



National Capital Region
Transportation Planning Board

DRAFT

2015
AMENDMENT

CLRP

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

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Executive Summary

This brochure summarizes the 2015 amendment to the Financially Constrained Long-Range Transportation Plan (CLRPP) for the National Capital Region. The CLRPP includes regionally significant projects and programs that seek to facilitate the efficient movement of people and goods using a variety of transportation modes.

Every four years the National Capital Region Transportation Planning Board completes a major update of the CLRPP which includes a comprehensive record of four years of planning in the region and a financial analysis that serves as a statement of the ways the region expects to invest in the transportation system over the next 20 to 30 years. In addition to the four-year major updates, the TPB completes an annual amendment to the CLRPP to include new projects and programs and make changes to those already in the plan.

The 2015 CLRPP Amendment identifies all of the regionally significant capital improvements to the region's highway and transit systems that area transportation agencies expect to make and to be able to afford through 2040. This includes more than \$244 billion in transportation spending that is "reasonably expected to be available" in the Washington region through 2040.

For a summary of projects and programs included in the 2015 CLRPP Amendment, see page 14.

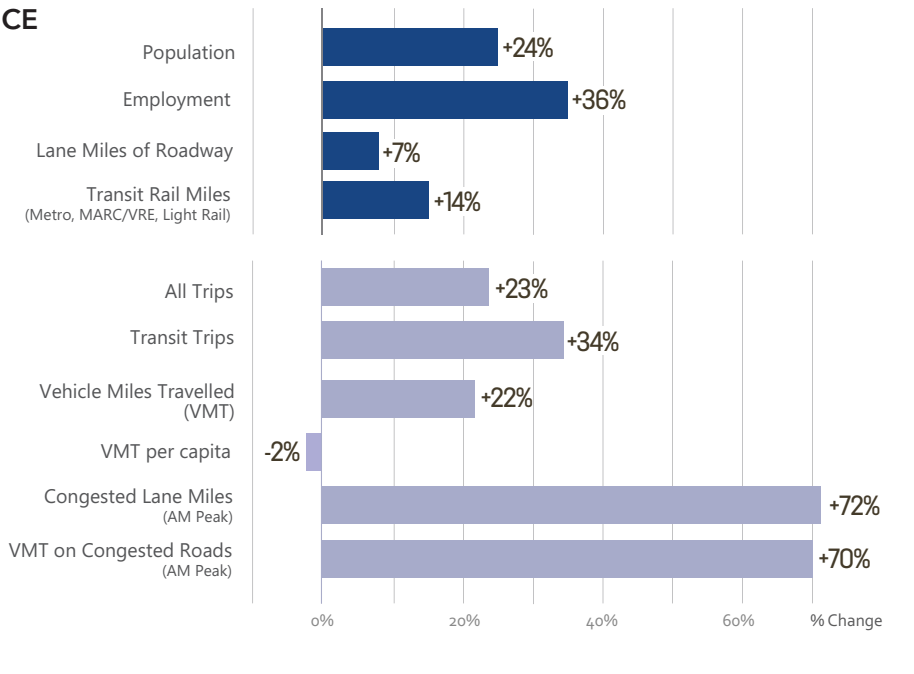
What's new in the 2015 CLRPP Amendment?

Four new major projects and three significant changes to existing projects were made as part of the 2015 CLRPP update. These include:

- A package of 10 road lane-reduction projects in the District of Columbia that will make room for dedicated bicycle lanes
- I-66 Express Lanes and bus service improvements inside the Beltway in Virginia, from the DC border to the I-495 interchange
- I-66 Express Lanes and bus service improvements outside the Beltway in Virginia, from the I-495 interchange to US 15
- US-1 (Richmond Highway) Bus Rapid Transit, providing a dedicated bus lane from Huntington Metro to the Woodbridge VRE station
- Removal of the Columbia Pike Streetcar Project in Arlington
- Removal of the Crystal City/Potomac Yard Streetcar project in Arlington
- Removal of the DC Streetcar-Minnesota Ave Spur project

For details on each of the new projects, see page 20.

PERFORMANCE ANALYSIS SUMMARY (2015-2040)



How Does the Plan Perform?

The Performance Analysis of the 2015 CLRP Amendment uses output from the TPB’s travel demand model, which forecasts where, when, and how people will travel around the region in coming decades.

At a high level, the CLRP Performance Analysis Summary gives a snapshot of how travel patterns will change in the region over the next 25 years. By 2040, the region’s transportation system is expected to handle 4 million more trips than it does today, an increase of 23 percent. Growth in the number of trips taken by transit is expected to outpace growth in all trips.

The total amount of driving, measured in vehicle-miles traveled (VMT), is expected to grow but at a slightly lower rate than population. This means that the average amount of driving

per person will be less in 2040 than it is today. Growth in travel demand will, under the forecasts, outpace the addition of new highway and transit capacity, resulting in significant increases in congestion and crowding.

In addition, vehicle emissions of all key pollutants are expected to drop steadily due to tougher fuel and vehicle efficiency standards and projected changes in land-use and the transportation network. And although greenhouse gases are not required to be monitored by the federal government as part of the metropolitan transportation planning process, carbon dioxide equivalent emissions are expected to drop both on an aggregate and a per capita basis.

For the full results of the Performance Analysis of the 2015 CLRP Amendment, see pg. 23-39.

Context & Overview

What is the TPB?

The National Capital Region Transportation Planning Board (TPB) is the federally designated Metropolitan Planning Organization (MPO) for the region, and plays an important role as the regional forum for transportation planning. The TPB is responsible for carrying out a continuing, cooperative, and comprehensive planning process for regional transportation planning in the District of Columbia, Northern Virginia, and Suburban Maryland. The TPB prepares plans and programs that must receive federal approval in order for federal-aid transportation funds to flow to the Washington region.

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

The National Capital Region

The CLRP includes projects and programs in jurisdictions that make up the TPB's federally designated planning area. This area, known as the National Capital Region, includes the District of Columbia and 21 surrounding counties and cities in Suburban Maryland and Northern Virginia.

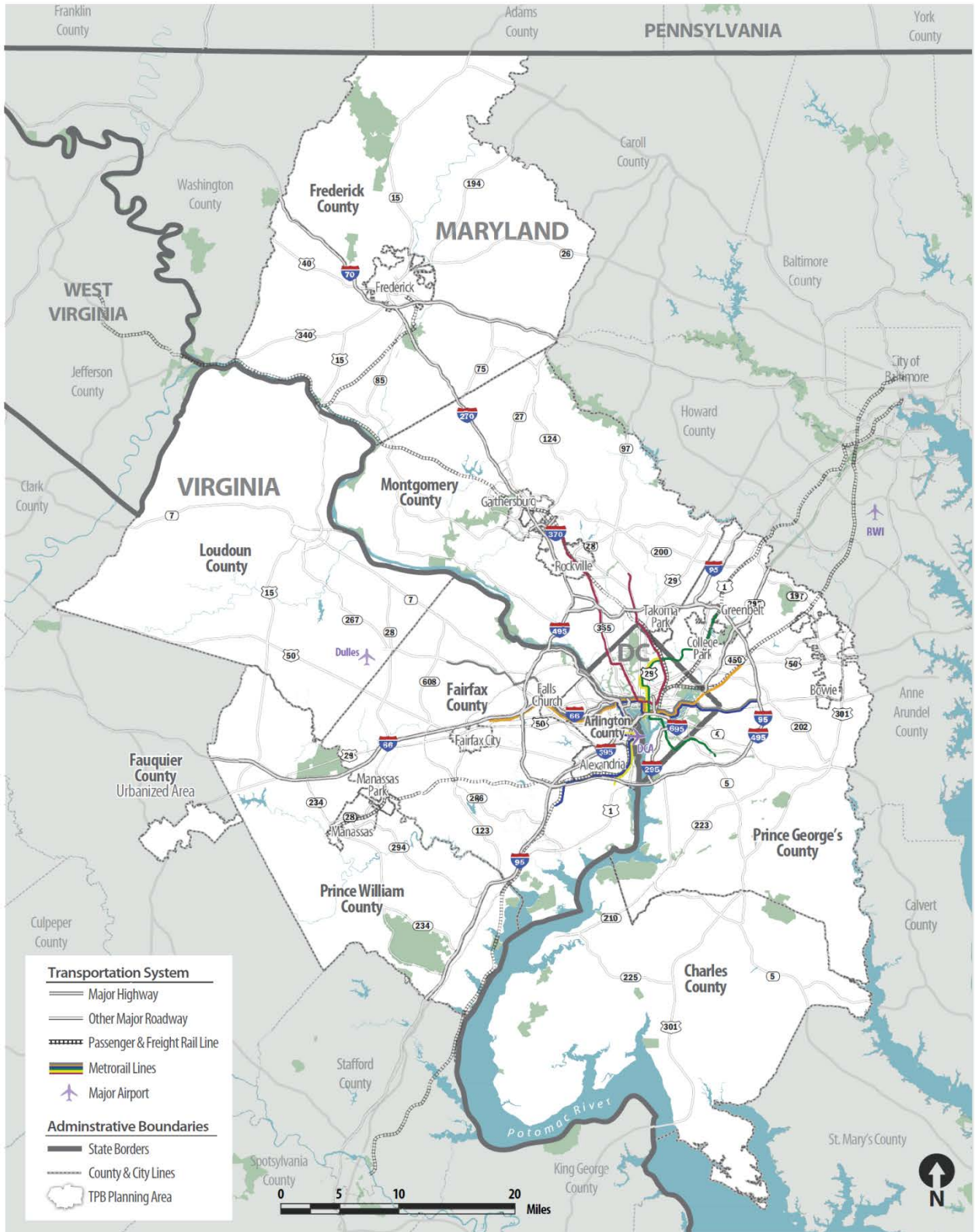
Overview of the CLRP

The CLRP is a statement of the ways the region plans to invest in its transportation system over the next 20 to 30 years. The plan includes regionally significant projects and programs that seek to facilitate the efficient movement of people and goods using a variety of transportation modes. It also outlines all anticipated spending on operations and maintenance of the current and future transportation system over the same timeframe.

The CLRP Process

The TPB is responsible for developing and maintaining the CLRP. The TPB adopts a major update to the CLRP once every four years which includes the completion of a comprehensive financial analysis indicating how the region expects to invest in the transportation system. In addition, the TPB amends the CLRP every year to include new projects and programs and to make changes to projects already in the plan as priorities at the local, state, and regional levels change and as funding for new initiatives is identified. Any project that might affect future air quality by adding or removing highway or transit capacity is considered to be "regionally significant" and must be included in the plan, as must any project that will require federal funding or federal approval during the timespan that the CLRP covers.

THE NATIONAL CAPITAL REGION





MASSMAT - WIKI COMMONS

Regional Policy Framework

A regional policy framework is meant to guide the development of projects to be included in the CLRP. The framework spells out regional goals, priorities, and needs that the TPB asks agencies to consider when developing and submitting projects for inclusion in the plan. The TPB Vision, adopted in 1998, serves as the policy element of the CLRP and provides a comprehensive set of policy goals, objectives, and strategies to guide decision making. The Regional Transportation Priorities Plan, adopted in 2014, focuses attention on a handful of strategies with the greatest potential to advance regional goals rooted in the Vision.

Financial Constraint

One key characteristic of the CLRP is that it is financially constrained. This means that the plan must demonstrate that projects can be implemented using revenue sources that are already committed, available, or reasonably

expected to be available in the future. As such, the CLRP is not a comprehensive list of all improvements that localities in the region desire to make between now and 2040. It does not include any planned project for which funding has yet to be identified, nor does it include smaller-scale capital improvements that are not considered regionally significant or that will not require federal funding.

Air Quality Conformity

The other key characteristic of the CLRP is that it must ensure that emissions of certain pollutants resulting from transportation investments are consistent, or “in conformity” with, emissions levels set forth in air quality plans adopted by the states. Federal law requires such “conformity findings” in all metropolitan regions that are currently not in attainment of certain federal air quality standards.

How is the CLRP Used?

The CLRP pulls together in one place all of the regionally significant transportation investments that are reasonably expected to be made in coming decades to accommodate anticipated changes in demand for travel. The plan can be analyzed to see how the region’s transportation future looks under existing planning and funding trajectories, helping decision makers and the public better understand what changes to current plans and funding might be needed in order to achieve different future outcomes while accommodating growth.

Get more information about the 2015 CLRP Amendment and all associated documents at www.mwcog.org/CLRP

The CLRP Process

Every four years the TPB completes a major update of the CLRP which includes a comprehensive record of four years of transportation planning in the region and a financial analysis that outlines the ways the region expects to invest in the transportation system over the next 20 to 30 years. The last major update was approved in 2014, and the next one will be complete in 2018.

In addition to the four-year major updates, the TPB completes an annual amendment to the CLRP to include new projects and programs and make changes to those already in the plan. The 2015 amendment process was guided by four key elements: federal requirements, a regional policy framework, regional planning activities, and public involvement.

Federal Requirements

Development of the CLRP was governed by a number of federal requirements which had to be met in order for federal transportation dollars to continue flowing to the region.

