



NATIONAL
CAPITAL REGION
TRANSPORTATION
PLANNING BOARD



2003 UPDATE TO THE FINANCIALLY CONSTRAINED
Long-Range Transportation Plan for the National Capital Region



What is the TPB?

Transportation planning at the regional level is coordinated in the Washington area by the National Capital Region Transportation Planning Board (TPB). 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 to respond to a requirement of 1962 highway legislation for establishment of official Metropolitan Planning Organizations (MPOs). 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 is responsible for directing the continuing transportation planning process carried on cooperatively by the states and local communities in the region.

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WIMATA

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

Adopted December 17, 2003

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What is the Constrained Long-Range Plan?



The Financially Constrained Long-Range Transportation Plan, or CLRP, identifies and describes **all regionally significant transportation projects and programs that are planned in the Washington metropolitan area between 2004 and 2030**. Over 750 projects are included, ranging from simple highway landscaping to billion-dollar highway and transit projects. Some of these projects will be completed in the near future, while others will only be in the initial planning stage.

The projects and programs that go into the CLRP are developed cooperatively by governmental bodies and agencies represented on the **National Capital Region Transportation Planning Board (TPB)**. The TPB Vision, the policy framework adopted by the TPB in 1998, serves as the regional guide for project development.





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.

What is the Constrained Long-Range Plan?



TPB Vision

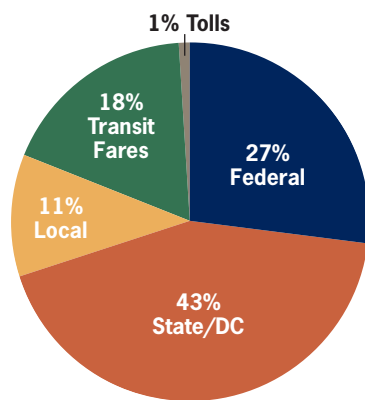
ADOPTED IN 1998, THE VISION IS THE POLICY FRAMEWORK GUIDING THE DEVELOPMENT OF THE CLRP.

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 inter-regional travel and commerce**.

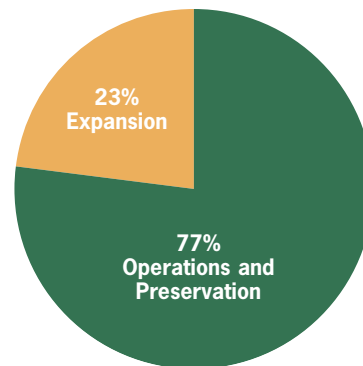
Federal Requirements

Federal law requires the long-range plan to be updated every three years, with adequate opportunity for public involvement. The law also requires the plan to be based on revenue sources that are “reasonably expected to be available.” In other words, **the CLRPP is not a “wish list”**; it reflects the reality of what the region can afford to build and maintain over the coming decades.

CLRP REVENUES (2004-2030)
\$93.3 billion
 (constant year 2004 dollars)



CLRP EXPENDITURES (2004-2030)
\$93.3 billion
 (constant year 2004 dollars)



To ensure that the projects in the CLRPP can be built, the TPB conducts an extensive financial analysis as part of the update process. **In 2003, the TPB estimated that 77 percent of available funding would be needed to maintain and operate the regional transportation system, leaving only 23 percent for expansion of the existing system.** Approximately 60 percent of the available funding will be spent on transit operations, preservation, and expansion and 40 percent on highway operations, preservation and expansion.

The TPB is also required to demonstrate, through a technical analysis, that the predicted emissions associated with the CLRPP will be “in conformity” with the region’s air quality improvement goals. In order to help meet these requirements, in recent years the TPB has planned and funded programs to better manage transportation demand, including ridesharing, telecommuting and traffic signal optimization.

The plan update must go through a 30-day public comment period before the TPB finally approves it.

...the CLRPP is not a “wish list”

What is in the Plan?

