD 124, widen to 6 lanes, 2010, 2015
22 ***MD 201/Kenilworth Ave widen, 2010***
23 MD 202, reconstruct 6+2 lanes, 2010
24 MD 210, upgrade 6 lanes, 2020
25 MD 212, construct 4 lanes, 2007
26 MD 223, widen to 4 lanes, 2007
27 MD 27, widen to 6 lanes I-270 to MD 355, 2010
28 MD 28/MD 198, widen, construct 4, 6 lanes, 2030
29 MD 3, widen, construct 6 lanes, 2030
30 MD 355, reconstruct 6 lanes, construct interchange at Montrose/Randolph Road, 2010, 2015
31 MD 355/MD 80, Urbana Bypass, construct 4 lanes, 2007
32 MD 4, widen to 6 lanes, upgrade with interchanges at Westphalia Road , Suitland Parkway and Dower House, 2010
33 MD 414 Extended, widen, construct 4 lanes, 2008
34 MD 450, widen to 4, 6 lanes, 2020
35 MD 5, upgrade, widen to 6 lanes, including interchanges, 2010
36 MD 85, widen to 4, 6 lanes, 2020
37 MD 97, construct 2 lanes, 2015
38 MD 97, upgrade intersection at MD 28, 2010
39 MD 97, upgrade intersection at Randolph Road , 2010
40 MD-27, widen, MD-355 to A-305, 2010
41 Middlebrook Road Extended, widen, construct 6 lanes, 2015
42 Montrose Parkway, construct 4 lanes, 2009, 2010
43 Randolph Road, widen to 5 lanes, 2015
44 Suitland Parkway, interchange at Rena/ Forestville Road, 2025
45 US 1, reconstruct 4 lanes (2020), widen to 6 lanes, 2010, 2020
46 US 15, interchange at MD 26, 2010
47 US 29, upgrade, including intersections/ interchanges, 6 lanes, 2007, 2020
48 US 301, widen to 6 + 2 lanes, 2030
49 US 50, westbound ramp to Columbia Park Road, 2025

Virginia

50 Battlefield Parkway, construct, widen, upgrade 4 lanes, 2007, 2010
51 Dulles Access Road, widen to 6 lanes including interchange reconstruct at I-495, 2010
52 Dulles Greenway, construct interchange at Battlefield Parkway, 2007
53 Dulles Greenway, construct interchange at VA 653, 2007
54 Dulles Greenway, widen to 6 lanes, 2007
55 Dulles Toll Road, reconstruct interchange at VA 674, 2012
56 I-495, construct High Occupancy/Toll (HOT) lanes, 2010
57 I-66, reconstruct interchange at US 29, 2014
58 I-66/I-495, reconstruct interchange, 2013
59 I-95, construct interchange at VA 7900, 2015
60 I-95, reconstruct interchange at VA 642, 2010
61 I-95, widen to 8 lanes, 2009
62 I-95/495, reconstruct interchange at VA 613, 2015
63 I-95/I-395/I-495, interchange reconstruction with access ramps to I-495 HOV, 2007
64 Old Mill Road, construct, widen 4 lanes, 2009
65 South Elden Street/Centreville Road, widen to 6 lanes, 2007
66 US 1, reconstruct interchange at Russell Road , 2010
67 US 1, widen to 6, 8 lanes including interchange at VA 123, 2008, 2009, 2015, 2025
68 US 15, widen to 4 lanes, 2007
69 US 15, widen to 4 lanes, 2008, 2020
70 US 29, interchange at VA 55, 2014
71 US 29, widen to 5, 6 lanes, 2014
72 US 29, widen to 6 lanes, 2010, 2012
73 US 29, widen to 6 lanes, 2011
74 US 29, widen to 6 lanes, 2015, 2020
75 US 50, construct round-about at US 15, 2010
76 US 50, widen 3, 8 lanes, 2020
77 US 50, widen to 6 lanes, 2010, 2012
78 US 50, widen/reconstruct 6 lanes including interchanges, 2007, 2008, 2010, 2015, 2020
79 VA 120, reconstruct 2 lanes, 2020
80 VA 120, reconstruct 4 lanes, completed
81 VA 120, reconstruct 4 lanes, 2010
82 VA 123, widen to 6 lanes, 2008, 2015
83 VA 123, widen to 6 lanes, 2010
84 VA 123, widen to 8 lanes, 2013
85 VA 123, widen, reconstruct 6 lanes, 2015, 2020
86 VA 234 Bypass, widen, upgrade, construct 4 lanes, 2012
87 VA 234 Bypass, widen/upgrade, 6 lanes, 2020
88 VA 234, widen to 4 lanes, 2007
89 VA 234, widen to 4 lanes, 2010
90 VA 234, widen to 5 lanes, complete
91 VA 234, widen, upgrade 6 lanes, including interchange at US 1, 2011
92 VA 236, reconstruct intersection at Braddock Road, 2008
93 VA 236, widen to 4, 6 lanes, 2008, 2020
94 VA 244, widen 5 lanes, 2010
95 VA 28, Interchange at Wellington Road, RR tracks, 2008
96 ***VA 28, reconstruct interchange at I-66, 2008***
97 VA 28, widen to 6 lanes, 2015
98 VA 28, widen to 6 lanes, 2025
99 VA 28, widen to 6, 8 lanes, with interchanges, 2007, 2008, 2010, 2025
100 VA 411, (Tri-County Parkway), construct 4, 6 lanes, 2015, 2020
101 VA 7, interchange at Claiborne Parkway, complete
102 VA 7, intersection improvement, this project was removed from the CLRP
103 VA 7, Leesburg Pike, widen to 6, 8 lanes, 2009, 2012, 2013
104 VA 7, upgrade with interchanges, 2015
105 VA 7, widen to 6 lanes, 2020
106 VA 7/US 15 Bypass, widen to 6 lanes, 2015
107 VA 7100, interchange at Fair Lakes Parkway, 2010
108 VA 7100, widen to 6 lanes, 2015
109 VA 7900, widen, construct 2, 6 lanes, 2009, 2015
110 Wilson Blvd., reconstruct 4 lanes, 2010

Highlighted Projects were added to the long-range plan in 2006.

Major Transit and HOV Improvements in the



* HOV stands for High-Occupancy Vehicle. HOT stands for High-Occupancy/Toll.

District of Columbia

1 ***Anacostia Street Car Project Phase I, 2011***
2 K Street Busway, 2008

Maryland

3 Bi-County Transitway, Bethesda to Silver Spring, 2015
4 Corridor Cities Transitway, from Shady Grove to COMSAT, 2012, 2020
5 I-270/US 15 Corridor, Shady Grove to I-70, HOV, 2020
6 Woodrow Wilson Bridge/I-95, HOV, 2009, 2011