- Air Quality Conformity
- Financial Constraint
- Congestion Management
- Non-discrimination and Equity
- Public Participation
- Consideration of Federal Planning Factors
- Interagency Consultation
- Environmental Mitigation
- Freight Planning Considerations

Regional Policy Framework

A regional policy framework also guided the development of the CLRP. This framework encourages area transportation agencies to consider regional goals, priorities, and needs when developing and selecting projects for inclusion in the plan.

For the list and detailed descriptions of all federal requirements, see the full 2015 CLRP Call for Projects document at www.mwcog.org/CLRP2015

The TPB Vision: Regional Goals, Objectives, and Strategies

The TPB Vision, adopted by the TPB in 1998, serves as the policy element of the CLRP. It provides a comprehensive set of policy goals, objectives, and strategies to help guide transportation planning and investment decisions in the Washington region.

EIGHT POLICY GOALS SPELLED OUT IN THE TPB VISION

1. Provide reasonable access at reasonable cost to everyone.
2. 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.
3. Prioritize management, performance, maintenance, and safety of all modes and facilities.
4. Use the best available technology to maximize system effectiveness.
5. Enhance and protect the region's natural environmental quality, cultural and historic resources, and communities.
6. Achieve better inter-jurisdictional coordination of transportation and land use planning.
7. Achieve one or more enhanced funding mechanisms for regional and local transportation priorities that cannot be implemented with current and forecasted funding.
8. Support options for international and interregional travel and commerce.

The Regional Transportation Priorities Plan: Maintenance, Fairness, and Efficiency

The Regional Transportation Priorities Plan, adopted by the TPB in January 2014, focuses attention on a handful of transportation strategies with the greatest potential to advance regional goals rooted in the TPB Vision. The strategies are meant to be “within reach” both financially and politically.

PRIORITIES IDENTIFIED IN THE REGIONAL TRANSPORTATION PRIORITIES PLAN

Meet Our Existing Obligations

Funding for maintenance and state-of-good-repair needs should continue to be prioritized over system expansion.

Strengthen Public Confidence and Ensure Fairness

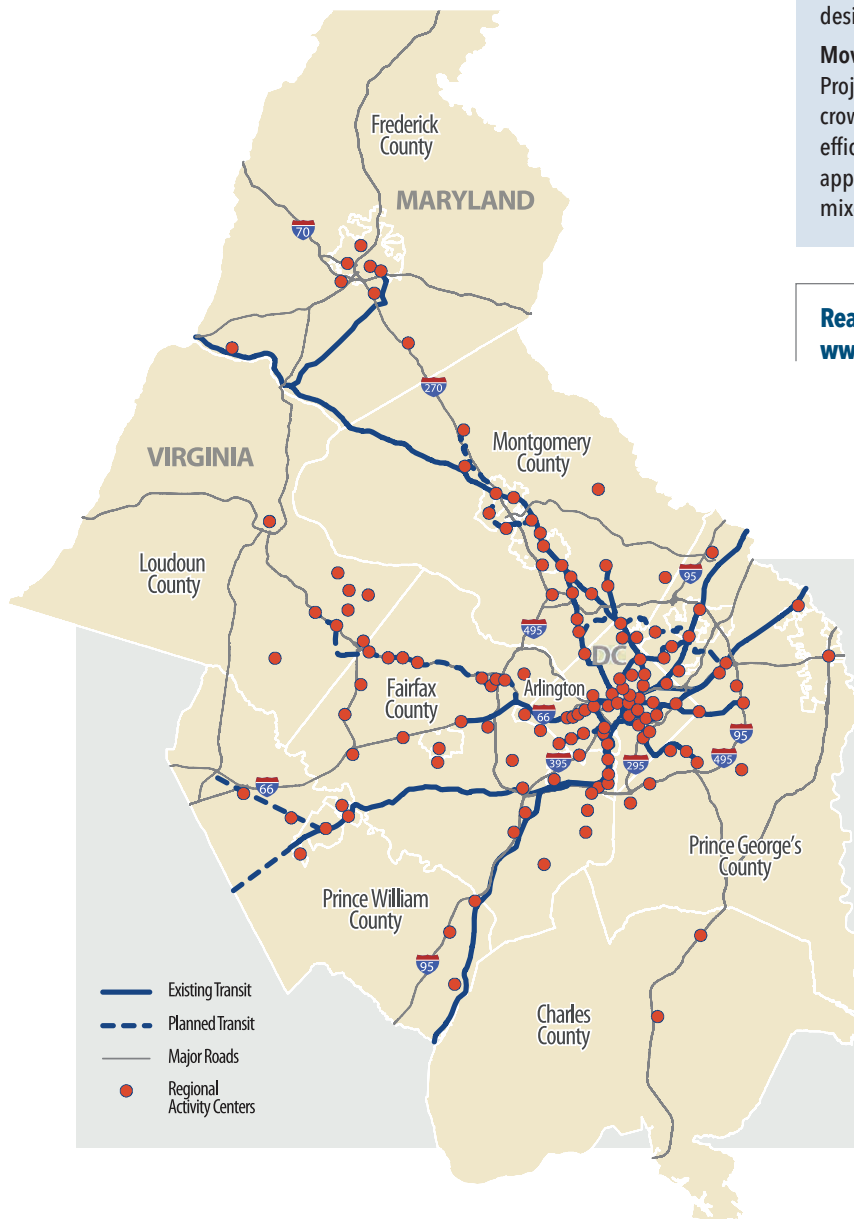
Efforts to increase accountability and address the needs of transportation-disadvantaged individuals should be considered in all stages of project planning, design, and implementation.

Move More People and Goods More Efficiently

Projects should seek to alleviate congestion and crowding and accommodate future growth as efficiently as possible, with a focus on multimodal approaches and concentrating future growth in mixed-use Activity Centers.

Read more at

www.mwcog.org/transportation/priorities/



ACTIVITY CENTERS

In 2013, the Metropolitan Washington Council of Governments designated 141 existing urban centers, priority development areas, transit hubs, suburban town centers, and traditional towns throughout the region as Activity Centers. The centers are primarily mixed-use housing and job centers, usually near transit, where local and regional planners anticipate most of the region's future growth occurring. Designation of the centers helps support land use planning, guide investments in infrastructure and development, and analyze past and future growth patterns.

Regional Planning Activities

Development of the CLRP was also influenced by numerous regional planning activities carried out by the TPB, mainly through more than a dozen committees and subcommittees. These planning activities have led to the inclusion of specific new programs and projects in the plan, and indirectly inform the plan development process by identifying critical transportation issues or needs facing the region.

- Airport Access
- Air Quality Planning
- Bicycle and Pedestrian Planning
- Public Transportation Planning
- Climate Change
- Congestion Management and Operations
- Environmental Consultation
- Freight Planning
- Human Services Transportation Coordination
- Transportation and Land-Use Coordination
- Transportation Safety
- Emergency Preparedness and Transportation Security
- Transportation Demand Management
- Scenario Planning

Public Involvement

Several public involvement avenues provided opportunities for the public to influence the development of the CLRP. These included two formal comment periods during the annual amendment process and feedback from two citizen-led advisory committees.

Comment Periods

During the 2015 CLRP amendment process, the TPB held two 30-day comment periods during which the public and any TPB member or stakeholder could submit comments on the amendment process via online submission form, email, phone, mail, or in-person at the beginning of the monthly TPB meeting.

■ Comment Period on Proposed Additions and Changes (January 15 - February 14, 2015)

During the first comment period, the TPB invited comment on the new projects and changes to existing projects that agencies had submitted for inclusion in the CLRP. The comment period took place before the projects were included in the federally required Air Quality Conformity Analysis.

■ Comment Period on Draft CLRP and Results of Analysis (September 10 - October 10, 2015)

During the second comment period, the TPB invited comment on the draft CLRP, the results of the federally required Air Quality Conformity Analysis, and any of the other analyses of the plan, including the Performance Analysis.

Citizen-Led Advisory Committees

During the amendment process, the TPB was advised by two citizen-led advisory committees: the Citizens Advisory Committee (CAC) and the Access for All Advisory Committee (AFA). Both reviewed project submissions, made recommendations for ways that new projects and programs submitted for inclusion in the CLRP could better address the needs of the region's residents, and submitted comments on other issues and needs that might affect decisions regarding the CLRP update.

LOCAL PROJECT DEVELOPMENT PROCESS

Effective public input also occurs during the local project development process, when ideas for future improvements that might one day be included in the CLRP are first being conceived and refined. Local public meetings, hearings, and comment periods are all opportunities to help shape regionally significant projects that might eventually be included in the plan.

The TPB's online Transportation Planning Information Hub provides more information about local and state decision-making processes that feed the annual CLRP update process, including opportunities to get involved at the local and state levels.

**Access the Information Hub
at www.transportationplanninghub.org.**

Section 3

Population & Job Growth Forecasts

The 2015 CLRP includes forecasts of how many people and jobs are expected in the region in coming decades and where those people and jobs are expected to locate. The Metropolitan Washington Council of Governments (COG) Cooperative Forecasts allow regional planners to analyze future travel patterns and air quality impacts under the CLRP.

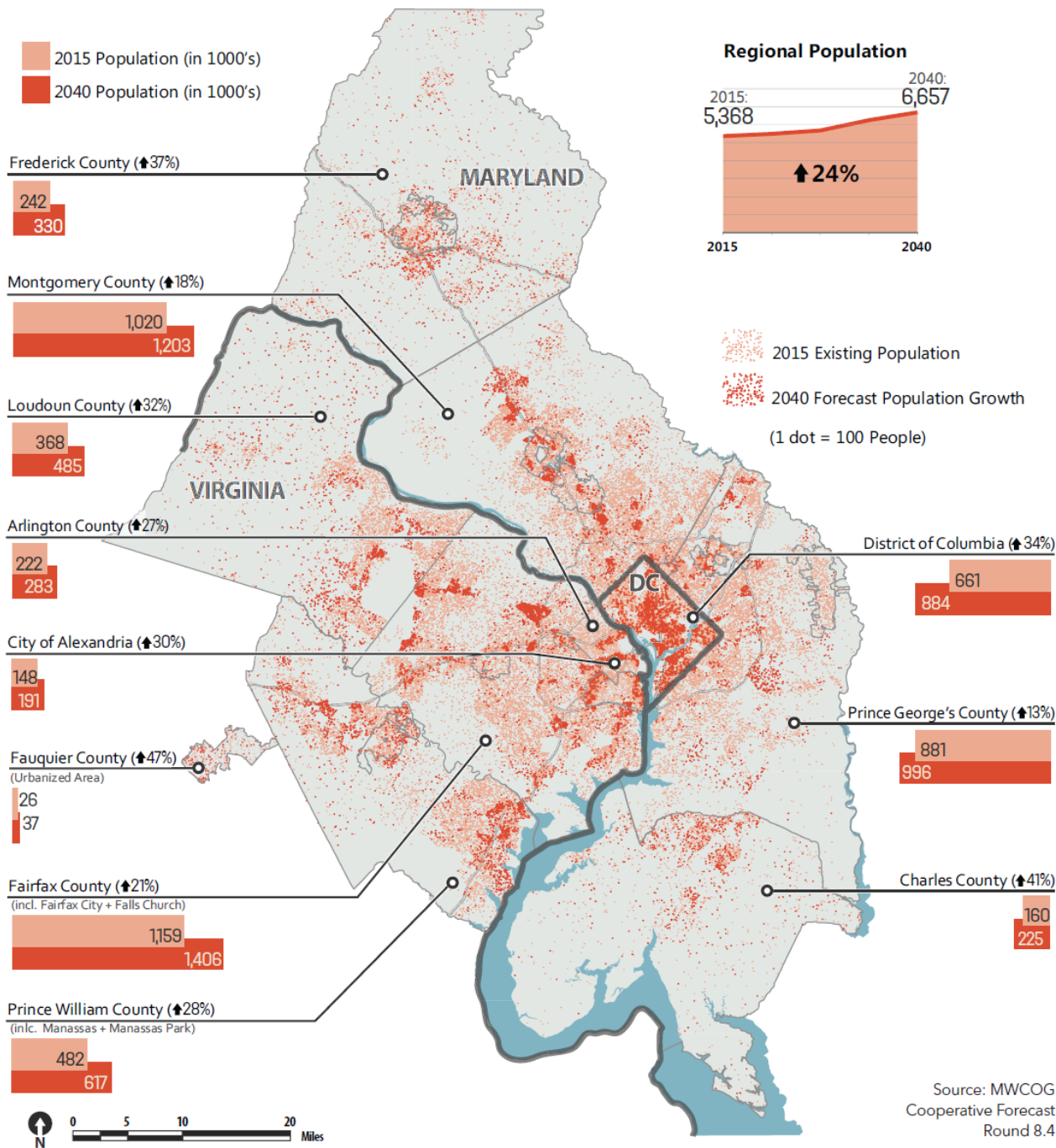
Latest Regional Growth Forecasts

Analysis conducted as part of the 2015 CLRP Amendment used Round 8.4 of the Cooperative Forecasts.