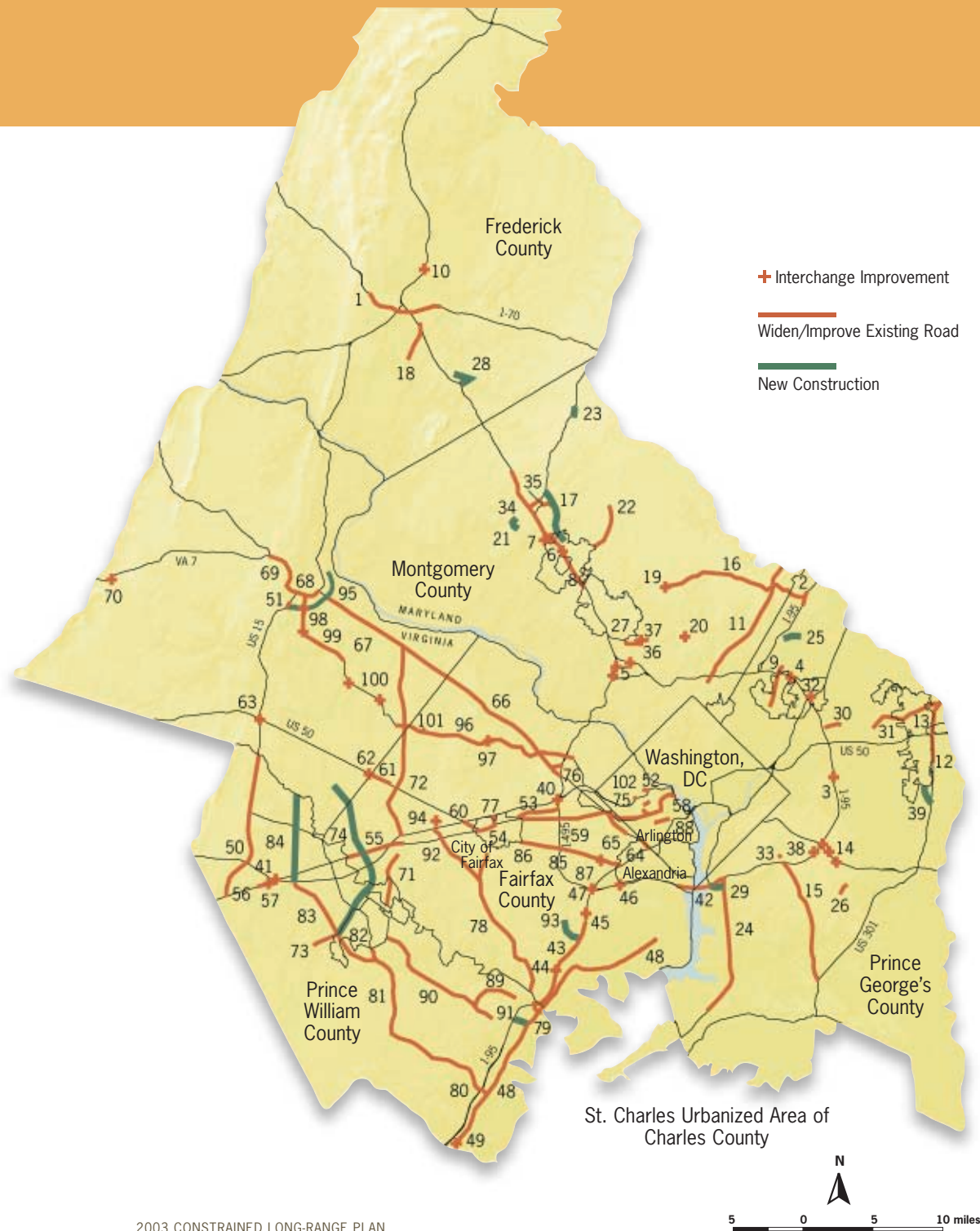
Major Highway Improvements

Almost all planned highway construction involves widening or upgrading of existing roads, rather than building new facilities. New lanes will be added to some of the region's busiest commuting arteries, and a few new major highways will provide cross-suburban links in Virginia. In Maryland, the only new highways shown in the plan are relatively minor facilities. Funding shortfalls have caused some projects' completion dates to be pushed back since the last update of the plan.