WMATA

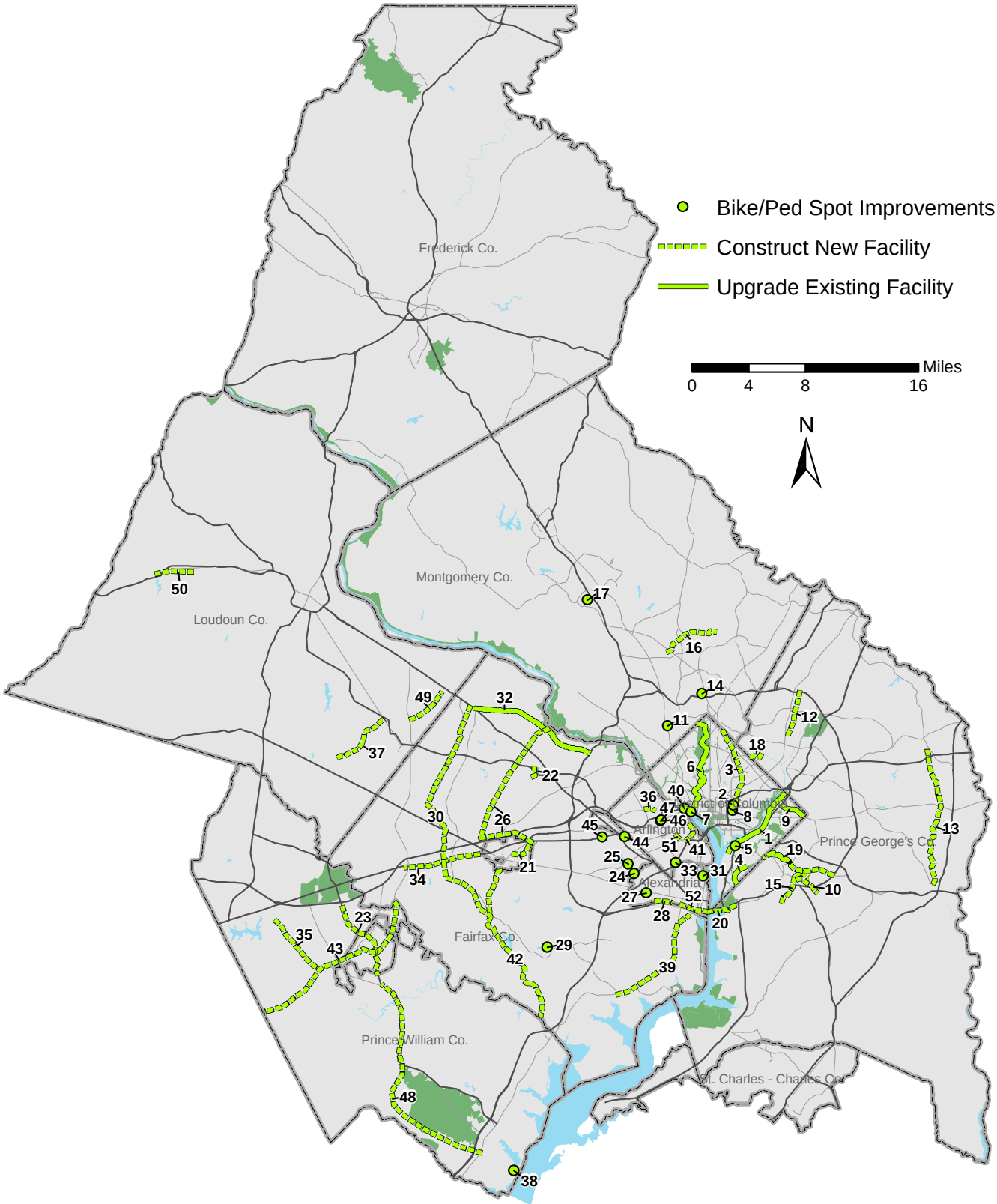
Virginia

7 Cherry Hill VRE Station, 2010
8 Crystal City Busway, 2007, 2008, upgrade to BRT, 2012
9 Dulles Corridor Rapid Transit, 2011, 2015
10 Fairfax County Parkway HOV, construct 2 lanes, 2015
11 Fairfax County Parkway HOV, widen and upgrade, 6 to 8 lanes, 2010, 2015
12 Franconia/Springfield Parkway HOV, 2010, 2020
13 I-395 HOV, restripe to 3 lanes, 2010
14 I-495 High Occupancy/Toll (HOT) lanes, Transit Service, 2010, 2020
15 I-495 HOV lanes
16 I-66 HOV, includes interchange reconstruction at US 15, 2010, 2015
17 I-95 HOV, extend HOV lanes from Quantico Creek to Stafford County line, 2015 and re-stripe to 3 lanes from Quantico Creek to I-495/I-395 intersection, 2010
18 Potomac Yard Metro Station, 2015
19 US-1 bus right turn lanes, 2025
20 VA-244 (Columbia Pike) Transit Service Improvements, Pentagon to Bailey's Crossroads, 2010, 2020

Highlighted Projects were added to the long-range plan in 2006

WMATA

Major Bike and Pedestrian Improvements in the



A bicycle and pedestrian project is considered major if the project is greater than 3 miles in length or greater than $400,000 in cost.

District of Columbia

1 Anacostia Riverwalk Trail, upgrade shared-use path
2 Construct Pedestrian Tunnel
3 Metropolitan Branch Trail, construct shared-use path
4 Oxon Run Trail Restoration, upgrade shared-use path
5 Pedestrian Bridge over Anacostia Freeway, construct pedestrian bridge
6 Rock Creek Park Trail Improvements, upgrade shared-use path
7 Theodore Roosevelt Bridge, construct pedestrian/bicycle bridge
8 Union Station Bike Station, bicycle parking
9 Watts Branch Trail, upgrade shared-use path

Maryland

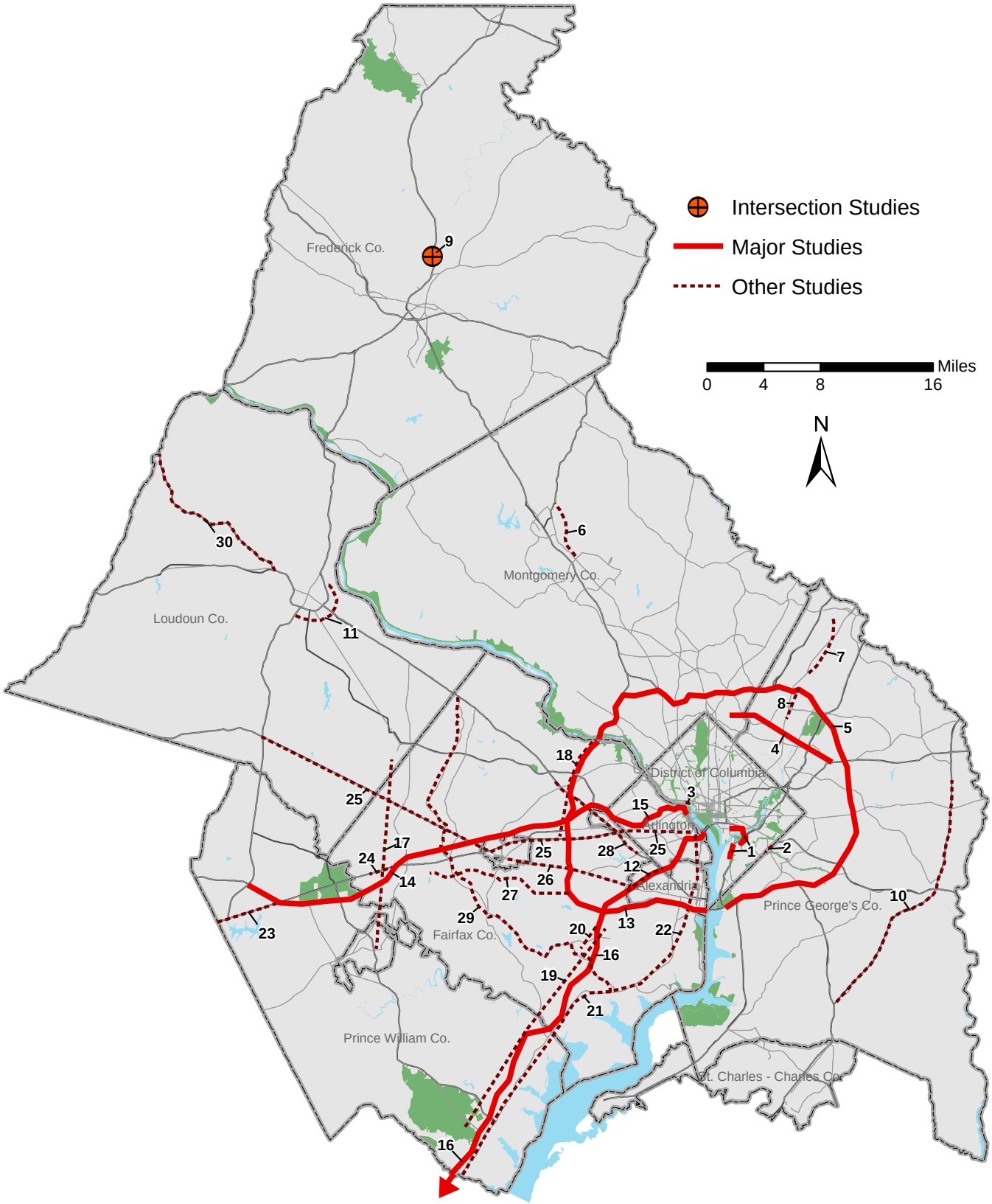
10 Auth Road Sidewalks and Bike lanes, construct sidewalks and bike lanes
11 Bethesda Bikeway and Pedestrian Facilities, streetscape improvements
12 College Park Trolley Trail, construct shared-use path
13 Collington Branch Trail, construct shared-use path
14 Forest Glen Pedestrian Bridge, construct bridge
15 Henson Creek Trail Extension, construct shared-use path
16 Matthew Henson Trail, construct shared-use path
17 Ped/Bike Bridge over I-270, construct pedestrian/bicycle bridge
18 Prince George's Connector, construct shared-use path
19 Suitland Parkway Trail, construct shared-use path
20 Woodrow Wilson Bridge, construct pedestrian/bicycle bridge

A new Bicycle and Pedestrian Plan for the National Capital Region *was adopted at the July 19 meeting of the National Capital Region Transportation Planning Board (TPB). The new plan will make pedestrian safety a priority over vehicle movement, accommodate pedestrians and bicyclists into transportation projects (like the new Wilson Bridge), and connect trails throughout the District of Columbia, Maryland and Virginia.*