According to the forecasts, the region is expected to add 1.3 million people, 675,000 households, and 1.1 million jobs between now and 2040. The region's outer suburban jurisdictions are expected to see the highest rates of growth, while the inner suburban jurisdictions and regional core will continue to be home to the greater number of jobs and the most population.

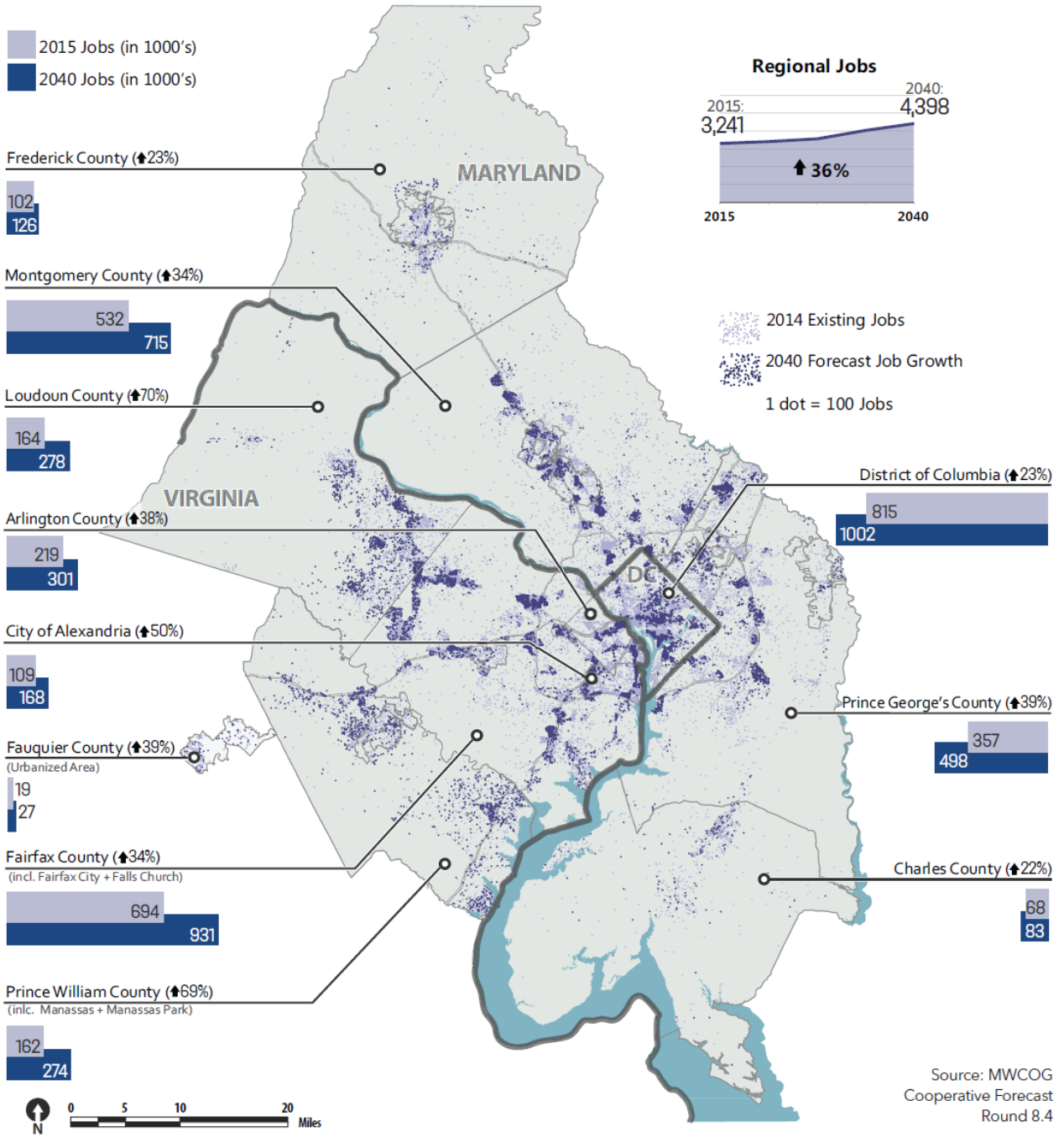
POPULATION GROWTH (2015-2040)

Existing Population and Forecast Population Growth



JOB GROWTH (2015-2040)

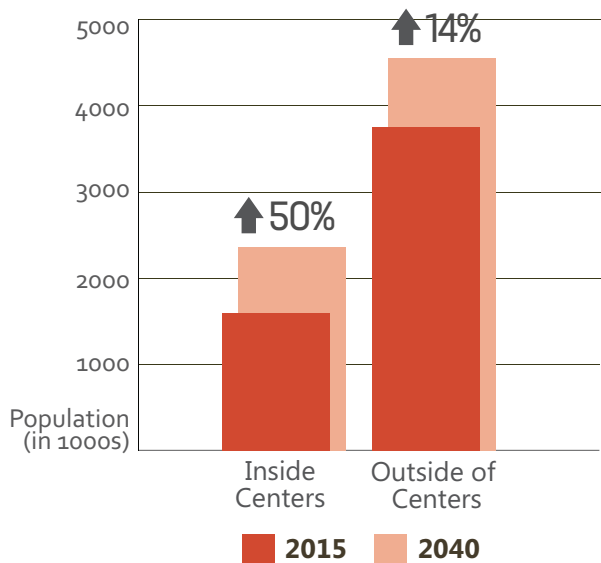
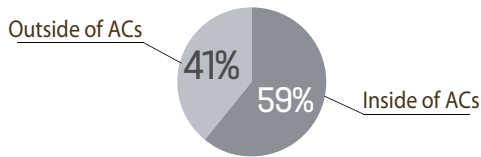
Existing Jobs and Forecast Job Growth



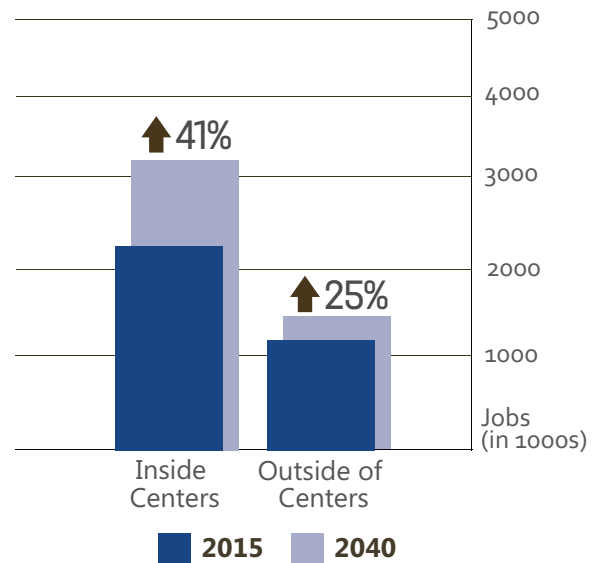
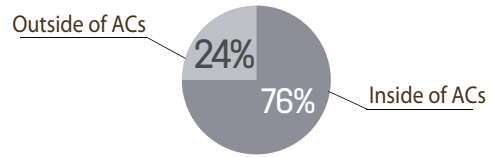
POPULATION AND JOB GROWTH IN ACTIVITY CENTERS

An analysis of the Round 8.4 Cooperative Forecast showed that a majority of the region’s future growth is expected to occur in mixed-use Activity Centers, one of the key goals of COG’s Region Forward vision for the region. According to the analysis, nearly 60 percent of the region’s population growth and three out of four of the new jobs over the next 25 years are expected to occur in Activity Centers.

POPULATION
1,289,000 New People



JOBS
1,156,000 New Jobs



Section 4

Projects, Programs, & Funding

The 2015 CLRP Amendment identifies all of the regionally significant capital improvements to the region's highway and transit systems that area transportation agencies expect to make and to be able to afford through 2040. It also outlines all anticipated spending on operations and maintenance of the current and future transportation system over the same timeframe. Any project that will need federal funds or approval might affect future air quality by adding or removing highway or transit capacity must be included in the plan.

Projects and Programs in the Plan

The 2015 CLRP identifies more than 500 "regionally significant" capital improvements that add or remove highway or transit capacity and therefore might affect future air quality. In all, the plan includes nearly 1,200 new lane-miles of roadway and 44 new miles of rail transit.

HIGHLIGHTED PROJECTS

The 2015 CLRP includes a number of high-profile projects that have garnered the attention of the media and the public.

1 DC Streetcar
 COMPLETE: 2014, 2015, 2016, 2020
 Implement streetcar services in multiple locations

2 South Capitol St Bridge Reconstruction
 COMPLETE: 2015
 Convert South Capitol St to a 6-lane urban boulevard, and reconstruct the Frederick Douglass Memorial Bridge

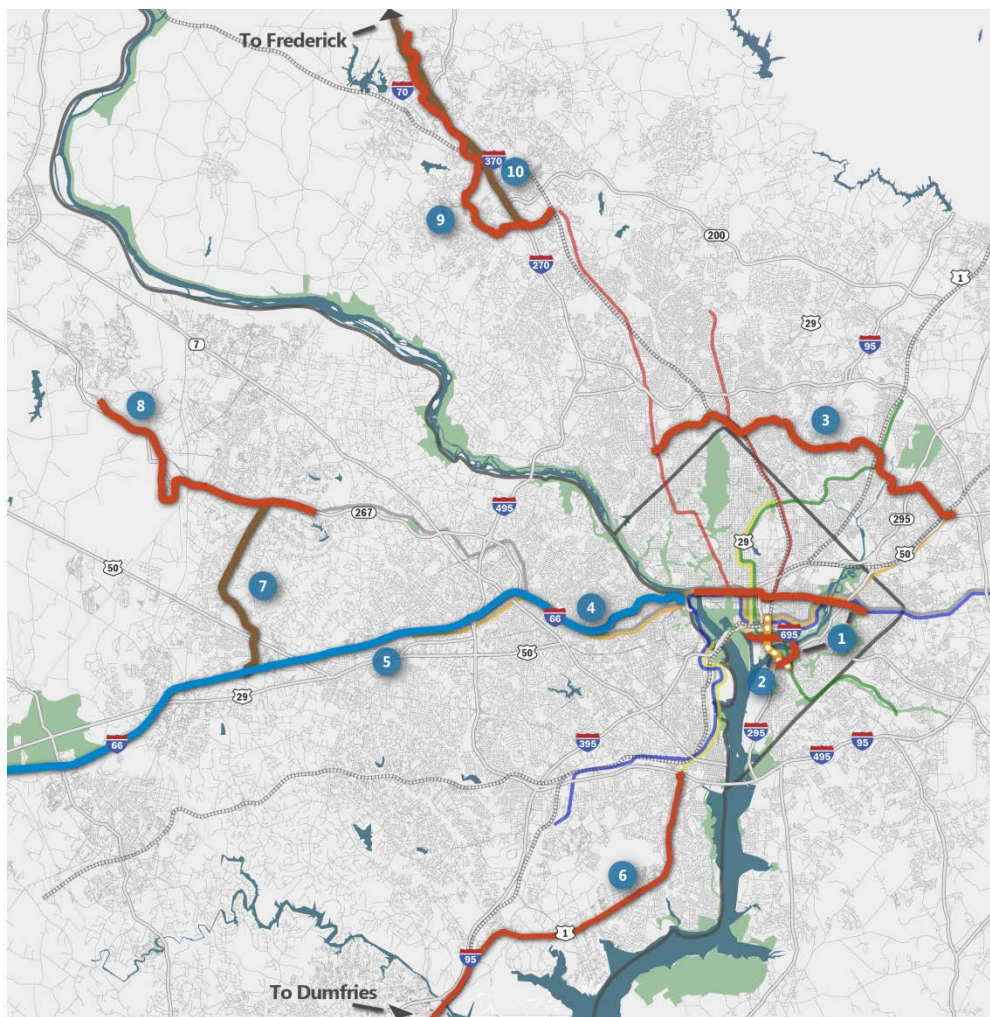
3 Purple Line
 COMPLETE: 2020
 Construct a 16-mile light rail corridor from Bethesda to New Carrollton Metro Stations

4 I-66 Express Lanes (Inside the Beltway)
 COMPLETE: 2017
 Revise I-66 operations from HOV 2+ to HOT and HOV 3+ during peak hours, and provide frequent express bus service

5 I-66 Express Lanes (Outside of the Beltway)
 COMPLETE: 2022
 Widen I-66 to 5 lanes (3 general purpose, 2 HOT), and provide frequent express bus service

6 US 1 Bus Rapid Transit
 COMPLETE: 2030
 Provide a dedicated bus lane from Huntington Metro station to the Woodbridge VRE station

7 Fairfax County Pky HOV (VA-286)
 COMPLETE: 2035
 Widen existing roadway to 6 lanes and restrict traffic in new lanes to HOV during peak travel times



8 Metro Silver Line (Phase 2)
 COMPLETE: 2035
 Extend Metro's Silver Line from Wiehle-Reston East Metro station to Dulles Airport (official name: Dulles Corridor Metrorail Project)

9 Corridor Cities Transitway (CCT)
 COMPLETE: 2020
 Construct bus rapid transit line from Shady Grove Metro Station to the COMSAT facility, just south of Clarksburg

10 I-270/US-15 Corridor HOV
 COMPLETE: 2030
 Widen highway between Shady Grove Metro Station and Biggs Ford Rd, add HOV lanes

MAJOR HIGHWAY PROJECTS

The 2015 CLRP includes 91 major highway improvement projects. Most involve widening or upgrading existing roadways rather than building new facilities. Four of the projects are major new or upgraded high-occupancy vehicle (HOV) and high-occupancy/toll (HOT) lane facilities.