MARYLAND

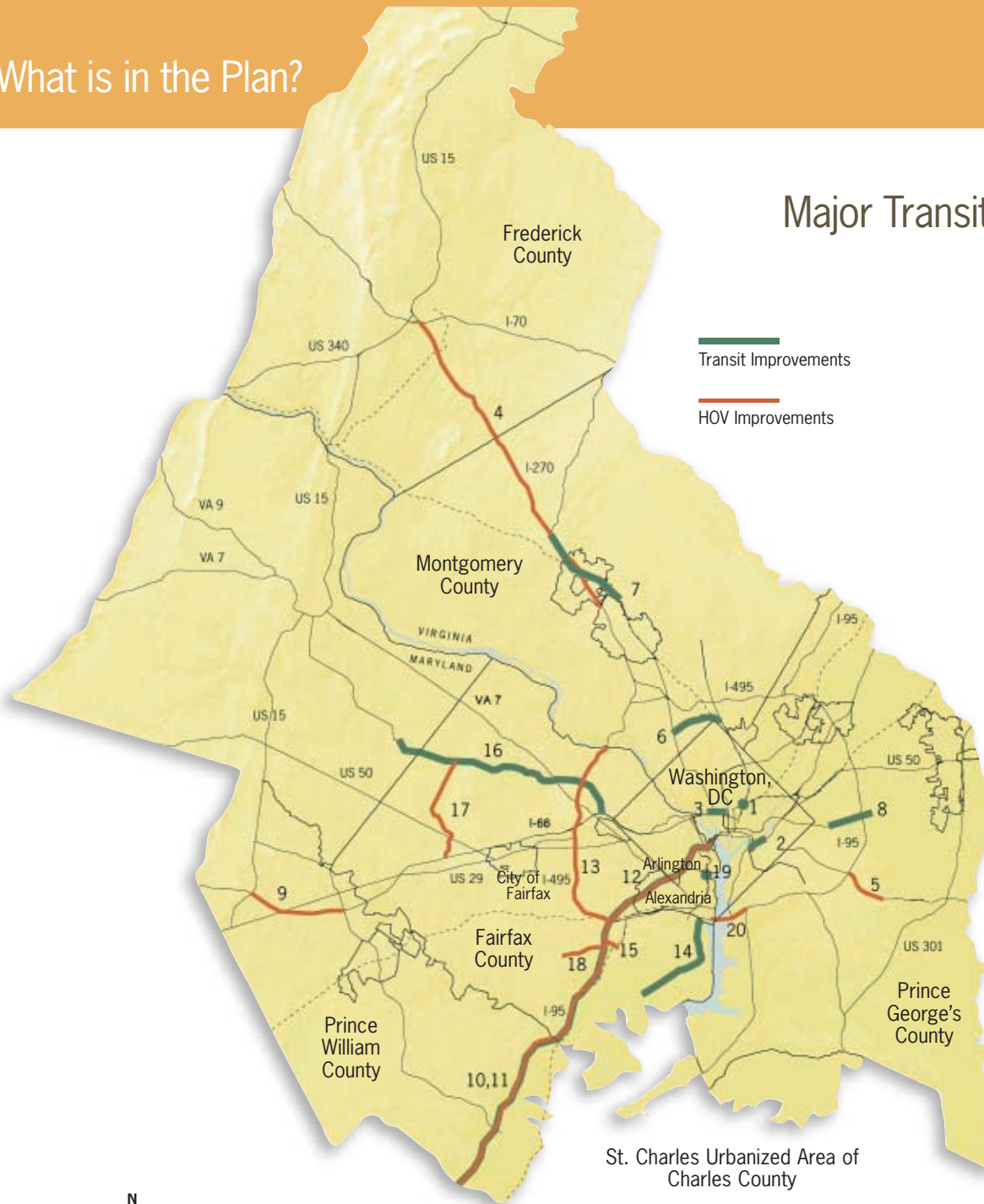
1. I-70, widen to 6 lanes, including interchange reconstruction at I-270, 2005, 2010
2. I-95, interchange and CD lanes at Contee Road, 2015
3. I-95/495, interchange at Arena Drive, 2010
4. I-95/495, interchange at Greenbelt Metro, 2010
5. I-270 Spur, interchange improvements, 2004
6. I-270, reconstruct interchange at MD 117, including Park & Ride lot, 2004
7. I-270, interchange at Watkins Mill Rd., 2025
8. I-270, widen, 2025
9. US 1, reconstruct, widen to 6 lanes, 2010, 2025
10. US 15, interchange at MD 26, 2010
11. US 29, upgrade, including intersections/interchanges, 6 lanes, 2005, 2006, 2010, 2020, 2025
12. US 301, upgrade, widen to 6+2 lanes, 2030
13. MD 3, upgrade, 6 lanes, 2030
14. MD 4 interchanges at Westphalia Road, Suitland Parkway and Dower House, 2015
15. MD 5, widen to 6, lanes, interchange upgrades, 2010
16. MD 28/MD 198, widen, construct 4, 6 lanes, 2025
17. M-83, construct 6 lanes, 2010, 2020
18. MD 85, widen to 4, 6 lanes, 2025
19. MD 97, upgrade intersection at MD 28, 2010
20. MD 97, upgrade intersection at Randolph Road, 2010
21. MD 118 extended, construct 6 lanes, 2020
22. MD 124, widen to 6 lanes, 2010
23. MD 124 extended, construct 2 lanes, 2006
24. MD 210, upgrade 6 lanes, 2007
25. MD 212, construct 4 lanes, 2005
26. MD 223, widen to 4 lanes, 2007
27. MD 355, reconstruct 6 lanes, construct interchange at Montrose/Randolph Road, 2015
28. MD 355, Urbana Bypass, construct 4 lanes, 2005
29. MD 414 Extended, construct 4 lanes, 2006
30. MD 450, widen to 4 lanes, 2006, 2025
31. MD 450, widen to 5 lanes, 2005
32. Baltimore/Washington Parkway, southbound ramp from Greenbelt Road, 2025
33. Branch Avenue Metro Access, construct 4 lanes, 2010
34. Father Hurley Blvd., construct, widen, 4, 6 lanes, 2010, 2020
35. Middlebrook Road Extended, construct 6 lanes, 2010
36. Montrose Parkway East, construct 4 lanes, 2010, 2015
37. Randolph Road, widen to 5 lanes, 2015
38. Suitland Parkway, interchange at Rena/Forestville Road, 2025
39. Willowbrook Parkway, construct 4 lanes, 2010
40. I-66/I-495, reconstruct interchange, 2011
41. I-66, reconstruct interchange at US 29, 2011
42. I-95, Woodrow Wilson Bridge, build 12 lane bridge, 2007
43. I-95, widen to 8 lanes, 2010
44. I-95, reconstruct interchange at VA 642, 2010
45. I-95, construct interchange at VA 7900, 2015
46. I-95, reconstruct interchange at VA 613, 2015
47. I-95/I-395/I-495, interchange reconstruction, 2007
48. US 1, widen to 6, 7 lanes including interchange at VA 123, 2005, 2008, 2010, 2015
49. US 1, reconstruct interchange at Russell Road, 2010
50. US 15, widen to 4 lanes, 2006, 2020
51. US 15, widen to 4 lanes, 2005
52. US 29, Lee Highway, widen to 6 lanes, 2015
53. US 29, widen to 6 lanes, 2012, 2015, 2020
54. US 29, widen to 6 lanes, 2010, 2012
55. US 29, widen to 6 lanes, 2010
56. US 29, widen to 5, 6 lanes, 2011
57. US 29, interchange at VA 55, 2011
58. US 50, reconstruct 6 lanes including interchanges, 2007, 2010, 2015, 2020
59. US 50, widen to 6 lanes, 2020
60. US 50, widen to 5, 8 lanes, 2020
61. US 50, widen to 6 lanes, 2020
62. US 50, reconstruct intersection at VA 609, 2005
63. US 50, construct round-about at US 15, 2010
64. VA 7, reconstruct 4 lanes, 2008
65. VA 7, Leesburg Pike, widen to 6, lanes, 2020
66. VA 7, Leesburg Pike, widen to 6, 8 lanes, 2008, 2012, 2013
67. VA 7, upgrade with interchanges, 2005, 2015
68. VA 7/US 15 Bypass, widen to 6 lanes, 2015
69. VA 7, widen, upgrade 6 lanes, 2015
70. VA 7, intersection improvement, 2006
71. VA 28, widen to 6 lanes, 2025
72. VA 28, widen to 8 lanes, with interchanges, 2004, 2005, 2006, 2015
73. VA 28, widen to 6 lanes, 2015
74. VA 411, (Tri-County Parkway), construct 4, 6 lanes, 2015, 2020
75. VA 120, Glebe Road, widen to 6 lanes, 2030
76. VA 123, widen to 8 lanes, 2010
77. VA 123, widen to 6 lanes, 2010
78. VA 123, widen to 4, 6 lanes, 2004, 2005, 2015, 2020
79. VA 123, widen to 6 lanes, 2008, 2015
80. VA 234, widen to 6 lanes, including interchange at US 1, 2011
81. VA 234, widen to 4 lanes, 2005, 2006
82. VA 234, widen to 4 lanes, 2010