Virginia

21 Accotink Gateway Connector, construct shared-use path
22 Boundary Channel Bridge Trails, construct shared-use paths
23 Bus 234 Add Signalized Crosswalks, construct streetscape/pedestrian improvements
24 Chambliss Stream Crossing, construct pedestrian/bicycle bridge
25 Columbia Pike, construct shared-use path
26 Cross County Trail, construct shared-use path
27 Duke Street Pedestrian Bridge, construct pedestrian/bicycle bridge
28 Eisenhower Trail, construct shared-use path
29 Fairfax County Parkway Bridge, add crosswalks, crosswalk signals, sidewalk on bridge
30 Fairfax County Parkway Train, construct 8-mile shared-use path
31 George Washington Parkway Crossing, construct pedestrian/bicycle bridge
32 Georgetown Pike Multi-Use Trail, construct shared-use path
33 I-395 Shirlington Underpass, Four Mile Run Trail, construct pedestrian/bicycle bridge
34 Lee Highway, construct shared-use path
35 Linton Hall Road Widening, construct shared-use path
36 Old Dominion Drive, streetscape/pedestrian facilities
37 Old Ox Road Widening (Rt. 606), construct shared-use path
38 Potomac Avenue, streetscape/pedestrian improvements
39 Richmond Highway (US 1) Ped and Bike Improvements, construct pedestrian intersection improvement
40 Rosslyn Circle Crossing, streetscape/pedestrian improvements
41 Route 110 Trail, construct shared-use path
42 Route 123 Widening, construct shared-use path
43 Route 28 Trail Extension, construct shared-use path
44 US 50 Pedestrian Bridge, construct pedestrian/bicycle bridge
45 US 50 Pedestrian Improvements, construct streetscape/pedestrian improvements
46 VA 120 (Glebe Road) @ 27th St., install crosswalks, pedestrian signals, refuge areas
47 VA 120 (Glebe Road) @ N. Randolph St., streetscape/pedestrian facilities
48 VA 234 Bike Trail, construct shared-use path
49 VA 846 (Sterling Boulevard) Landscaping, streetscape/pedestrian improvements
50 W&OD Trail Extension, construct shared-use path
51 Washington Boulevard Trail Phase II, construct shared-use path
52 Woodrow Wilson Bridge, construct pedestrian/bicycle bridge

Major Studies in the Plan



District of Columbia

1 ***Anacostia Street Car Project (Phases II - IV)***
2 Southern Avenue
3 Whitehurst Freeway, Roosevelt Bridge

Maryland

4 Bi-County Transitway, Silver Spring to New Carrollton
5 I-95/I-495, Capital Beltway, from American Legion Bridge to Woodrow Wilson Bridge
6 M-83
7 MD 201 Extended
8 University of Maryland Connector, I-95/495 to UMD
9 US 15 at Monocacy Blvd
10 US 301

Virginia

11 Battlefield Parkway
12 I-395 ramp connections
13 I-495/I-95 Capital Beltway, HOV and transit service improvements from Woodrow Wilson Bridge to American Legion Bridge
14 I-66, HOV and transit service improvements
15 I-66, spot improvements inside the Beltway
16 ***I-95/395 HOT Lanes between the Virginia state line and the I-95 Massaponax exit in Spotsylvania County***
17 Light rail from Manassas to Dulles
18 Metrorail, Dunn Loring to American Legion Bridge
19 Metrorail, I-95 from Springfield to Potomac Mills
20 People Mover from Fort Belvoir Proving Grounds to Franconia/Springfield
21 US 1 transit improvements, including light rail and priority bus
22 US 1, light rail, King Street Metro to Pentagon
23 US 29 improvements I
24 US 29 improvements II
25 US 50, transit service improvements
26 VA 236 priority bus
27 VA 620 (Braddock Rd) HOV, VA 645 to Beltway
28 VA 7, transit service improvements
29 VA 7100, priority bus
30 VA 9 improvements

Highlighted Projects were added to the long-range plan in 2006.

What are HOT Lanes?

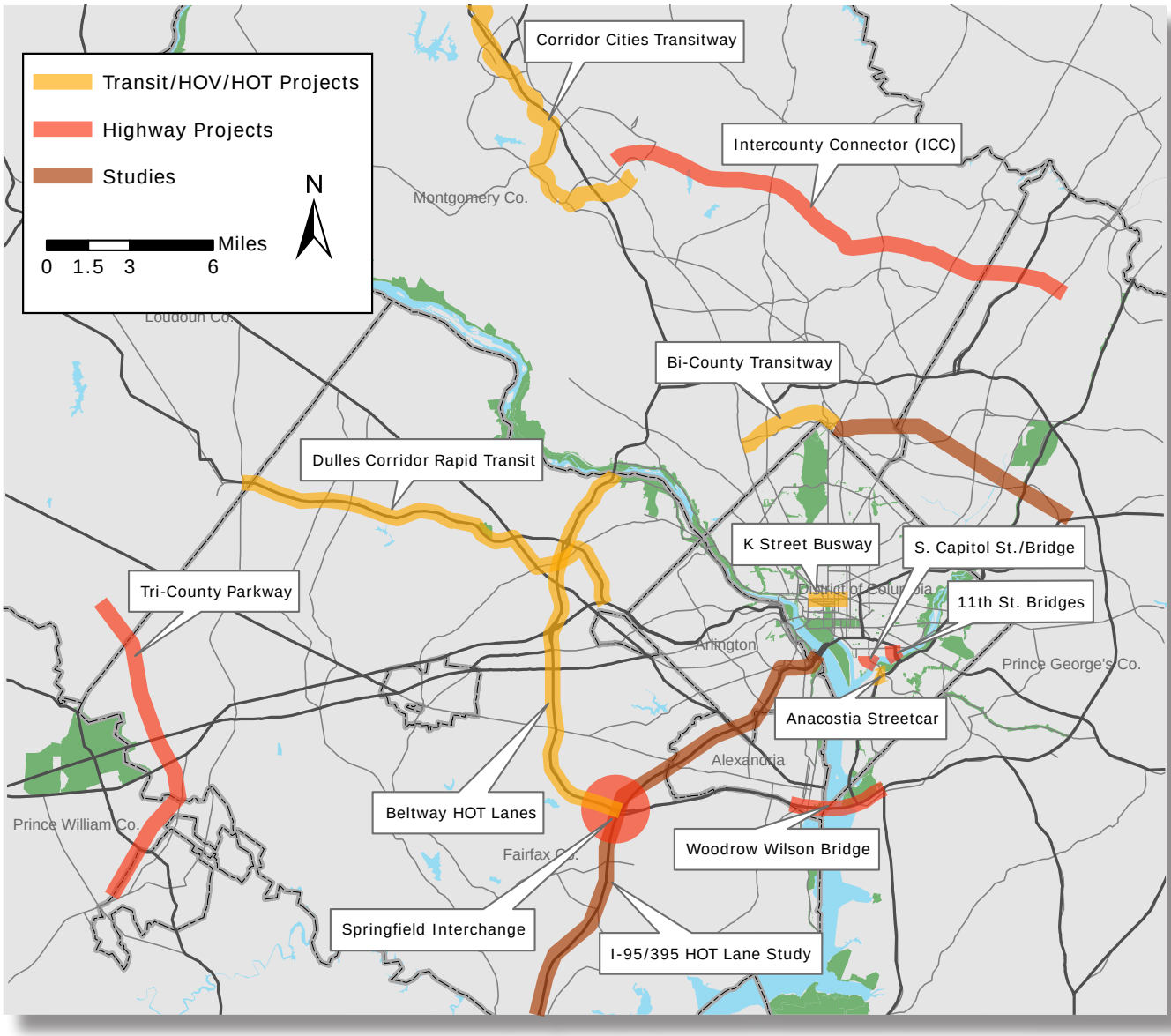
HOT (or High-Occupancy/Toll) Lanes are HOV lanes that allow low-occupancy vehicles to use them for a fee. Usually, the fee is variable and based on the number of people wanting to use the lane.

Two successful implementations of HOT lanes have been completed in Southern California. (California State Route 91 is pictured here.) Many more sites are planned throughout the country.

Cofiroute Global Mobility

Selected Project Highlights

A number of key projects included in the plan have been the subject of special interest to the public over the past few years. Some of these projects are described below. See pages 6-13 for maps and full listings of the major projects and studies in the plan.



11th Street Bridges

DDOT

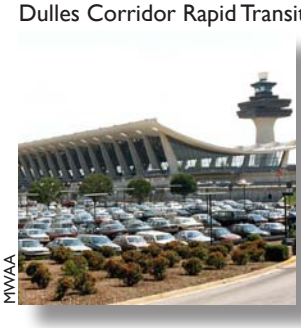
Anacostia Streetcar

DDOT

Bi-County Transitway

MDOT

Dulles Corridor Rapid Transit



MWAA

Multi-state Projects

Woodrow Wilson Bridge

- Covers a 7.5-mile corridor. It includes four interchanges and two new drawbridges.
- Cost: $2.56 billion
- Completion: 2009, 2011

District of Columbia

11th Street Bridge Reconstruction

- Replace and reconfigure the 11th Street Bridges.
- Cost: $377 million
- Completion: 2011

Anacostia Streetcar

- Phase I: From Firth Sterling Avenue and South Capitol to Howard Road and Martin Luther King Jr. Avenue.
- Cost: $21 million
- Completion: 2011

K Street Busway

- Express bus lanes running 1.5 miles between 7th Street (Mt. Vernon Square) and Washington Circle, NW.
- Cost: $30.3 million
- Completion: 2008

South Capitol Street Corridor with Frederick Douglass Memorial Bridge Improvements

- Convert South Capitol Street from an urban highway to a grand six-lane boulevard. Construct a newly aligned, six-lane Frederick Douglass Bridge.
- Cost: $625 million
- Completion: 2015

Maryland

Bi-County Transitway

- Commonly called the Purple Line. The 3.75-mile segment slated for construction in the current plan runs between Bethesda and Silver Spring.
- Cost: $371 million
- Completion: 2015
- An eastern portion of the project, between Silver Spring and New Carrollton is included in the CLRP as a study.