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 between 2nd and 3rd St, 2016
3. South Capitol St – convert to 6 lane urban boulevard, including Frederick Douglas Bridge Reconstruction, 2015, 2016
4. Southeast Blvd – downgrade and construct urban boulevard, 2015
5. 17 Lane Reductions/Reconfigurations for Bicycle Lanes (not mapped), 2013, 2014, 2015
For more details on these projects visit – www.mwcog.org/clrp

MARYLAND

6. I-70 – widen to 6 lanes, 2020
7. I-70 – interchange at Meadow Rd, 2020
8. I-95/495 – interchange at Greenbelt Metro Station, 2020
9. I-95/I-495 – Branch Ave Metro access improvements, construct 8 lanes, 2017
10. I-270 – interchange at Watkins Mill Rd Ext., 2018
11. Baltimore Washington Pky (MD-295) at MD-193 – (Greenbelt Rd), intersection improvement, 2020, 2025
12. Suitland Pky – interchange at Rena/Forestville Rd, 2025
13. US-1 (Baltimore Ave) – reconstruct 4 lanes, 2010, 2020
14. US-15 (Catocctin Mtn Hwy) – reconstruct intersection at Monocacy Blvd, 2017
15. US-50 (John Hanson Hwy) – westbound ramp to Columbia Park Rd, 2025
16. US-301 – widen Governor Harry Nice Memorial Bridge, 2030
17. US-340/US-15 – interchange at Jefferson Tech Park, 2015
18. MD-3 (Robert Crain Hwy) – widen to 6 lanes, 2030
19. MD-4 (Pennsylvania Ave) – widen to 6 lanes with interchanges at Westphalia Rd and Suitland Pky, 2020, 2035
20. MD-5 (Branch Ave) – upgrade, widen to 6 lanes including interchanges, 2017, 2025
21. MD-27 (Ridge Rd) – widen to 6 lanes, 2020
22. MD-28 (Norbeck Rd) /MD-198 (Spencerville Rd) – widen to 4, 6 lanes, 2025
23. MD-85 (Buckeystown Pike) – widen to 4, 6 lanes, 2020
24. MD-97 (Georgia Ave) – construct 2 lane bypass, 2018
25. MD-117 (Cloppler Rd) – widen to 4 lanes, 2025

26. MD-118 (Germantown Rd) – widen to 4 lanes, 2020
27. MD-124 (Woodfield Rd) – widen to 6 lanes, 2020
28. MD-197 (Collington Rd), widen to 4/5 lanes, 2025
29. MD-202 (Largo Rd) – Largo Town Center Metro Access Improvement, reconstruct 6 lanes, 2025
30. MD-210 (Indian Head Hwy) – upgrade 6 lanes and interchange improvement, 2019, 2030
31. MD-223 (Woodyard Rd) – widen to 4 lanes, 2017, 2020
32. MD-355 (Rockville Pike) – construct 6 lanes, interchange at Montrose/Randolph Rd, 2020
33. MD-450 (Annapolis Rd) – widen to 4 lanes, 2020
34. Mid County Hwy Extension (M83) – construct 4, 6 lanes, 2025
35. Middlebrook Rd Extended – construct 4 lanes, 2025
36. Montrose Pky East – construct 4 lanes, 2022

VIRGINIA

- 37. I-66 HOT (Inside Beltway) – revise operations from HOV 2+ to HOT during peak hours and bus service, 2017, 2025, 2040**
- 38. I-66 HOT (Outside Beltway) – widen to 5 lanes (3 general purpose, 2 HOT) and bus service, 2022**
39. I-66 HOV – widen to 8 lanes, HOV in additional lanes during peak, includes interchange reconstruction at US 15, 2016
40. I-66 – construct HOV ramps to access Vienna Metro Station, 2014
41. I-66 – construct 2 westbound lanes, 2020
42. I-95/Fairfax County Parkway – enhanced interchanges for improved access to Fort Belvoir, 2016
43. I-95/I-495 – reconstruct interchange at VA-613, 2015
44. I-395 – construct new south bound lane, 2018
45. I-395 Auxiliary Lanes – northbound, 2015
46. I-395 – HOV lanes reversible ramp at Seminary Rd, 2015
47. I-495 Auxiliary Lanes – construct 2 auxiliary lanes in both directions, 2030
48. I-495 – construct 4 HOT lanes, 2015, 2030
49. I-495, interchange at VA-267, 2020
50. Dulles Toll Rd (VA-267) – Collector-Distributor Rd west-bound, 2037
51. Dulles Toll Rd (VA-267) – Collector-Distributor Road east-bound, 2036
52. Dulles Toll Rd (VA-267) – interchange at New Boone Blvd Extension, 2037
53. Dulles Toll Rd (VA-267) – interchange at Greensboro Dr/Tyco Rd, 2036
54. Dulles Greenway (VA-267) – interchange at Hawling Farm Blvd, 2015

55. Dulles Access Rd (VA-267) – widen to 6 lanes including interchange reconstruct at I-495, 2017
56. US-1 (Jefferson Davis Hwy), widen to 6 lanes, 2025
57. US-1 (Richmond Hwy) – widen to 6 lanes, 2016, 2025, 2035
58. US-1 (Richmond Hwy) – widen to 6 lanes, 2025, 2030
59. US-1 (Richmond Hwy) – widen to 6 lanes, 2016
60. US-1 (Richmond Hwy) – widen to 6 lanes, 2035
61. US-15 (South King St) – widen to 4 lanes, 2015
62. US-15 (James Madison Hwy) – widen to 4 lanes, 2040
63. US-29 (Lee Hwy) Parallel – construct 4 lanes, 2020
64. US-29 (Lee Hwy) – widen to 5 lanes, 2029
65. US-29 (Lee Hwy) – widen to 3, 6 lanes, 2015, 2017, 2025
66. US-29 (Lee Hwy) – widen to 3 lanes, 2015, 2017, 2025
67. US-29 (Lee Hwy) – reconstruct bridge, widen to 4 lanes, 2015
68. US-29 (Lee Hwy) – interchange at VA 619 (Linton Hall Rd), 2015, 2017, 2025
69. US-50 (Lee Jackson Memorial Hwy) – widen to 6 lanes, 2015, 2025
70. US-50 (Lee Hwy) – widen/reconstruct 6 lanes including interchanges, 2020
71. VA-7/ US-15 Bypass (Harry Byrd Hwy) – widen to 6 lanes, 2040
72. VA-7 (Leesburg Pike) – widen to 6 lanes, 2021
73. VA-7 (Leesburg Pike) – widen to 6, 8 lanes, 2015, 2021, 2025, 2030
74. VA-7 (Leesburg Pike) – widen to 6 lanes, 2020
75. VA-28 (Sully Rd) – widen to 8 lanes, 2015, 2016, 2025, 2040
76. VA-28 (Nokesville Rd) – widen to 4 or 6 lanes, 2015, 2016, 2018, 2020, 2040
77. VA-123 (Chain Bridge Rd) – widen to 8 lanes, 2021
78. VA-123 (Gordon Blvd) – widen to 6 lanes, 2019
79. VA-123 (Ox Rd) – widen to 6 lanes, 2020
80. VA-123 (Ox Rd) – widen to 6 lanes, 2015
81. VA -236 (Little River Turnpike) – widen to 6 lanes, 2025
82. VA-286 (Fairfax County Pkwy) HOV – widen to 6 lanes, HOV in additional lanes during Peak, 2025, 2035
83. VA-286 (Fairfax County Pky/Jack Herrity Pky) – widen to 6 lanes, 2025, 2035
84. VA-289 (Franconia/Springfield Pky) – HOV lanes with interchange at Neuman St, 2025
85. VA-294 (Prince William Pky) – widen to 6 lanes, 2014
86. VA-294 (Prince William Pky) – widen to 6 lanes, 2040
87. VA-638 (Rolling Rd) – widen to 4 lanes, 2020
88. VA-638 (Rolling Rd) – widen to 4 Lanes, 2020
89. Battlefield Pky – construct 4 lanes, 2020
90. Bi-County Pky (VA-234 Bypass) – construct 4 lanes, 2030
91. Manassas Battlefield Bypass – construct 4 lanes and close portions of US-29 (Lee Hwy) and VA-234 (Sudly Rd), 2030, 2035

MAJOR TRANSIT PROJECTS

The 2015 CLRP includes 21 major transit improvement projects, including new or upgraded heavy rail, light rail, commuter rail, and bus rapid transit facilities, as well as major new transit stations and transit centers. Four major high-occupancy vehicle (HOV) or high-occupancy/toll (HOT) lane facilities that are planned will provide infrastructure for increased express bus transit service.

DISTRICT OF COLUMBIA

1. DC Streetcar – 2014, 2015, 2016, 2020
 - H St/ Benning Rd Line
 - Anacostia Line
 - M St SE/SW Line
 - Union Station to Georgetown Line
2. Tiger Grant Bus Priority Improvements (DC, MD, and VA not mapped)

MARYLAND

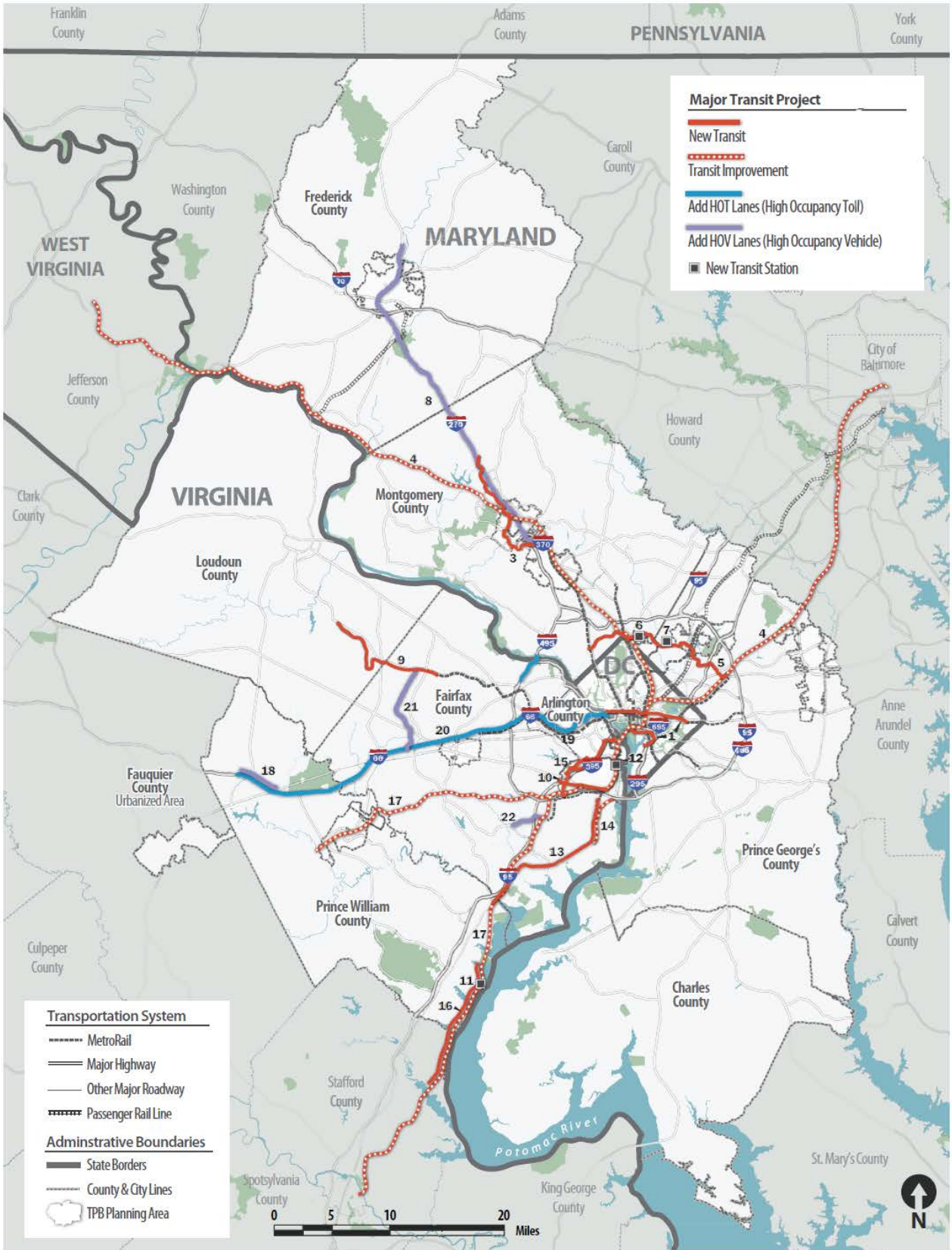
3. Corridor Cities Transitway (BRT) – from Shady Grove to COMSAT, 2020
4. MARC – Increase trip capacity and frequency along all commuter rail lines, 2029
5. Purple Line – Bethesda to New Carrollton, 2020
6. Silver Spring Transit Center, 2017
7. Takoma/Langley Park Transit Center, 2015
8. I-270/US-15 HOV – widen including HOV, 2030