- 83. VA 234 Bypass, widen/upgrade, 6 lanes, 2020
- 84. VA 234 Bypass, construct 4 lanes, 2010
- 85. VA 236, widen to 6 lanes, 2020
- 86. VA 236, intersection improvements, 2008
- 87. VA 236, reconstruct intersection at Braddock Road, 2005
- 88. VA 244, reconstruct to 5 lanes, 2010
- 89. VA 641, widen to 6 lanes, 2020
- 90. VA 3000, widen to 6 lanes, 2025
- 91. VA 3000, construct 4 lanes, 2004
- 92. VA 7100, widen to 6 lanes, 2015
- 93. VA 7100, construct 6 lanes, 2007
- 94. VA 7100, interchange at Fair Lakes Parkkway, 2010
- 95. Battlefield Parkway, construct 4 lanes, 2005, 2006, 2009, 2010
- 96. Dulles Access Road, widen to 6 lanes including interchange reconstruct at I495, 2010
- 97. Dulles Toll Road, reconstruct interchange at VA 674, 2010
- 98. Dulles Greenway, construct interchanges at VA 653, Battlefield Parkway, 2004
- 99. Dulles Greenway, widen to 6 lanes, 2004, 2006
- 100. Dulles Greenway, widen interchanges at VA 606 and VA 772, 2004
- 101. Elden Street/Centreville Road, widen to 6 lanes, 2007
- 102. Wilson Blvd., reconstruct 4 lanes, 2004, 2010



What is in the Plan?

Major Transit and High Occupancy Vehicle (HOV) Improvements



DISTRICT OF COLUMBIA

1. New York Avenue Metro Station, 2005
2. Anacostia Demonstration Rail Line, 2005
3. K Street Busway, 2005

MARYLAND

4. I-270, HOV, 2025
5. MD 4, HOV from MD 223 to I-495, 2015
6. Bi-County Transitway, Bethesda to Silver Spring, 2012
7. Corridor Cities Transitway, from Shady Grove to COMSAT, 2012, 2020
8. Metrorail extension from Addison Road to Largo, 2005

VIRGINIA

9. I-66 HOV, includes interchange reconstruction at US 15, 2010, 2015
10. I-95 HOV, extend HOV lanes from Quantico Creek to Stafford County line, 2015 and restripe to 3 lanes from Quantico Creek to I-495/I-395 intersection, 2010
11. I-95, transit service improvements, 2021
12. I-395 HOV, restripe to 3 lanes, 2010
13. I-495 HOV, 2011, 2012, 2013
14. US 1, widen for bus right turn lanes, 2025
15. Franconia/Springfield Parkway HOV, 2010
16. Dulles Corridor Rail from express bus to rail, 2010
17. Fairfax County Parkway HOV, widen, upgrade, 6 lanes, 2010
18. Fairfax County Parkway HOV, construct 2 lanes, 2015
19. Potomac Yard Metrorail station, 2015
20. Woodrow Wilson Bridge/I-95, HOV, 2007

Major Studies

In addition to the facilities funded for construction, the CLRП includes 35 projects that are listed in the CLRП as “studies.” Because these **studies do not have financial plans, detailed project scopes, alignments or costs associated with them**, they are not included in the CLRП’s air quality conformity analysis and are not slated for construction in the CLRП.

- I. TPB Improving Regional Mobility and Accessibility Study (regionwide, not shown)

DISTRICT OF COLUMBIA

1. DC Transit Development Study
 - a. Silver Spring to Minnesota Avenue Metro Station
 - b. Woodley Park Metro Station to Minnesota Ave. Metro Station
 - c. Minnesota Ave. Metro Station to National Harbor, Prince George’s County
 - d. Georgetown to Minnesota Ave. Metro Station
2. Bus Shuttle Services (not shown)
3. Metrorail extensions (not shown)
4. Southern Avenue