Corridor Cities Transitway

- A light rail line roughly following the I-270 corridor north 13.5 miles from Shady Grove to COMSAT.
- Cost: $871 million
- Completion: 2012 and 2020*

Intercounty Connector

- A new 6-lane toll road that would run 17 miles between I-270 near Gaithersburg and I-95 near Laurel.
- Cost: $2.4 billion
- Completion: 2010

Virginia

Beltway HOT Lanes

- Two new lanes running in each direction from the Springfield Interchange to Georgetown Pike.
- Free for HOV-3+, open to other vehicles paying tolls.
- Financing will be arranged by a private contractor
- Cost: $899 million
- Completion: 2010

Dulles Corridor Rapid Transit

- A 23.1-mile extension of Metrorail to Dulles Airport and into Loudoun County.
- Cost: $3.7 billion
- Completion: 2011 and 2015*

I-95/395 HOT Lane Study

- Study proposal to build and operate HOV/HOT lanes on 56 miles of I-95/395 between the Virginia state line and the I-95 Massaponax exit in Spotsylvania County
- Cost: $380,000
- Completion: 2007

Springfield Interchange

- One of the largest construction projects in the nation.
- Cost: $700 million
- Completion: 2007

Tri-County Parkway

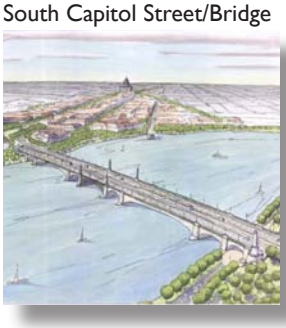
- A new 4, 6-lane, 13-mile road that would link Manassas to the areas west of Dulles Airport.
- Cost: $68 million.
- Completion: 2015 and 2020*

**Two-phase project.*

K Street Busway

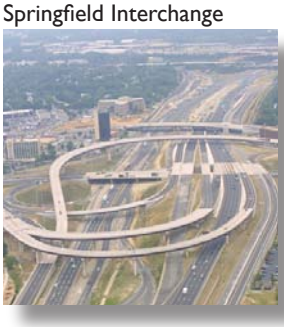
WMATA

South Capitol Street/Bridge



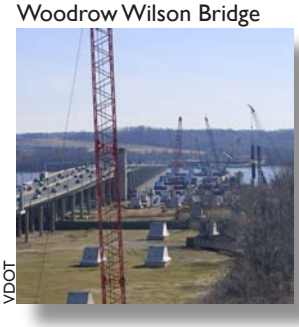
DDOT

Springfield Interchange



VDOT

Woodrow Wilson Bridge

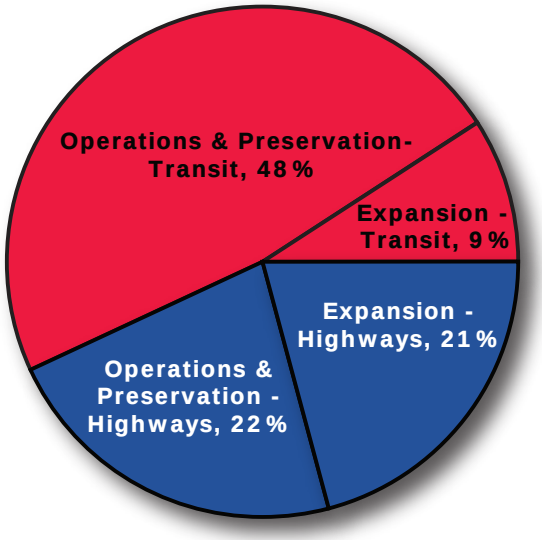


VDOT

Financial Plan

A comprehensive financial plan was prepared for the 2006 CLRP. It includes forecasts of transportation revenues and expenditures for the Washington Metropolitan Region for the 24-year period of 2007 to 2030. The forecasts estimate that $109.8 billion in revenues are reasonably expected to be available during that time period. The financial plan demonstrates that those estimated revenues are equal to the estimated costs of the regional transportation system's operation, maintenance and expansion plans from 2007 through 2030. The documentation on the financial plan is available on the TPB website at: www.mwcog.org/clrp

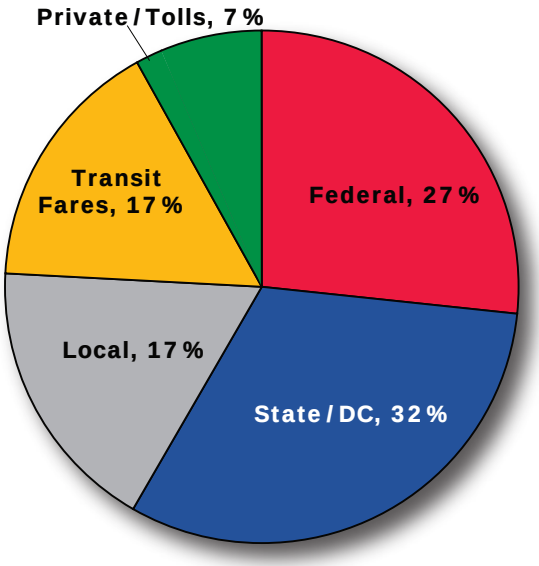
CLRP Expenditures (2007 - 2030)
$109.8 Billion



Transit Ridership is Constrained

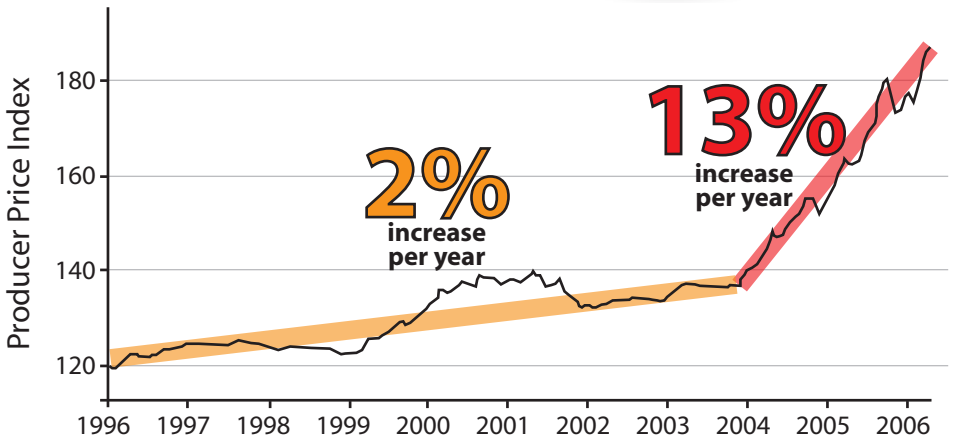
Funding has not yet been identified to accommodate all of the projected WMATA ridership growth through 2030. To address this situation, a method that has been applied since the 2000 CLRP was used to limit the projected ridership to be consistent with the available funding for the capacity improvements.

CLRP Revenues (2007 - 2030)
$109.8 Billion

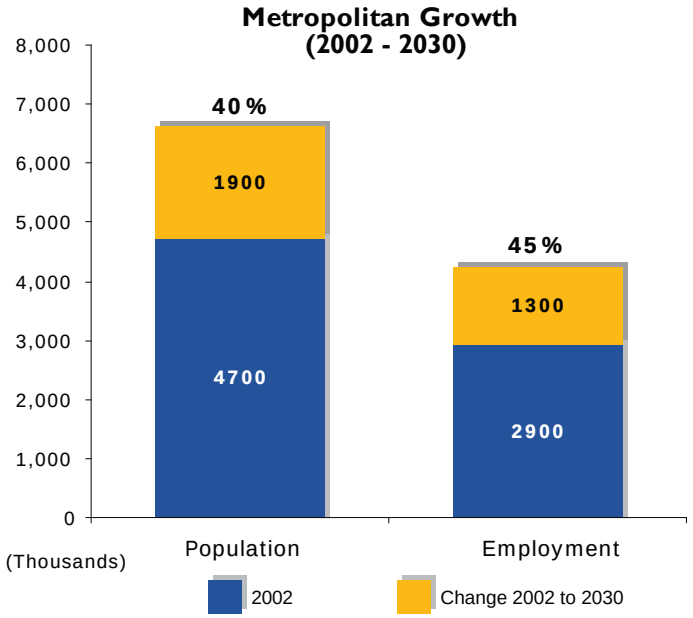


New Funding is Offset by Increasing Costs

On average, annual funding for transportation in the region has actually grown by 18 percent since the 2003 forecast. However, rising construction costs are eating up those funding increases. In the last two years, construction costs have jumped about 26 % (13% per year). In contrast, construction costs rose only 17 % over the previous eight years (2% per year).