VIRGINIA

9. Silver Line (Dulles Corridor Metrorail Project) – Phase 2, 2016
10. King St Metro to Fairfax County line BRT, 2024
11. Potomac Shores VRE Station and third track, 2015, 2017
12. Potomac Yard Metro Station, 2021
- 13. US-1 BRT from Huntington Metro Station to Woodbridge, 2030**
14. US-1 bus right turn lanes, 2016, 2025, 2035
15. Van Dorn St Metro to Pentagon Metro BRT, 2016
16. VRE – Construct third track on Fredericksburg line, 2015, 2019
17. VRE – Reduce headways along the Manassas and Fredericksburg Lines, 2020
- 18. I-66 HOV – widen to 6 lanes, HOV in additional lanes during peak, includes interchange reconstruction at US-15, 2016**
- 19. I-66 HOT (Inside Beltway) – revise operations from HOV 2+ to HOT during peak hours and bus service, 2017, 2025, 2040**
20. I-66 HOT (Outside Beltway) – widen to 5 lanes (3 general purpose, 2 HOT) and bus service, 2022, 2040
21. VA 286 (Fairfax County Pkwy) HOV – widen to 6 lanes, HOV in additional lanes during Peak, 2025, 2-35
22. VA 289 (Franconia/Springfield Parkway), HOV lanes with interchange at Neuman St, 2025

Projects in bold are new in the 2015 CLRP Amendment.

MAJOR TRANSIT PROJECTS



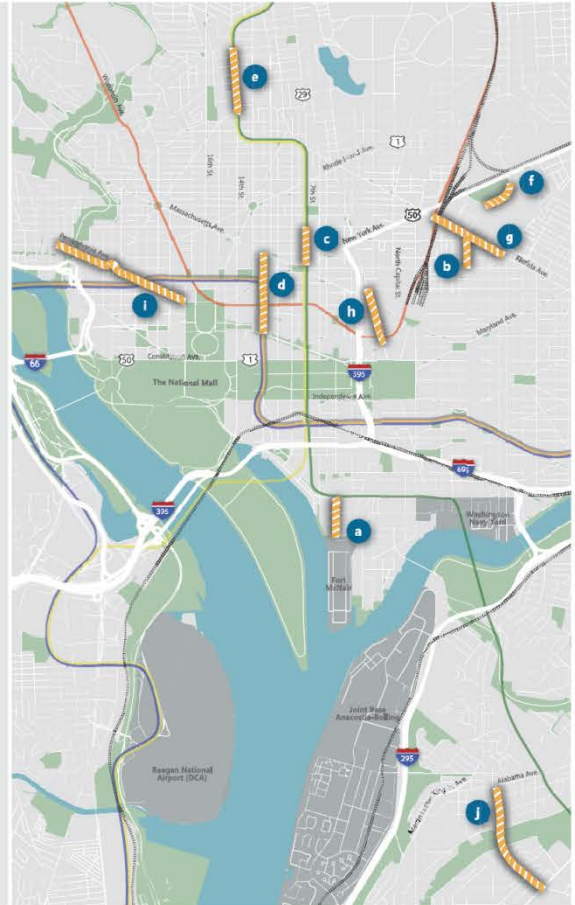
NEW PROJECTS AND SIGNIFICANT CHANGES

Four new projects and three significant changes to existing projects were made as part of the 2015 CLRP Amendment.

DISTRICT OF COLUMBIA DEDICATED BIKE LANES, CITYWIDE

Length: 9 miles
Complete: 2015
Cost: \$470,000

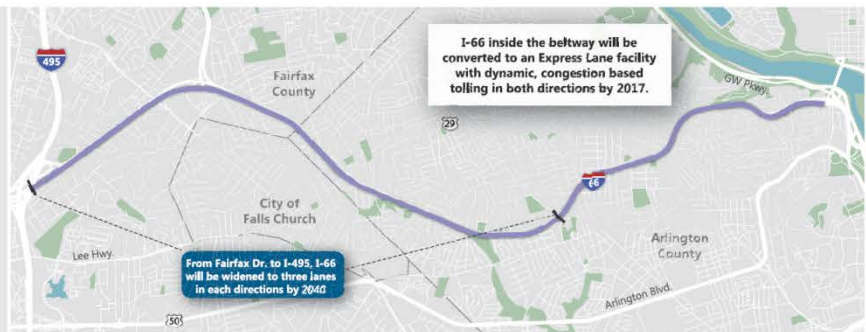
- a) 4th St SW, M St to P St – 4 to 2 lanes
- b) 6th St NE, Florida Ave to K St – 2 to 1 lane
- c) 7th St NW, New York Ave to N St – 4 to 2 lanes
- d) 12th St NW, Penn. Ave to Mass. Ave – 4 to 3 lanes
- e) 14th St NW, Florida Ave to Columbia Rd – 4 to 2 lanes
- f) Brentwood Pky NE, 6th St./Penn St to 9th St – 4 to 2 lanes
- g) Florida Ave NE, 2nd St to W. Virginia Ave – 6 to 4 or 5 lanes
- h) New Jersey Ave NW, H St to Louisiana Ave – 4 to 2 lanes
- i) Pennsylvania Ave NW, 17th St to 29th St – 4/6 to 2 or 4 lanes
- j) Wheeler Rd SE, Alabama Ave to Southern Ave – 4 to 2 lanes



VIRGINIA I-66 CORRIDOR IMPROVEMENTS INSIDE THE BELTWAY (I-66 HOT INSIDE THE BELTWAY) US-29 in Rosslyn to I-495

Length: 10 miles
Complete: 2017 (tolling, multimodal),
2040 (widening)
Cost: \$350 million

- Convert I-66 to a managed express lanes facility with dynamic, congestion-based tolling for all vehicles with less than 3 occupants in both directions, during peak periods only by 2017
- Implement enhanced bus service and complete elements of the bicycle and pedestrian network by 2017
- Widen from 2 to 3 lanes in both directions between Fairfax Dr and I-495 by 2040
- Toll facility owned and operated by VDOT

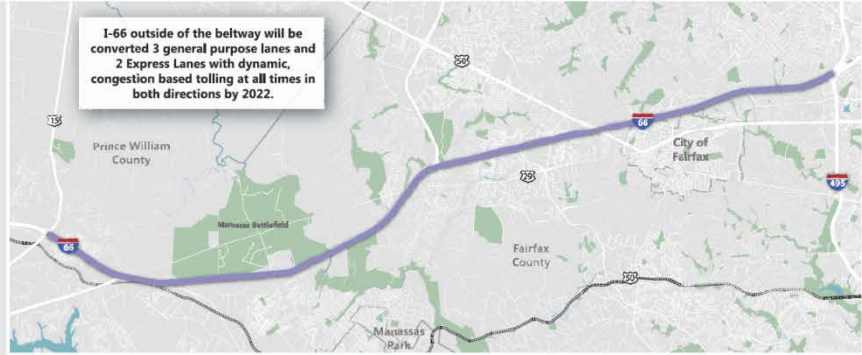


VIRGINIA

**I-66 CORRIDOR IMPROVEMENTS
OUTSIDE THE BELTWAY
I-495 to US-15 in
Prince William County**

Length: 25 miles
Complete: 2022
Cost: \$2-3 billion

- Reconfigure I-66 to have 2 managed express lanes and 3 general purpose lanes in each direction.
- Express lanes use dynamic, congestion-based tolling for vehicles with less than 3 occupants at all times to maintain free-flow conditions
- New high-frequency bus service and construction of new or expanded commuter park-and-ride lots
- Two alternatives for access and egress points between the general purpose and express lanes will be analyzed separately

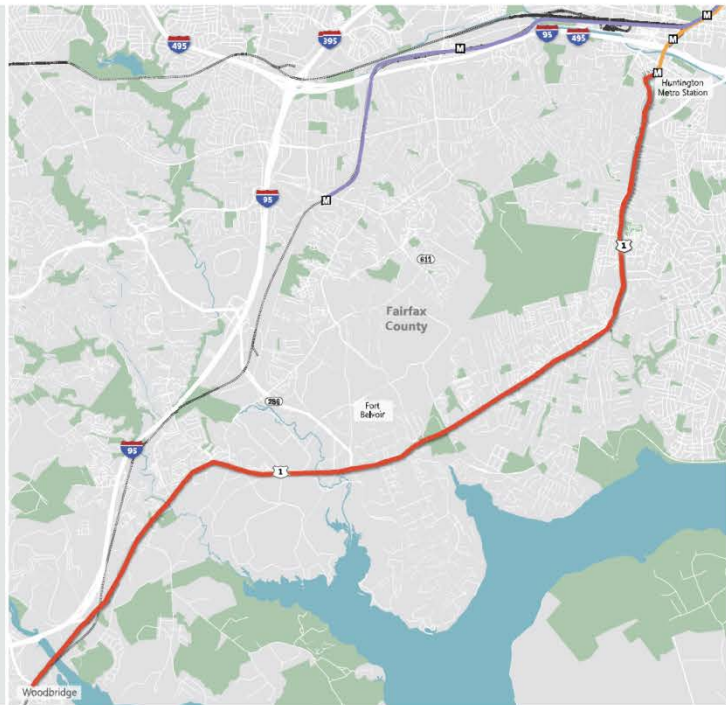


VIRGINIA

**US-1, RICHMOND HIGHWAY BUS
RAPID TRANSIT
Huntington Metro Station to Woodbridge**

Length: 14 miles
Complete: 2030
Cost: \$1 billion

- Implement a Bus Rapid Transit (BRT) system running from the Huntington Metro Station via North Kings Highway to US 1, Richmond Highway where it will run on a dedicated transitway located in the median down to the Woodbridge VRE Station.
- The project will also include a 10-foot shared use path on both sides of US Route 1.



CHANGES TO MAJOR PROJECTS

Name	Complete	Cost	Description
DC - Streetcar Benning Rd Spur (Removed)	-	-	The DC Streetcar Benning Rd spur, from Benning Rd to the Minnesota Ave Metro Station, was removed from the CLRP. The project was in the plan since 2014.
VA - Columbia Pike Streetcar (Removed)	-	-	The Columbia Pike Streetcar, from Skyline Center to Pentagon City, was removed from the CLRP. The project was in the plan since 2008.
VA - Crystal City Streetcar (Removed)	-	-	The Crystal City Streetcar, from the Pentagon City Metro Station to Four Mile Run/the Alexandria City Limits, was removed from the CLRP. The project was in the plan since 2011.

Several other projects deemed regionally significant for air quality purposes have also been added. Find and explore the complete list of all projects in the CLRP at www.mwco.org/clrp/projects/.

Financial Analysis

Every four years, the TPB undertakes a major update of the CLRP which includes a comprehensive update of a financial plan demonstrating that sufficient revenues are “reasonably expected to be available” to build, operate, and maintain the transportation system spelled out in the CLRP. The financial plan, summarized below, was approved as part of the 2014 CLRP major update and will remain the official financial plan until the next major update in 2018.

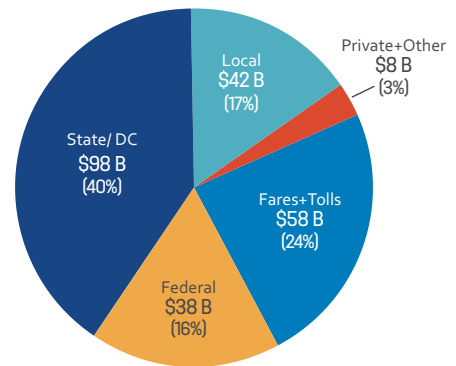
CLRP Revenues and Expenditures

The 2014 CLRP Financial Analysis identified \$244 billion in revenue that is “reasonably expected to be available” for transportation in the Washington region through 2040. Most of the revenue—\$98 billion in all, or about 40 percent—will come from the region’s three state-level jurisdictions, Maryland, Virginia, and the District of Columbia.

The largest share of expenditures – about \$145 billion, or 59% – will go toward the transit system. The majority of both all transportation spending will go toward operating and maintaining the highway and transit systems in a state of good repair.