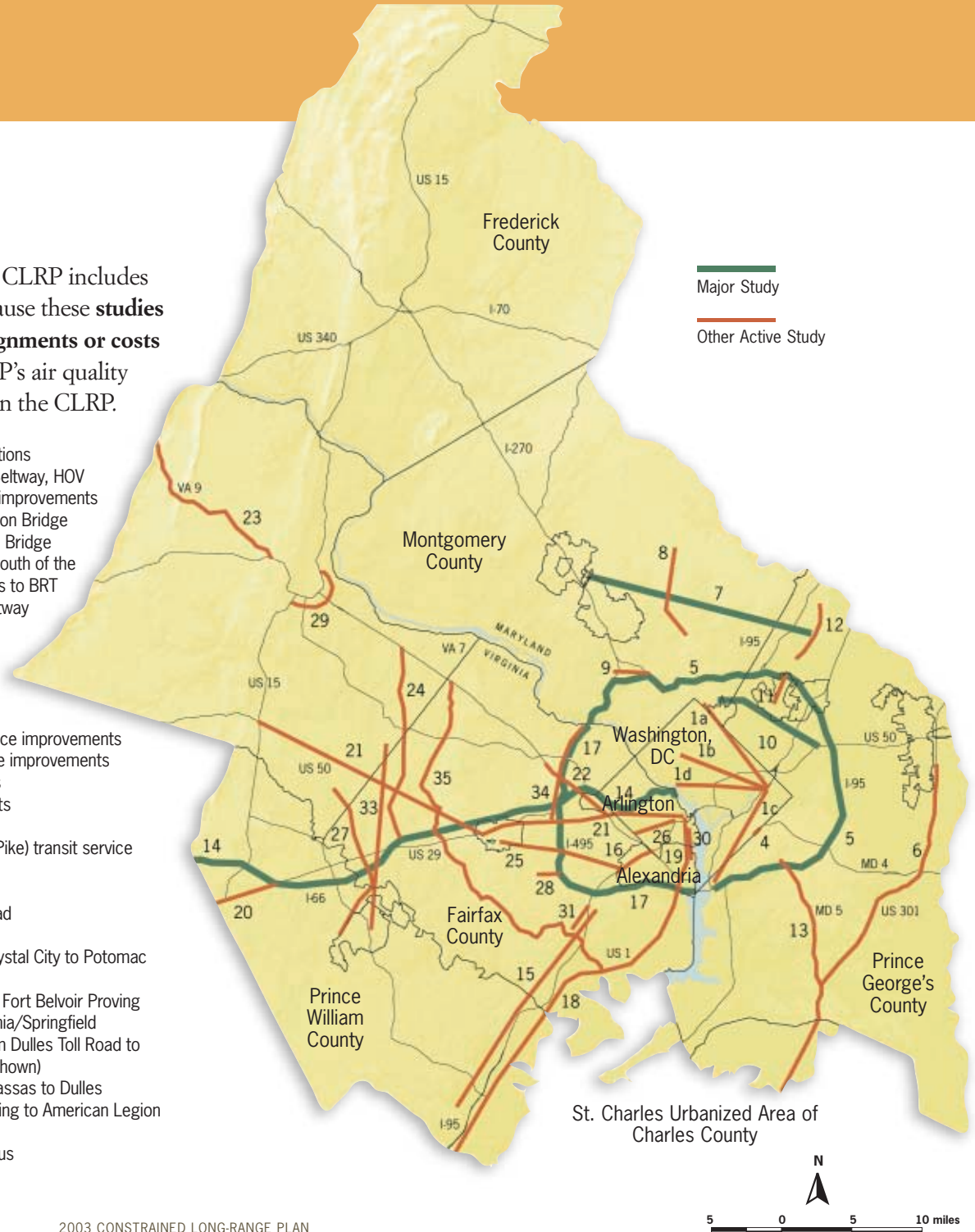
MARYLAND

5. I-95/I-495 Capital Beltway from American Legion Bridge to Woodrow Wilson Bridge
6. US 301
7. InterCounty Connector
8. Georgia Avenue Transitway
9. North Bethesda Transitway
10. Bi-County Transitway, Silver Spring to New Carrollton
11. University of Maryland Connector
12. MD 201 Extended
13. Southern Maryland Mass Transportation Analysis

VIRGINIA

14. I-66, HOV and transit service improvements
15. Metrorail, I-95 from Springfield to Potomac Mills

16. I-395 ramp connections
17. I-495/I-95 Capital Beltway, HOV and transit service improvements from Woodrow Wilson Bridge to American Legion Bridge
18. US 1, priority bus south of the Beltway, priority bus to BRT to LRT north of Beltway
19. US 1, light rail, King Street Metro to Pentagon
20. US 29 improvements
21. US 50, transit service improvements
22. VA 7, transit service improvements
23. VA 9 improvements
24. VA 28 improvements
25. VA 236 priority bus
26. VA 244 (Columbia Pike) transit service improvements
27. Tri-County Parkway
28. HOV, Braddock Road
29. Battlefield Parkway
30. Transitway from Crystal City to Potomac Yard
31. People Mover from Fort Belvoir Proving Grounds to Franconia/Springfield
32. Techway Study from Dulles Toll Road to Maryland line (not shown)
33. Light rail from Manassas to Dulles
34. Metrorail, Dunn Loring to American Legion Bridge
35. VA 7100, priority bus