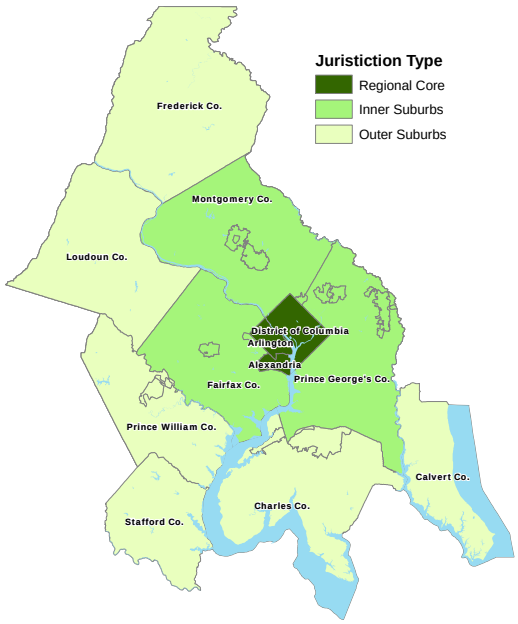


As an introduction to forecast conditions and the plan's performance, information on how the region is expected to develop is helpful because metropolitan growth greatly impacts the transportation challenges this region is facing. The region (defined as the Washington, DC-MD-VA Metropolitan Statistical Area, shown on page 2) is forecast to grow by nearly 1.9 million people and more than 1.3 million jobs between 2002 and 2030—a 40 percent increase in population and a 45 percent increase in employment.

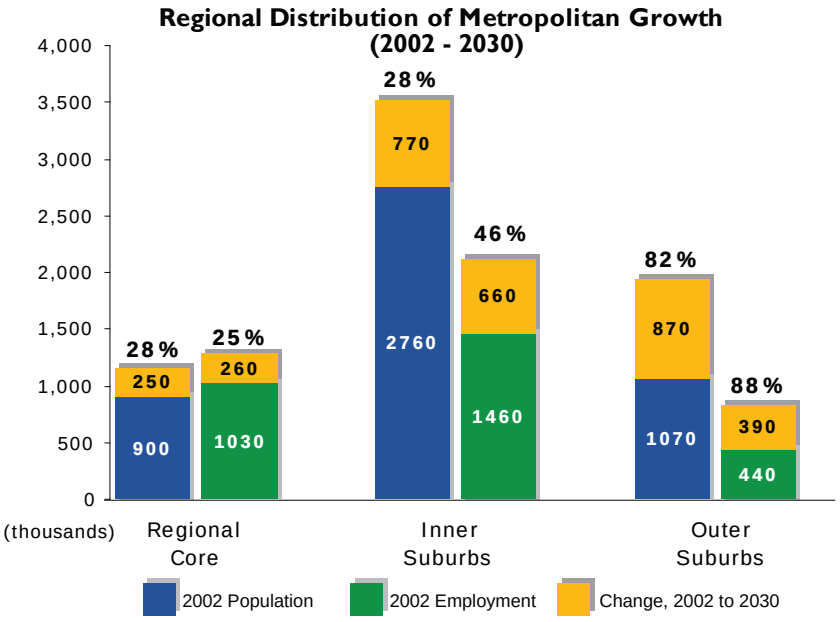


By 2030, more jobs and housholds shift away from the Regional Core

The regional core will grow at a slower rate than the outer suburbs, which will see dramatic increases in population and employment. Despite the dramatic growth in the outer suburbs, the inner parts of the region (the regional core and inner suburbs) are still expected to have the highest concentrations of jobs and people in 2030. However, while most of the employment is in the regional core and inner suburbs, most of the population is located in inner and outer suburbs.



Many of the following graphs break out travel statistics by "regional core", "inner suburbs", and "outer suburbs". The regional core is defined as the District, Arlington and Alexandria. The inner suburbs are Fairfax county in Virginia, and Montgomery and Prince George's counties in Maryland. The outer suburbs are Loudoun, Prince William, and Stafford counties in Virginia; Frederick, Calvert and Charles counties in Maryland.



Population and employment estimates are based on Round 7.0a of the Cooperative Land Use Forecast

Travel Demand

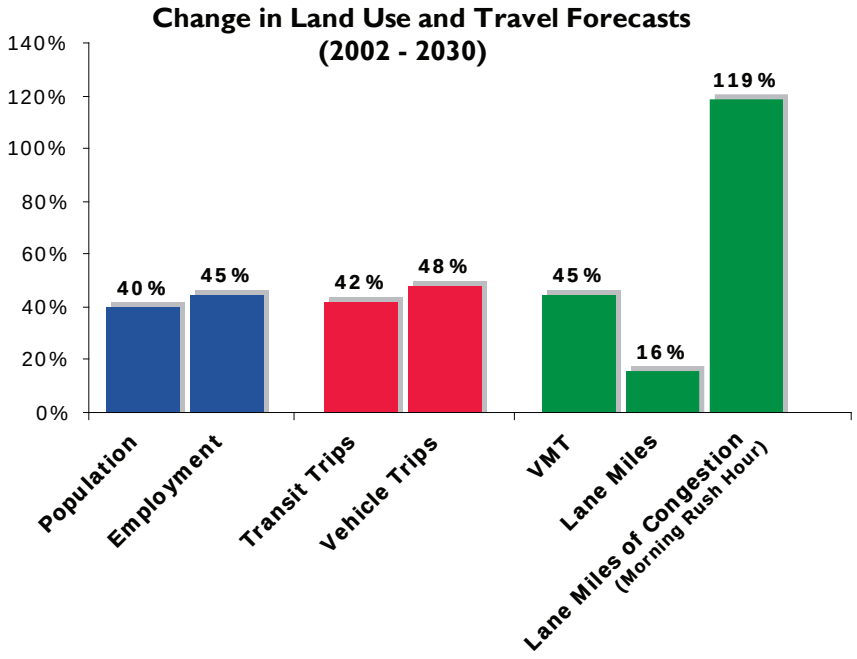
Over the next 24 years, a significant increase in population and jobs will lead to additional vehicles, trips, and congestion on the region's transportation system. Vehicle miles of travel (VMT), which is a measure of how much people drive, is increasing faster than new freeway and arterial lane miles slated for construction in the plan.

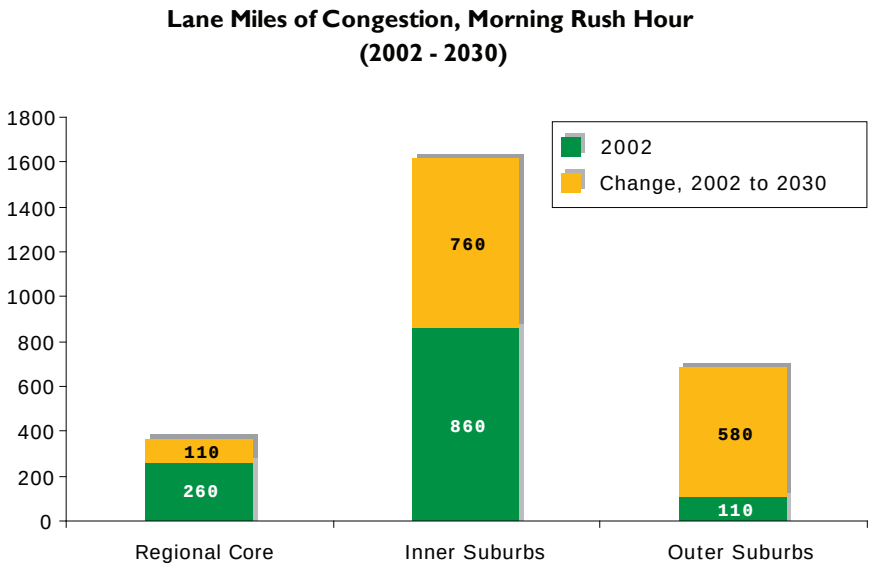
Transit trips are also forecast to increase by 42%, creating even more crowding on the Metrorail system. The ability of the transit system to expand its capacity and meet the increasing demand is limited by funding constraints.

It is instructive to note the 119% increase in regional congested lane miles during the morning rush hour.

Nearly all the forecasted new congestion will occur in the suburbs. The Inner Suburbs will experience the greatest increase in congestion, and will continue to have the worst congestion in the region.