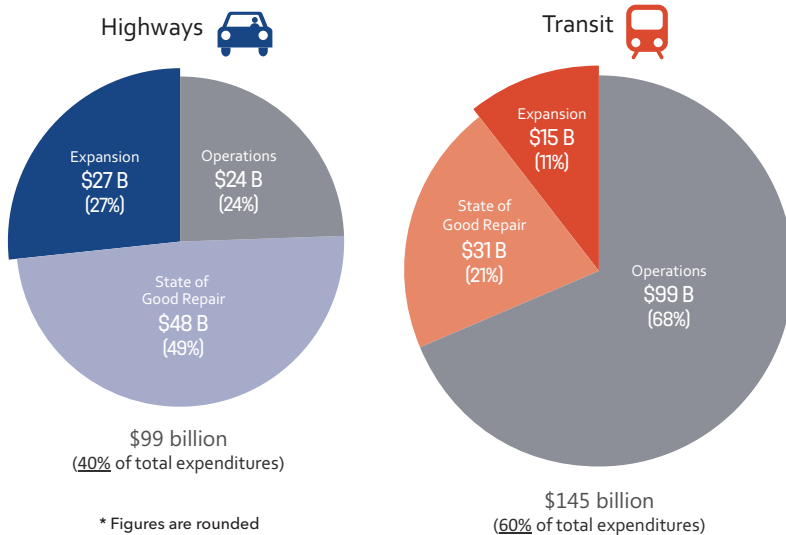
CLRP REVENUES (2015-2040)

Total: \$244 billion



CLRP EXPENDITURES BY MODE AND TYPE (2015-2040)

Total: \$244 billion



1. System Expansion

Projects that add new capacity by increasing the number of lane-miles of roadway or by building new transit lines or adding service to existing lines.

2. State of Good Repair

Major rehabilitation or complete replacement of aging infrastructure, including bridges, transit vehicles, and technology and communications systems, as they near the end of their useful lifespan.

3. Operations and Maintenance

Day-to-day activities like repaving roadways, inspecting and maintaining bridges, clearing snow and debris, servicing transit vehicles, maintaining and operating traffic signals, and paying train and bus operators.

Section 5

Performance Analysis of the 2015 CLRP

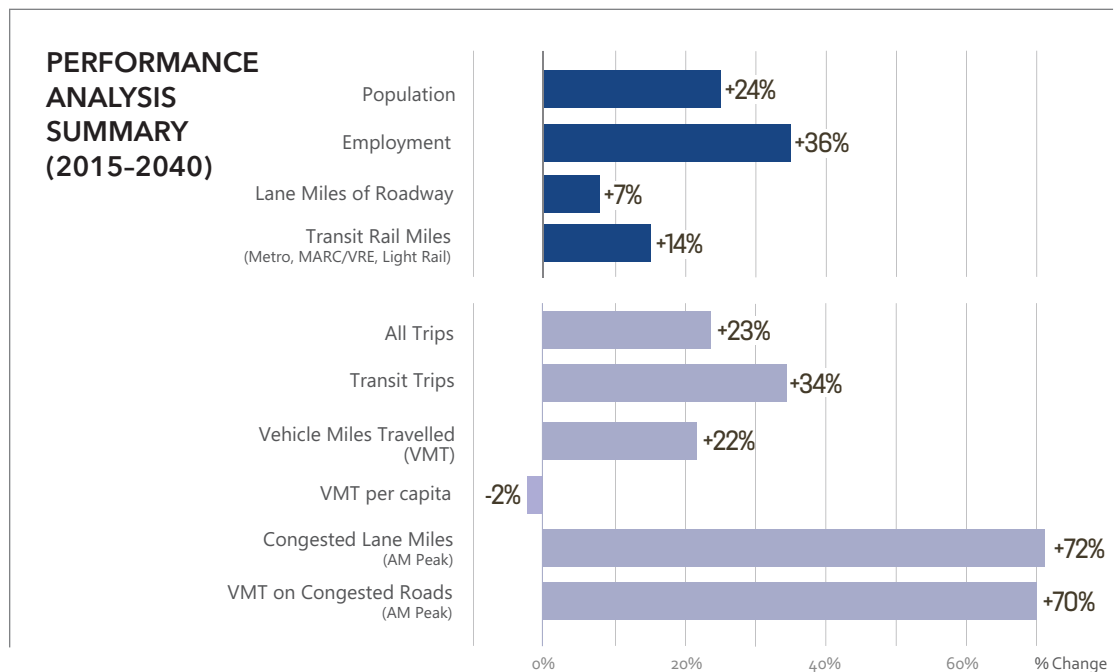
The Performance Analysis of the 2015 CLRP uses output from the TPB's travel demand model, which forecasts where, when, and how people will travel around the region in coming decades. To make its predictions, the model relies on the latest regional population and job growth forecasts from the Metropolitan Washington Council of Governments, information on existing travel patterns from the TPB's Household Travel Survey, and the future transportation system laid out in the CLRP.

Performance Analysis Summary

By 2040, the region's transportation system is expected to handle 4 million more trips, an increase of 23 percent. Growth in the number of trips taken by transit is expected to outpace growth in all trips.

The total amount of driving, measured in vehicle-miles traveled (VMT), is expected to grow but at a slightly lower rate than population. This means that the average amount of driving per person will be less in 2040 than it is today.

Growth in travel demand will, under the forecasts, outpace the addition of new highway and transit capacity, resulting in significant increases in congestion and crowding.



Travel Demand and Mode Choice

Growth in carpooling, transit, walking, and bicycling is expected to out pace growth in single occupancy driver trips, for all trips and work trips alike.

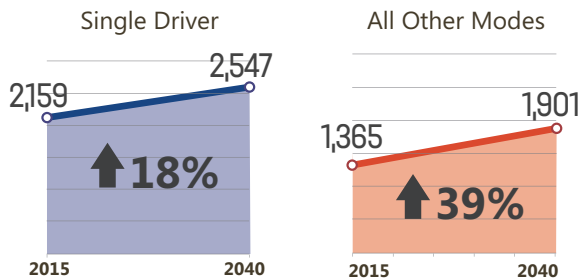
The transportation system is expected to handle nearly 4 million more trips per day in 2040.

The number of trips by will increase for all travel modes, but growth in the number of trips by single-drivers is expected to be outpaced by growth in carpooling, transit, walking, and bicycling, both for work and non-work travel.

Despite faster growth in carpooling, transit, walking, and bicycling, the relative shares of all

WORK TRIPS

GROWTH IN SINGLE DRIVER TRIPS VS. ALL OTHER MODES
(trips in 1,000s)

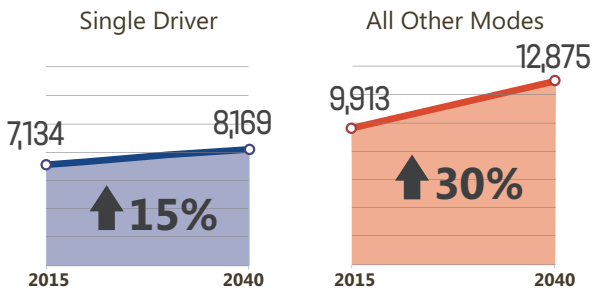


GROWTH IN TRIPS BY MODE (2015-2040)

104,000 more trips	Walk+Bicycle	+72% From 2015
274,000 more trips	Transit	+33% From 2015
159,000 more trips	HOV+Carpool	+40% From 2015
389,000 more trips	Single Driver	+18% From 2015

ALL TRIPS

GROWTH IN SINGLE DRIVER TRIPS VS. ALL OTHER MODES
(trips in 1,000s)

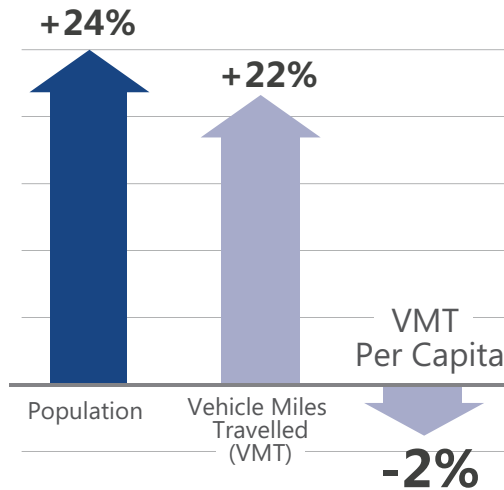


GROWTH IN TRIPS BY MODE (2015-2040)

946,000 more trips	Walk+Bicycle	+49% From 2015
396,000 more trips	Transit	+34% From 2015
1,620,000 more trips	HOV+Carpool	+24% From 2015
1,035,000 more trips	Single Driver	+15% From 2015

trips that each mode makes up aren't expected to change much by 2040. The biggest changes include a decline in the share of both work and non-work trips by single-drivers, and small increases in the share of work trips by carpooling, transit, walking, and bicycling.

CHANGES IN POPULATION AND VEHICLE MILES TRAVELED (VMT) (2015-2040)

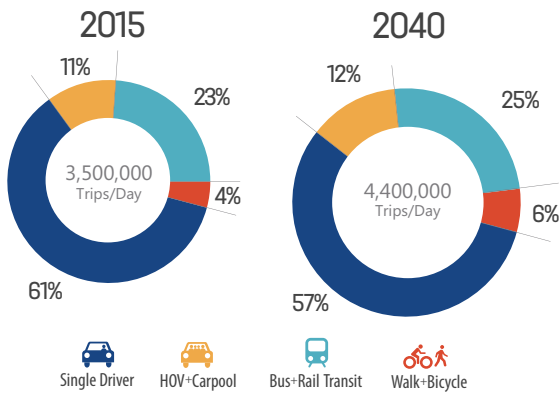


The average amount of driving per person will be less in 2040 than it is today.

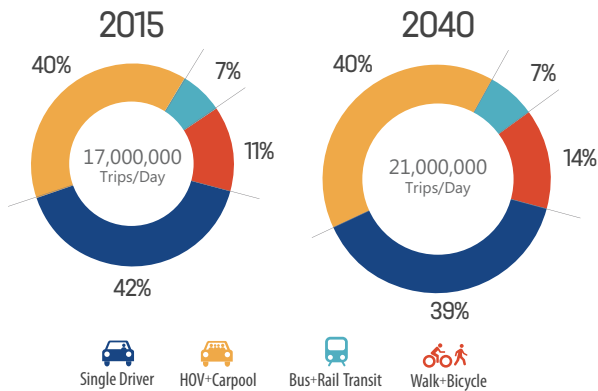
The total amount of driving in the region, measured in vehicle-miles traveled (VMT), is expected to grow over the next 25 years, but at a slightly lower rate than population. This means that the average amount of driving per person will be less in 2040 than it is today.

Though the drop in VMT per capita is slight, it is noteworthy because it signals the reversal of a decades-long trend of ever-increasing driving in the region. As recently as the mid-2000s, the region's travel demand model was forecasting significant increases in VMT per capita well into the future. Changes in projected land-use and travel patterns are the primary drivers of the reversal of this trend.

MODE SHARE (2015-2040)



MODE SHARE (2015-2040)

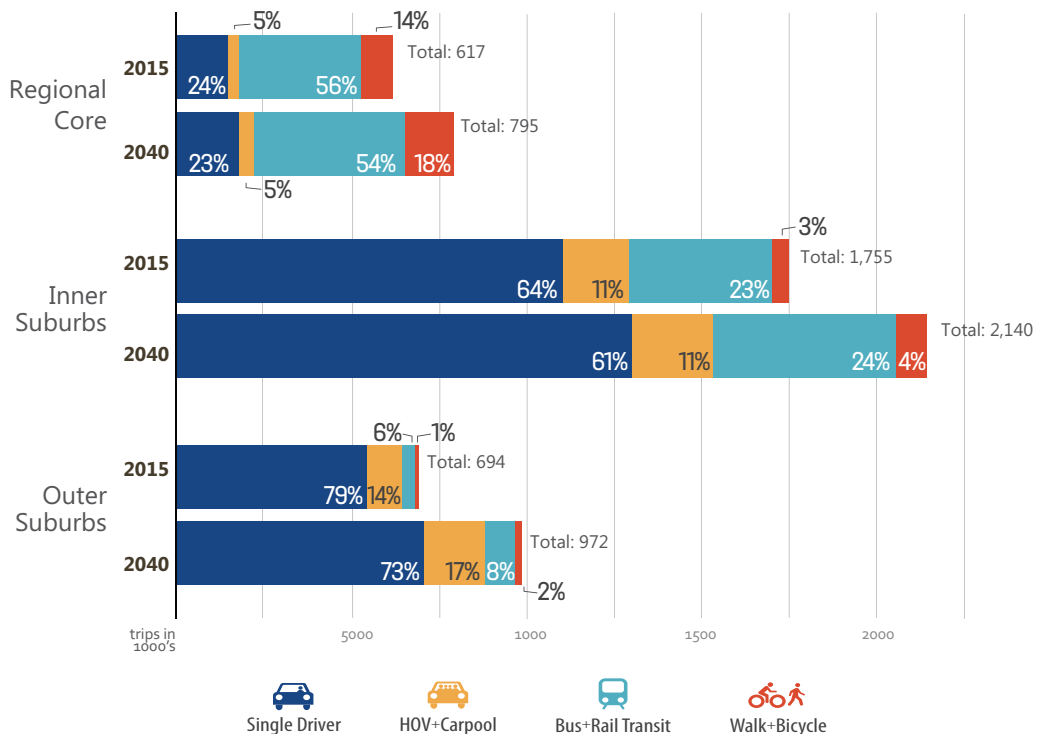


Geographic Differences in Commute Mode Choice

Changes in travel patterns are expected to vary by geography, both in terms of the number of trips taken and how trips are made. Most trips will, under the forecasts, occur in the region's populous Inner Suburbs, while the fastest growth in trips will occur in the Outer Suburbs, since population and employment will be growing fastest there.