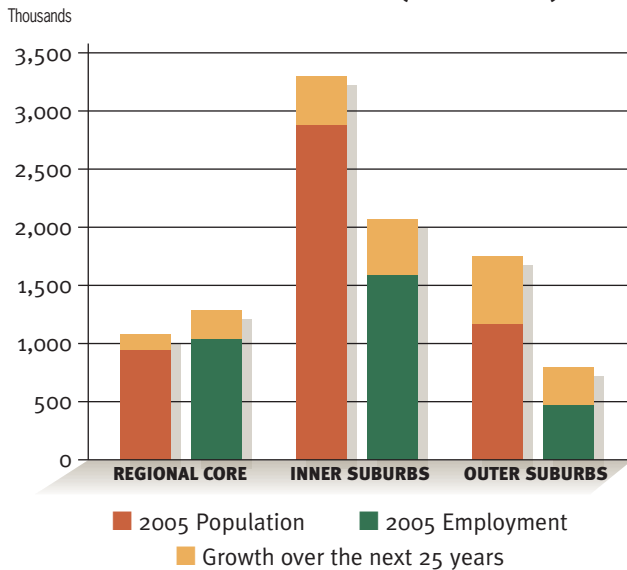


How Does the Plan Perform?

Metropolitan Growth

It's the good news and the bad news: The Washington region's **population and employment are expected to continue growing over the coming decades.** The region is forecast to grow by more than 1.13 million people and 1.1 million jobs by 2030. This is a 23 percent increase in population and a 34 percent increase in employment.

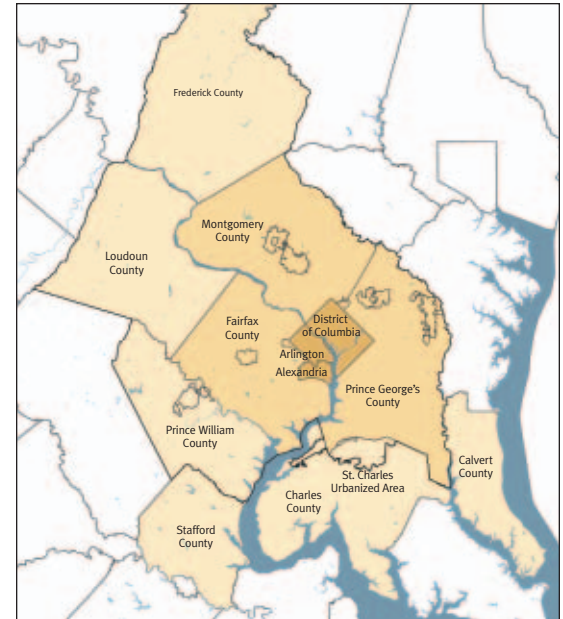
METROPOLITAN GROWTH IN POPULATION AND EMPLOYMENT (2005-2030)



Forecasts for growth in population and employment are developed cooperatively at the Metropolitan Washington Council of Governments by local jurisdictions, and are used extensively in analyzing the CLRP, including travel and emissions forecasting.

Forecasts indicate that by 2030, the region will include 6.1 million people and 4.1 million jobs.

Of course, more people and jobs means more demands placed on the transportation system. At the same time, **funding for transportation—even for rehabilitation and maintenance—is in short supply.** The pace of constructing new transit and road projects is expected to fall far behind the growth in population and employment. In sum, what will these trends mean for the future? More cars squeezed onto our roads and more passengers squeezed into our trains and buses.



JURISDICTIONS IN THE MSA:

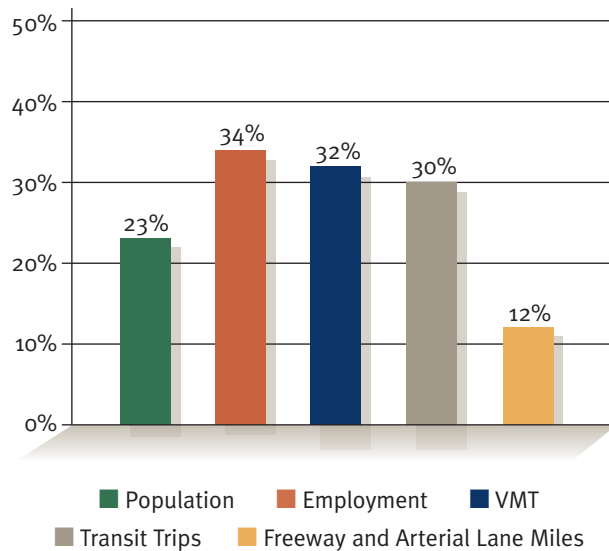
- REGIONAL CORE:** District of Columbia; Arlington County and the City of Alexandria in Virginia
- INNER SUBURBS:** Montgomery and Prince George's Counties in Maryland; Fairfax County, City of Fairfax and the City of Falls Church in Virginia
- OUTER SUBURBS:** Loudoun, Prince William and Stafford Counties in Virginia; Frederick, Calvert and Charles Counties in Maryland

Forecasts in this brochure are for the Washington, DC-MD-VA Metropolitan Statistical Area (MSA), a federal designation that was used as the non-attainment area for air quality planning.

Travel Growth

Vehicle miles of travel (VMT), which is a measurement of how much people drive, is increasing much faster than new freeway and arterial lane miles planned in the CLRP for the next 25 years. The growth in VMT is linked in part to the land use changes shown in the metropolitan growth chart on page 10.

TRAVEL FORECASTS AND THE LONG-RANGE PLAN (2005-2030)



Transit Congestion

Transit work trips are forecast to increase 30 percent, creating even more rush hour crowding on the Metrorail system. Eighteen percent of all commuting trips in the metropolitan Washington region and over half of commuting trips in the District of Columbia will be made on the transit system, based on the travel demand forecasts for the 2003 CLRP.