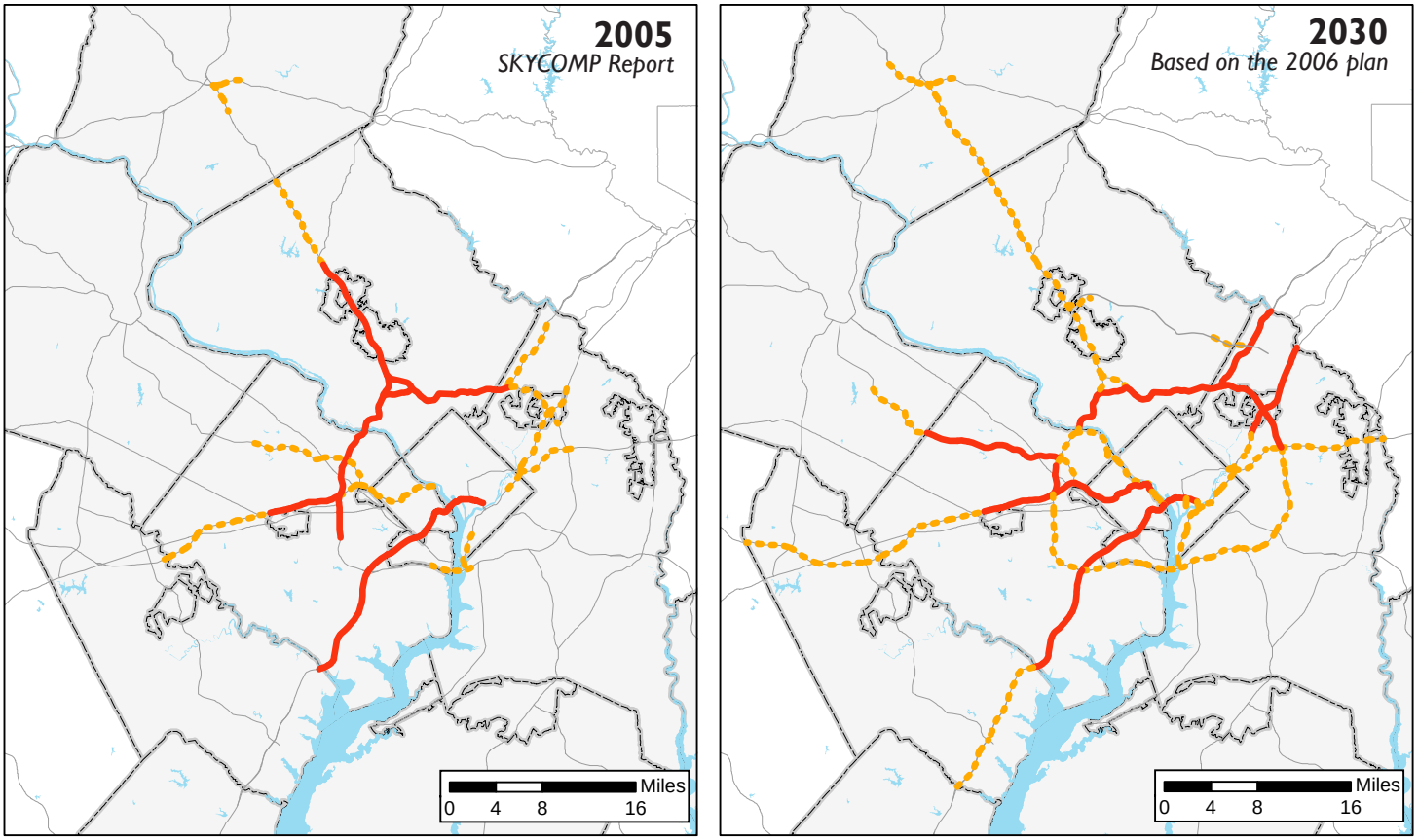
The Outer Suburbs will experience the most dramatic change in congestion, with more than a five-fold increase in lane miles of congestion by 2030.





A projected increase in travel demand (VMT) without a corresponding increase in highway capacity (lane miles) will result in greatly increased regional congestion by the year 2030.

Highway Congestion, Evening Rush Hour

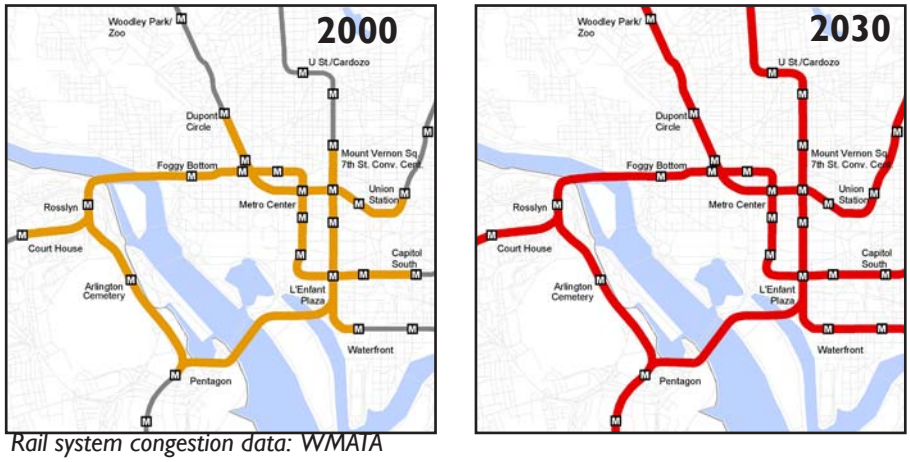


The combination of increased vehicle miles traveled without an equivalent increase in new highway capacity will result in increased congestion throughout the region.

Congested Flow
(average speed 30-50 mph)

Stop and Go Conditions
(average speed < 30 mph)

Transit Congestion, Morning Rush Hour



Rail system congestion data: WMATA

Due to a lack of funding identified to accommodate all of the projected ridership growth beyond 2010, the Metrorail system will be severely congested in 2030 on trips "to and through" the regional core.

Congested
(105 - 120 people per rail car)

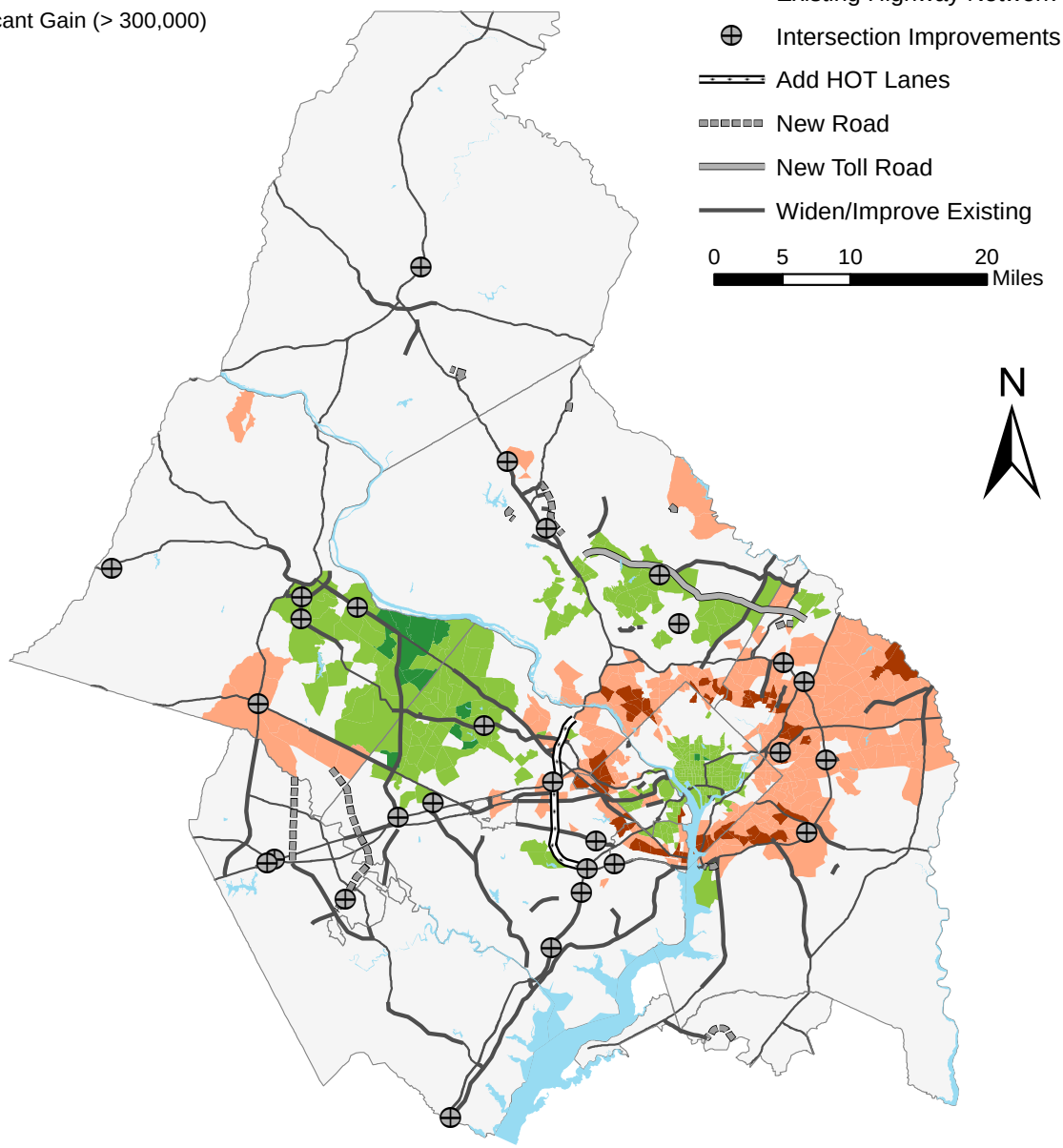
Highly Congested
(120+ people per rail car)