Transit is expected to continue to be the dominant mode choice for commuters living in the Regional Core, though walking and biking are forecast to become more popular. Driving will, under the forecasts, continue to dominate in the Outer Suburbs, though carpool and transit trips are expected to increase significantly.

WORK TRIPS MODE SHARE BY REGIONAL CORE, INNER SUBURBS, AND OUTER SUBURBS (2015-2040)



REGIONAL CORE	INNER SUBURBS	OUTER SUBURBS	
District of Columbia	Montgomery Co.	Charles Co.	Manassas
Arlington Co.	Prince George's Co.	Frederick Co.	Manassas Park
Alexandria	Fairfax Co.	Loudoun Co.	Fauquier Co. (Urbanized Area)
	Falls Church	Prince William Co.	
	Fairfax City		

Roadway Congestion and Transit Crowding

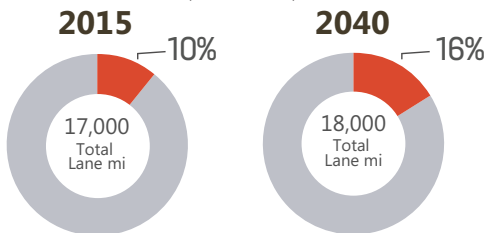
The number of new trips expected on area roadways and transit systems will outpace the addition of new capacity on these systems, in the form of new-lane miles of roadway or new miles of rail transit. This will lead to increasing congestion and crowding.

Roadway Congestion

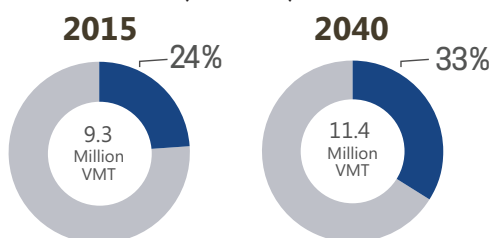
Congestion will continue to be concentrated in a few key segments of our region's roadways, but impact a greater share of travelers and trips.

Although the number of lane-miles of roadway in the region that are congested during peak periods is expected to increase substantially between now and 2040, this congestion is expected to continue to affect a relatively small overall proportion of roadways in the region. But that congestion will affect a greater share of vehicle-miles traveled (VMT) as more and more trips are added to these highly traveled routes.

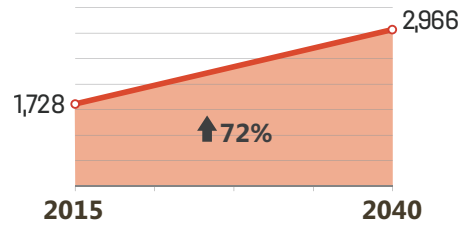
SHARE OF LANE-MILES CONGESTED (AM Peak)



SHARE OF VMT ON CONGESTED ROADWAYS (AM Peak)



CONGESTED LANE-MILES IN THE REGION (AM Peak)



Though congestion on many segments of the region's major highway system is expected to get worse over this period of time, some segments of highway will see slight relief in congestion thanks to capacity expansions or changes in travel behavior. Routes seeing improvements in congestion include portions of I-66 East, I-70 East, and VA-267 East.

Transit Crowding

Without additional capacity, four out of five Metrorail lines passing through the region's core will be congested or highly congested by 2040.

According to Metro, four out of five lines entering the downtown core are expected to become congested or highly congested by 2040. Without additional capacity, Metro will likely reach capacity by 2020 on trips to and through the core.

METRO RAIL CONGESTION AM Rush Hour

M Line	2015	2040 with 50% 8-car*	2040 with 100% 8-car
Red	Acceptable	Extremely Crowded	Crowded
Blue	Crowded	Extremely Crowded	Crowded
Orange/Silver	Crowded	Extremely Crowded	Extremely Crowded
Yellow	Acceptable	Crowded	Acceptable
Green	Acceptable	Extremely Crowded	Crowded

● Acceptable (<100 people per car)
● Crowded (100-120 people per car)
● Extremely Crowded (>120 people per car)

*The 2015 CLRP assumes 50% 8-car trains in 2040

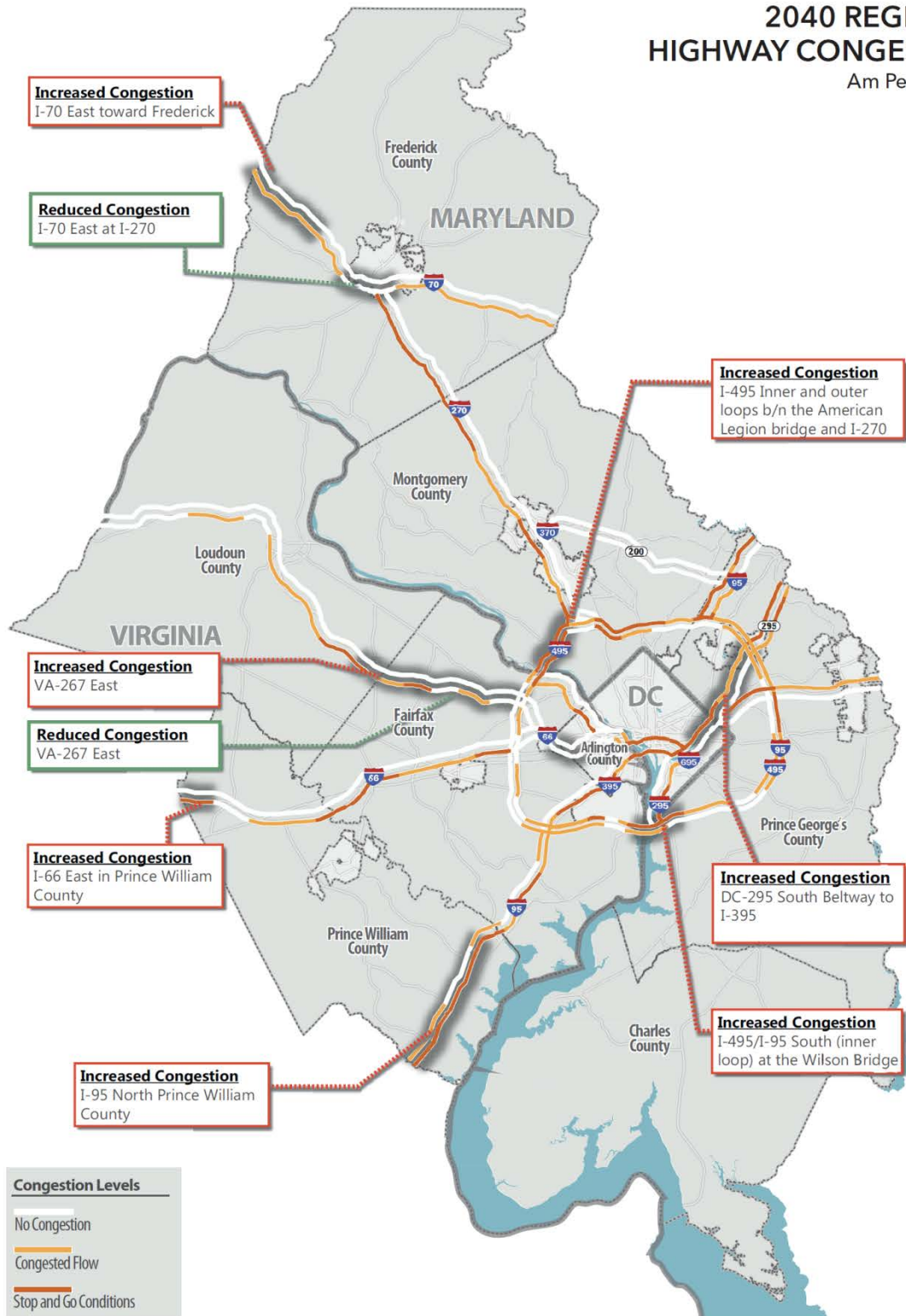
2015 REGIONAL HIGHWAY CONGESTION

Am Peak Period



2040 REGIONAL HIGHWAY CONGESTION

Am Peak Period



Access to Jobs

Another way to measure the performance of the CLRP is by evaluating the change in accessibility to jobs by various travel modes.

The average number of jobs accessible within 45 minutes by automobile and transit is expected to increase between now and 2040.

The average number of jobs that are accessible within a 45-minute commute by automobile is expected to increase slightly between now and 2040, while the average number of jobs accessible by transit will increase more significantly. The total number of jobs that are accessible by transit, however, will remain significantly less than those accessible by automobile, because transit will continue to not reach all parts of the region.

Significant declines in job accessibility by automobile are expected on the eastern side of the region.

Despite the fact that the average number of jobs that are accessible by automobile is expected to increase region-wide, many areas, mainly on the eastern side of the region, will see declines in accessibility. These declines are the result of two important factors: one, anticipated increases in roadway congestion, which make it more difficult to reach other parts of the region by car within 45 minutes, and, two, the fact that more of the new jobs anticipated between now and 2040 are forecast to be located on the western side of the region, outside of a 45 minute commute for those living in the east.

WHAT IS JOB ACCESSIBILITY?