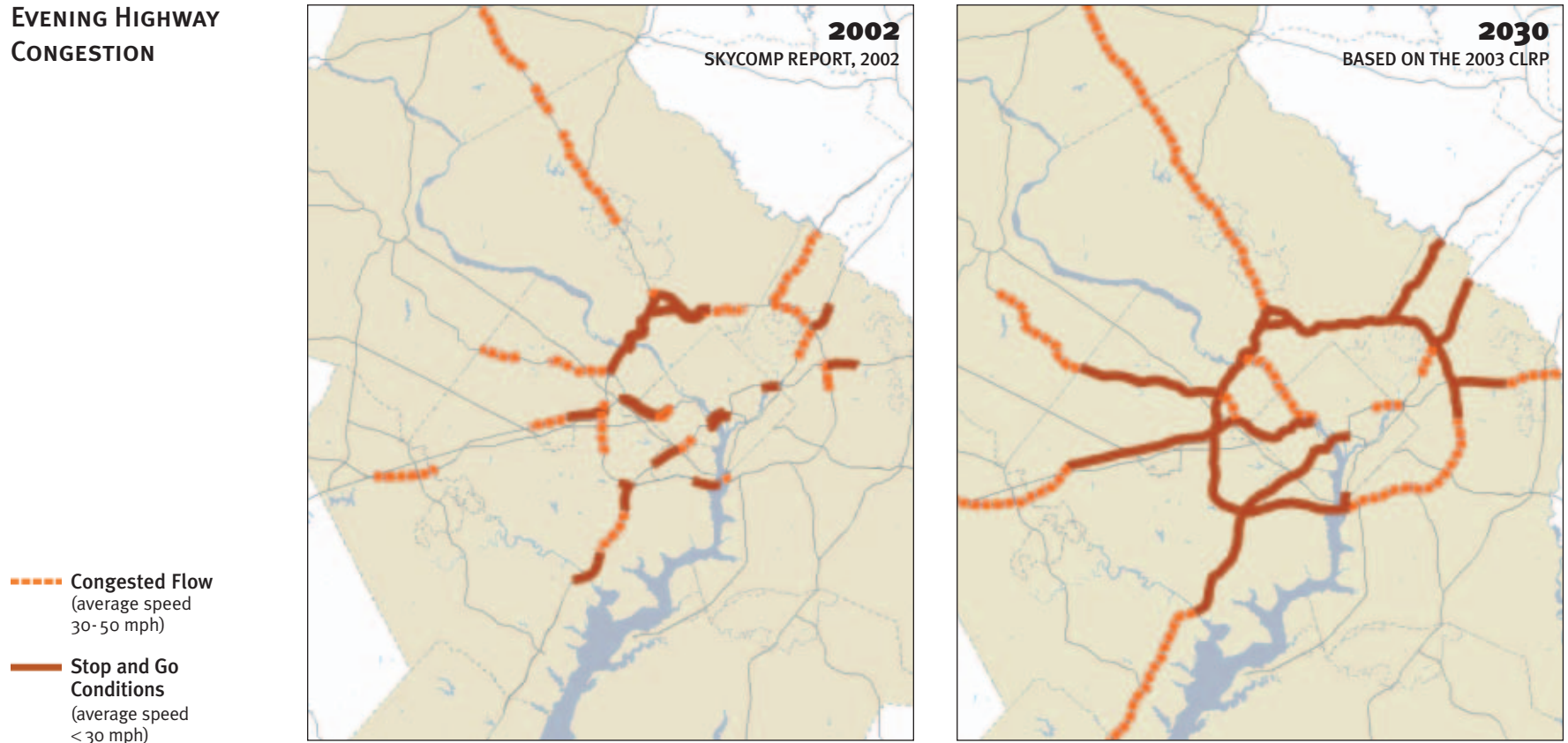
A TPB financial analysis conducted after the CLRP update found the Metro system needs an additional \$2.2 billion during the next six years just to fund vital preservation expenses and to accommodate new riders.

How Does the Plan Perform?

Highway Congestion

In the coming decades, we can expect more people to be driving and traveling longer distances. By 2030, congested traffic flow is expected to be prevalent throughout the entire region, not just in isolated areas. Significant highway needs remain unfunded, while road usage is expected to increase dramatically.

EVENING HIGHWAY CONGESTION



Air Quality: Mobile Source Emissions

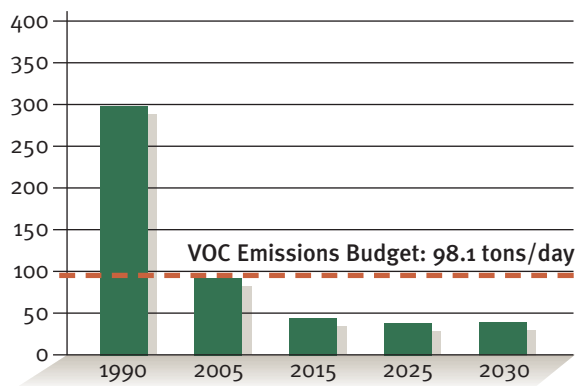
Under the Clean Air Act, the CLRP is required to conform to regional air quality improvement goals. **The Washington region currently does not meet national air quality standards for ground-level ozone.** Sometimes called smog, ozone is formed on hot summer days when Volatile Organic Compounds (VOC) and Nitrogen Oxides (NO_x) combine in sunlight. Motor vehicles, as well as power plants and other sources, emit these pollutants.