Accessibility to Jobs By Auto

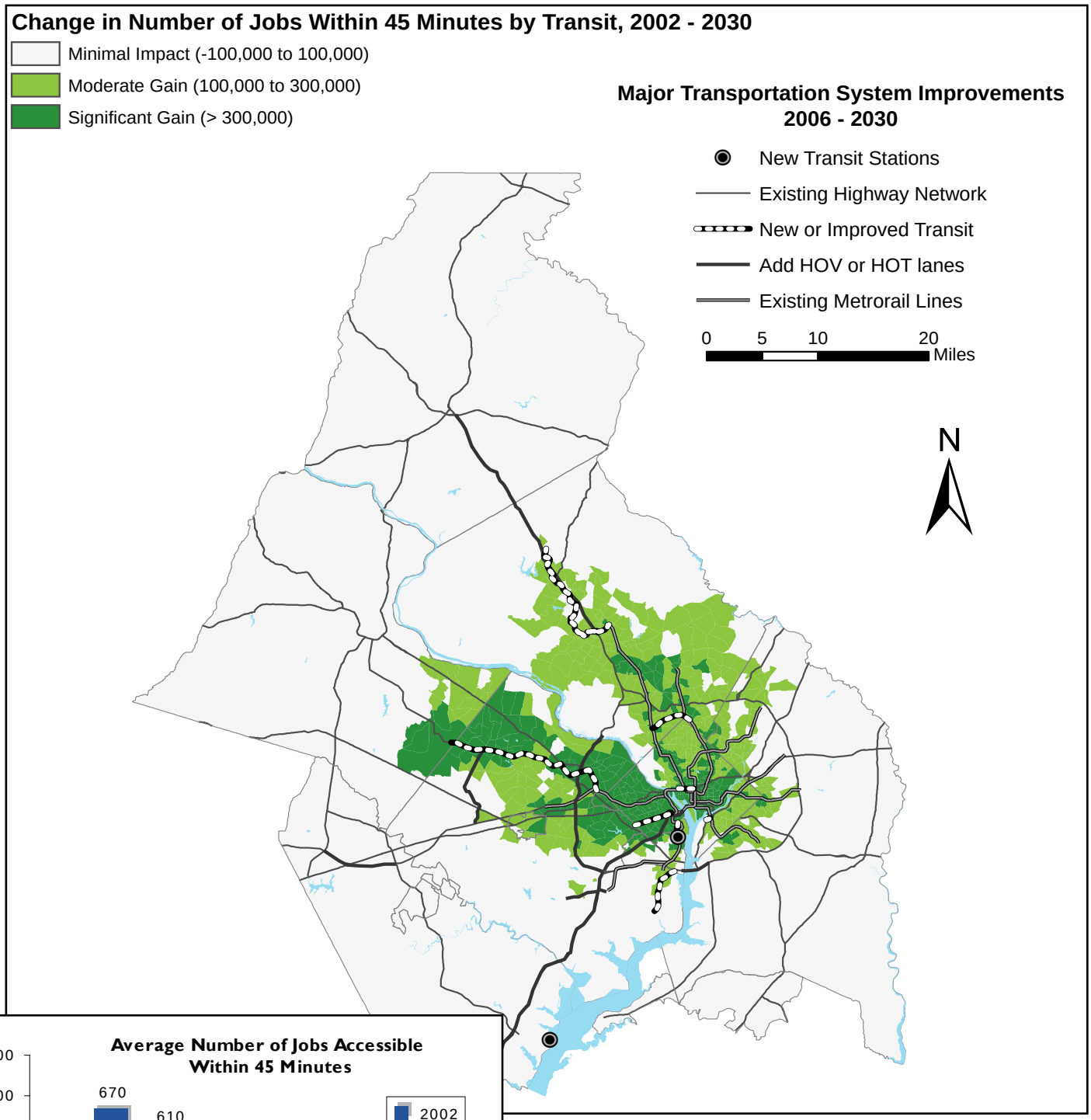
Another way to measure the performance of the plan is in terms of accessibility to jobs by auto and transit. The maps show that the average accessibility to jobs by auto is expected to decrease slightly between 2002 and 2030. Average accessibility to jobs by transit is forecast to increase significantly, but remain less than accessibility by auto.

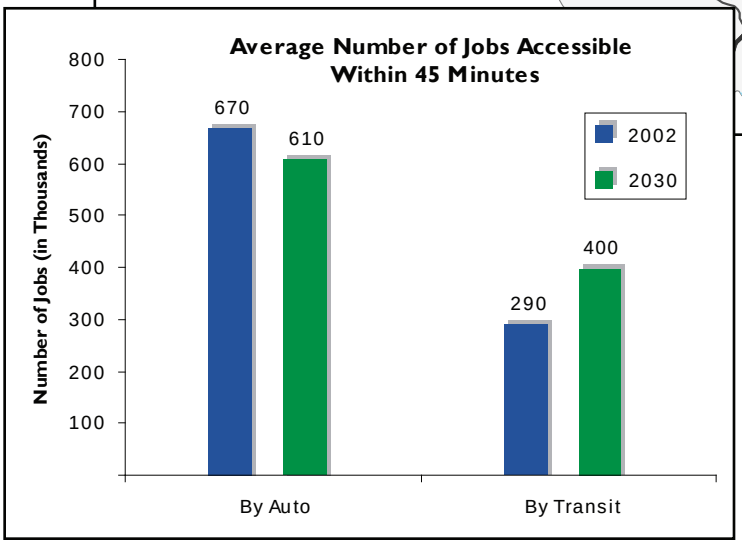
Change in Number of Jobs Within 45 Minutes by Auto, 2002 - 2030

- Significant Loss (< -300,000)
- Moderate Loss (-300,000 to -100,000)
- Minimal Impact (-100,000 to 100,000)
- Moderate Gain (100,000 to 300,000)
- Significant Gain (> 300,000)



Accessibility to Jobs by Transit

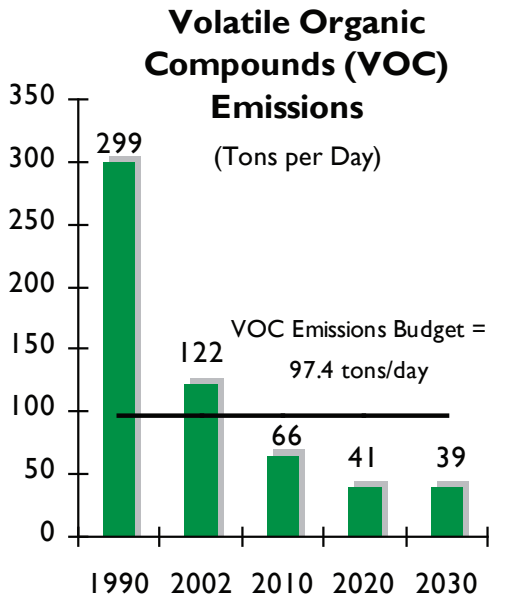




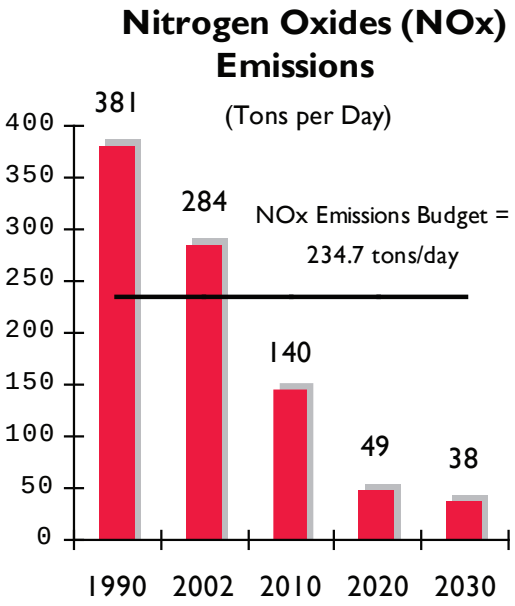
Air Quality

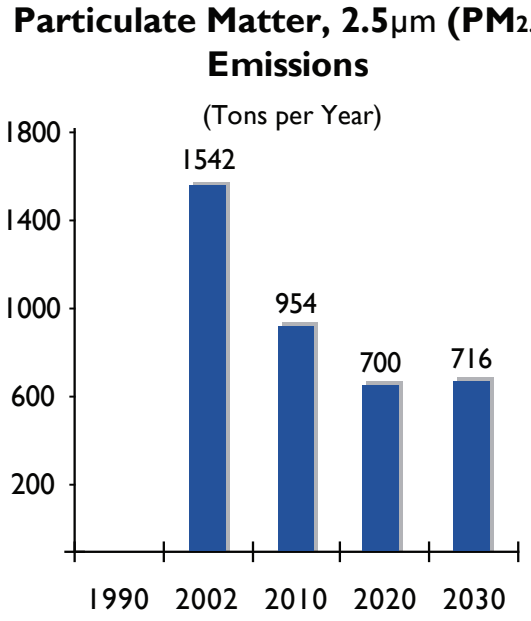
The Washington region currently does not meet national air quality standards for ground-level ozone. A major component of smog, ozone is formed on hot summer days when volatile organic compounds (VOCs) and nitrogen oxides (NO_x) combine in sunlight. Motor vehicles, as well as power plants and other sources, emit these pollutants.