Before the 2003 CLRP could be approved, the TPB was first required to 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.

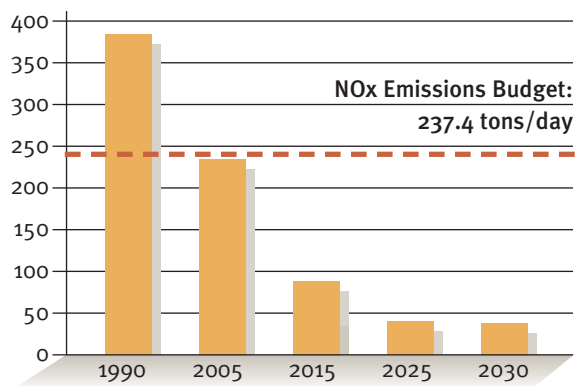
MWAQC developed a new air quality plan in 2003, which was closely coordinated with the CLRP development.

The emissions forecasts for 2005 were under the emissions budgets, although they were close. **The long-term trend shows continuing reductions in emissions from mobile sources, which will help meet the requirements in 2015 and beyond.**

VOLATILE ORGANIC COMPOUNDS (VOC) EMISSIONS
(in tons per day)



NITROGEN OXIDE (NO_x) EMISSIONS
(in tons per day)



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

Some Major Projects

The media and public interest groups have focused attention on a number of key projects included in the 2003 Constrained Long-Range Plan (CLRP). Some of these projects are described on the opposite page.

In all, the 2003 CLRP contains 122 “major projects” slated for construction before 2030. It also includes 35 studies. All of these projects are listed on pages 6-9. For full descriptions of each project, see www.mwcog.org. Go to “transportation” and search for **2003 CLRP**.



VDOT



SPRINGFIELD INTERCHANGE



RAIL TO DULLES



WMATA

LARGO METRORAIL EXTENSION



WMATA

NEW YORK AVENUE METRO STATION



Mark Bentley

WOODROW WILSON BRIDGE

CORRIDOR CITIES TRANSITWAY

A light rail line roughly following the I-270 corridor north from Shady Grove.

Cost: \$871 million

Completion: 2012 and 2020 (two phases)

INTERCOUNTY CONNECTOR

A proposed road that would run between I-270 near Gaithersburg and I-95 near Laurel.

The 2003 CLRPP included funding for study and "hardship and protective" right-of-way acquisition for the ICC, not for construction.

BI-COUNTY TRANSITWAY

Commonly called the Purple Line. The section in the 2003 CLRPP slated for construction runs between Bethesda and Silver Spring.

Cost: \$371 million

Completion: 2012

An eastern portion of the project, between Silver Spring and New Carrollton, is included in the CLRPP as a study.

RAIL TO DULLES

A 23.1-mile extension of Metrorail to Dulles Airport and into Loudoun County.

Cost: \$3.14 billion

Completion: 2010

LARGO METRORAIL EXTENSION

A two-station extension of the Blue Line.

Cost: \$456 million

Completion: 2004

K STREET BUSWAY

Express bus lanes between 7th and 23rd Streets, NW.

Cost: \$30.3 million

Completion: 2005

NEW YORK AVENUE METRO STATION

An infill station north of Union Station on the existing Red Line.

Cost: \$91 million

Completion: 2005

CAPITAL BELTWAY

Widening with HOV lanes between the American Legion Bridge and the Springfield Interchange.

Cost: \$2.99 billion

Completion: 2015

The 2003 CLRPP also includes studies for Beltway improvements in Maryland and Virginia.

K STREET BUSWAY

Express bus lanes between 7th and 23rd Streets, NW.

Cost: \$30.3 million

Completion: 2005

SPRINGFIELD INTERCHANGE

Consists of building more than 50 bridges and widening a segment of I-95 to 24 lanes.

Cost: \$700 million

Completion: 2007

ANACOSTIA LIGHT RAIL

Running 2.7 miles between Pennsylvania Ave., SE and Bolling Air Force Base.

Cost: \$28 million

Completion: 2005

TRI-COUNTY PARKWAY

Will link Manassas to the areas west of Dulles Airport.

Cost: \$68 million.

Completion: 2015 and 2020 (two phases)

WOODROW WILSON BRIDGE

Covers a 7.5-mile corridor, including four new interchanges and two new drawbridges.

Cost: \$2.56 billion

Completion: 2007

Get Involved in the Transportation Planning Process

Contact the National Capital Region Transportation Planning Board (TPB).

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Suite 300
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(202) 962-3200
TPBPublicComment@mwkog.org
www.mwkog.org/transportation/

Attend TPB meetings.

Concerned citizens may make a statement during the public comment period at the beginning of each TPB meeting, which is held at 12 noon on the third Wednesday of every month except August. To participate call (202) 962-3315. To provide public comment online, go to www.mwkog.org/transportation/publiccomment.

Contact your state or regional transportation agency.

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Go to www.mwkog.org/transportation for local agency contact information, and to view the TPB Citizens Guide on Transportation Decision Making.



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The 2003 CLRP CD

The entire 175-page 2003 Constrained Long-Range Plan (CLRP) document can be found at www.mwkog.org/transportation.



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