The Metropolitan Washington Air Quality Committee (MWAQC) works closely with the TPB to develop a regional air quality plan. The plan contains emissions ceilings (called "mobile emissions budgets"), to which the transportation plan must conform. The analysis of the plan found that mobile emissions are within currently required budgets for 2010, 2020, and 2030.



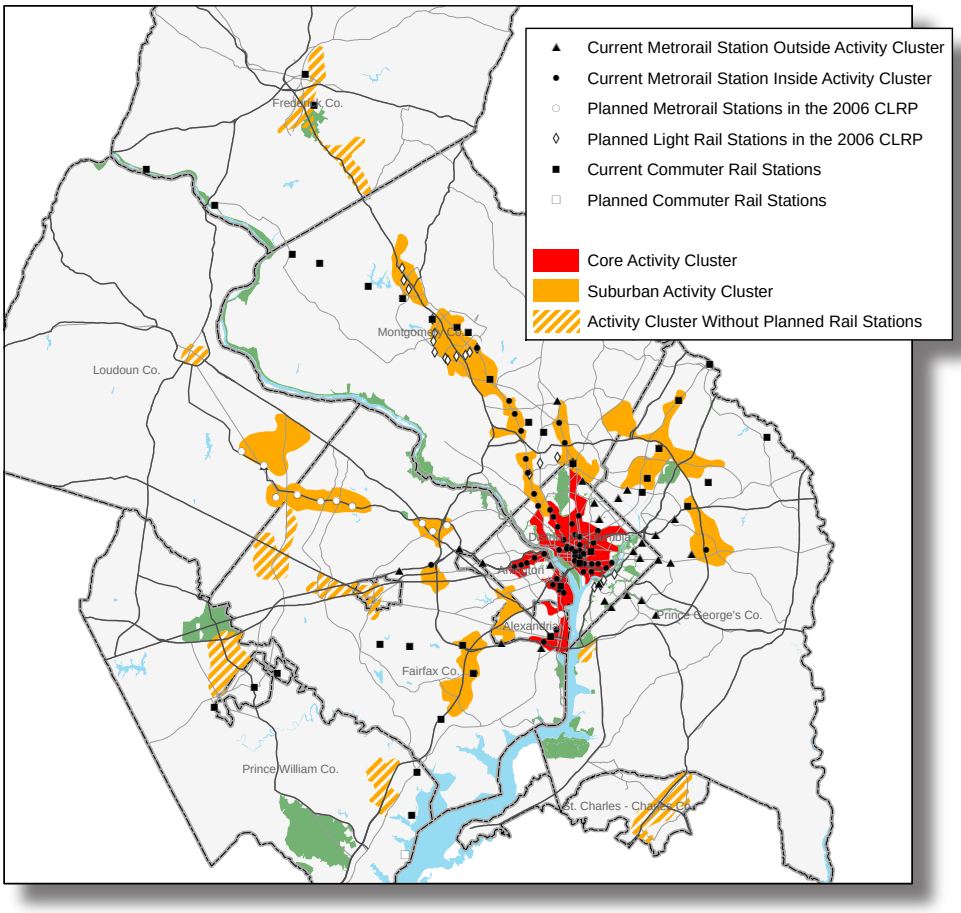
The long-term trend shows continuing reductions in emissions from mobile sources.





In addition to NOx and VOCs, the plan must track and estimate Particulate Matter (2.5 micrometers) ($PM_{2.5}$). $PM_{2.5}$ is of special concern because these ultra-fine particles can easily permeate the lungs and cause health problems. Concern about $PM_{2.5}$ has developed relatively recently, and the region is in the processes of establishing a particulate matter budget. $PM_{2.5}$ was not tracked or estimated in 1990.

Activity Clusters

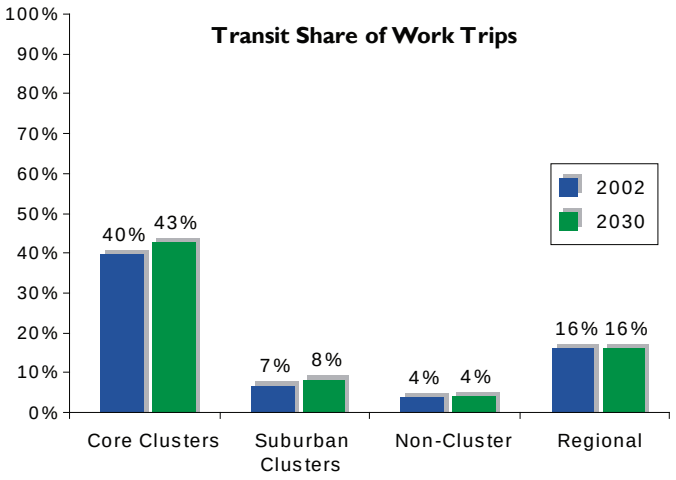


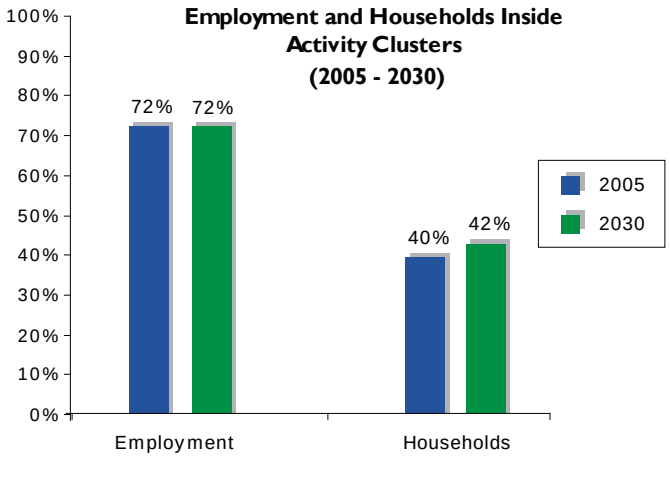
The TPB Vision calls for the region to "Give high priority to regional planning and funding for transportation facilities that serve the regional core and regional activity centers, including expanded rail service and transit centers where passengers can switch easily from one transportation mode to another."

The TPB and Council of Governments Board of Directors worked cooperatively to develop activity center maps published in 2002. To simplify analysis and to describe related or companion areas within the major transportation corridors, the centers are grouped into clusters.

The activity cluster map shows the location of current and planned Metrorail and light rail stations relative to the activity clusters. An analysis of the plan showed that transit mode share was high in activity clusters, particularly core clusters in the District of Columbia, Alexandria, and Arlington.

This analysis also showed that in 2002, 40% of the region's households were located in activity clusters. By 2030, this number will increase to 42%. The concentration of jobs in activity clusters will remain steady at 72%. The fastest growth is forecast for the suburban clusters.





Finally, it should be noted that in both 2002 and 2030, over 90% of transit work trips are to jobs in activity clusters and over 70% are to the three core activity clusters.

How to Contact the TPB

There are several ways that members of the public can contact the TPB or comment on the long-range plan. While the official public comment period for the Plan is over, the TPB is always accepting comments on the plan and other transportation issues.

Write: National Capital Region Transportation Planning Board
777 North Capitol Street NE
Suite 300
Washington, DC 20002-4239

Call: (202) 962-3262, TDD: (202) 962-3213

Email: TPBPublicComment@mwcog.org

Click: www.mwcog.org/transportation/publiccomment

Speak: Interested citizens may make a statement during the public comment period at the beginning of each TPB meeting, at 12 noon on the third Wednesday of every month, except August. To participate, call (202) 962-3315.

For more information, contact TPB Public Involvement Coordinator John Swanson at 202-962-3295, jswanson@mwcog.org

Schedule for the 2007 Plan Update

This schedule may be revised. For the latest dates, see www.mwcog.org/transportation

December 20, 2006 *
TPB releases Call for Projects

March 15, 2007
Plan and Transportation Improvement Program (TIP) project submissions are released for public comment

April 14, 2007
Public comment period ends

April 18, 2007 *
TPB reviews public comments and is asked to approve project submissions for inclusion in the air quality conformity analysis

October 11, 2007
Draft plan, TIP and air quality conformity assessment released for public comment

November 12, 2007
Public comment period ends for draft documents

November 21, 2007 *
TPB reviews public comments and responses to comments, and is presented the draft plan, TIP and air quality conformity assessment for adoption

* TPB Meeting

Alternative formats of this document are available upon request. Contact us at accommodations@mwcog.org, (202) 962-3300, TDD: (202) 962-3213