Location of jobs



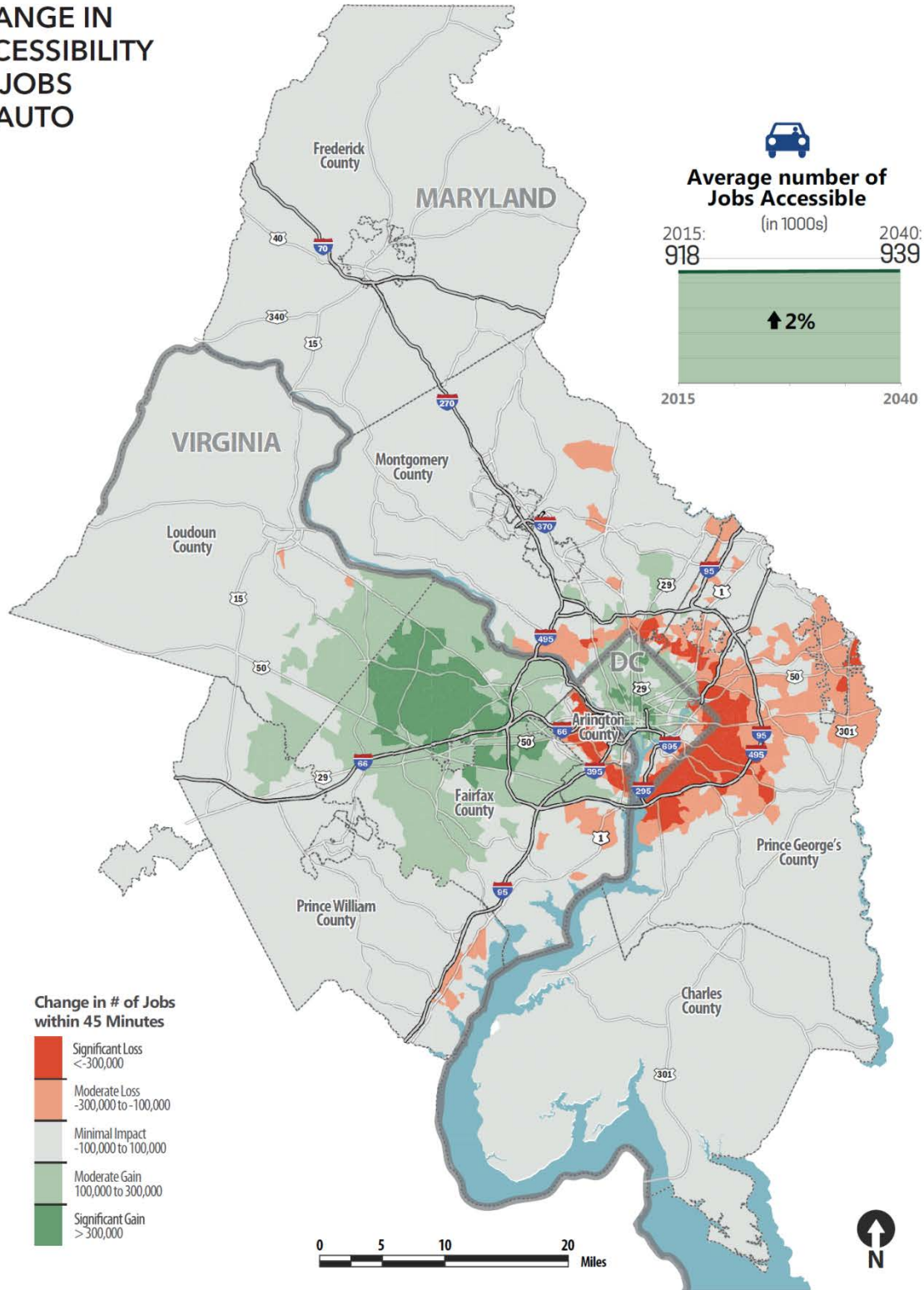
Travel Time
by auto or transit



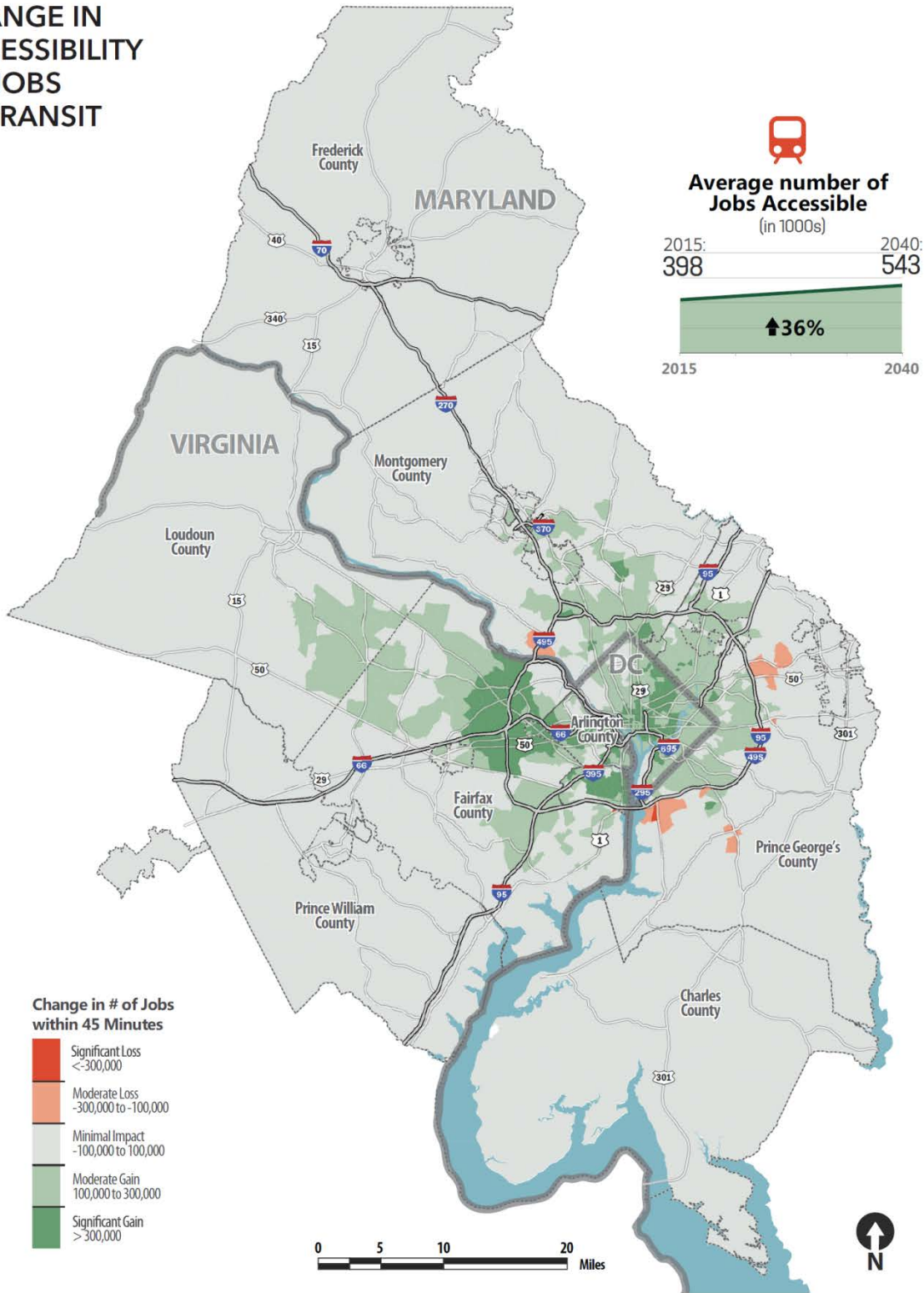
Accessibility
number of
jobs within
45-minute
commute

Jobs are considered to be accessible if they are within a 45-minute commute.

CHANGE IN ACCESSIBILITY TO JOBS BY AUTO



CHANGE IN ACCESSIBILITY TO JOBS BY TRANSIT



Air Quality & Climate

Emissions of all key pollutants are expected to drop steadily due to tougher fuel and vehicle efficiency standards and projected changes in land-use and the transportation network.

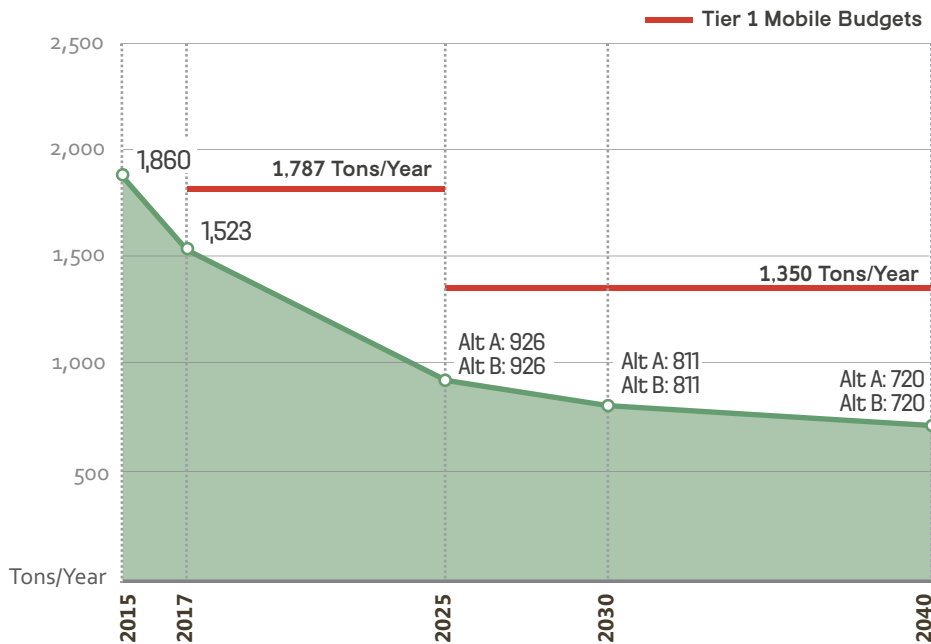
Under the 2015 CLRP Amendment, emissions of four key pollutants regulated in this region by the U.S. Environmental Protection Agency (EPA) are expected to remain below approved regional limits. Emissions are expected to drop significantly through 2020 and steadily through 2030, mainly as cars and trucks meeting tougher new federal fuel and vehicle efficiency and other emissions standards enter the region's vehicle fleet and as changes are made to the formulation of vehicle fuel. Changes in development



MARIORDO-WIKI COMMONS

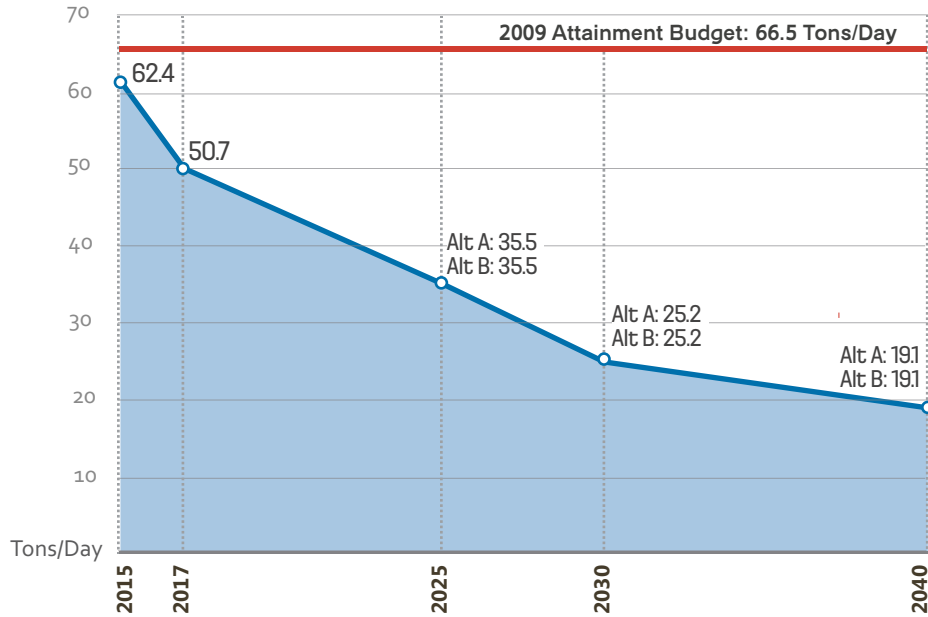
patterns, investments in transit and other travel options, and improved operational efficiency of area roadways will also contribute to reductions in vehicle-related emissions.

MOBILE SOURCE NITROGEN OXIDE (NO_x) EMISSIONS

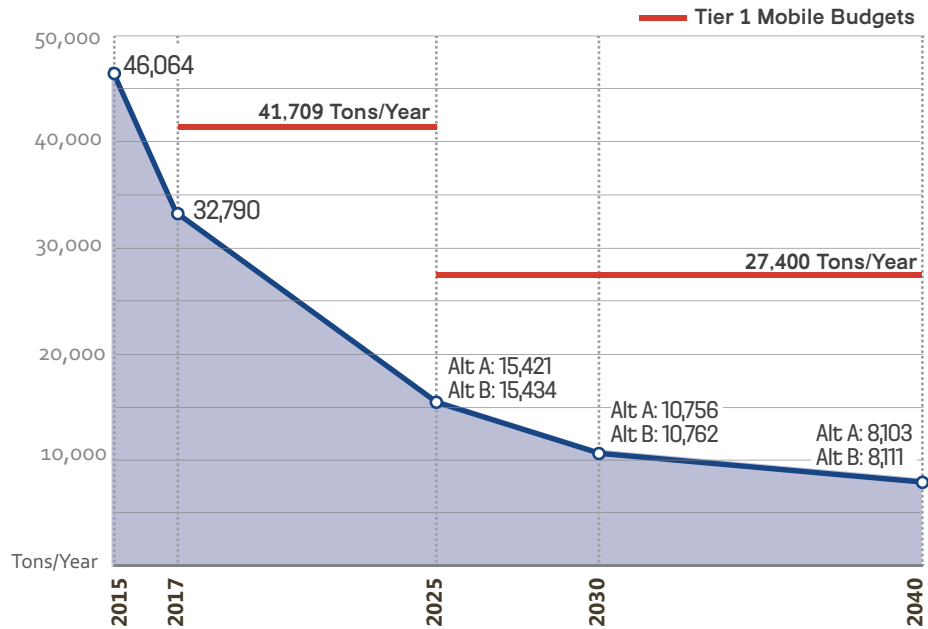


NOTE: VDOT submitted 2 alternatives (Alternative A and B) for the I-66 HOT lanes projects outside of the beltway, which were analyzed separately as part of the air quality conformity analysis.

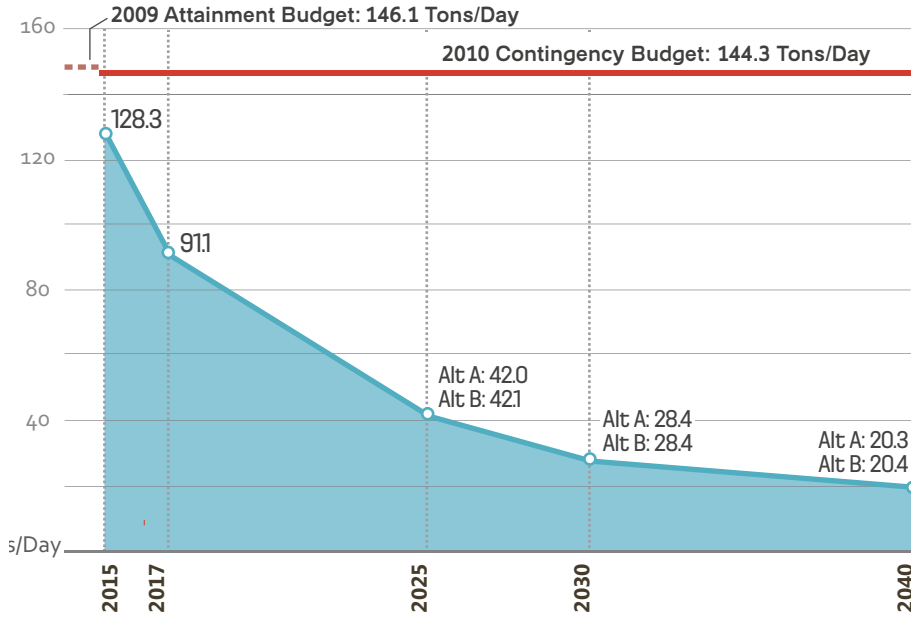
VOLATILE ORGANIC COMPOUNDS (VOC) EMISSIONS (OZONE SEASON)



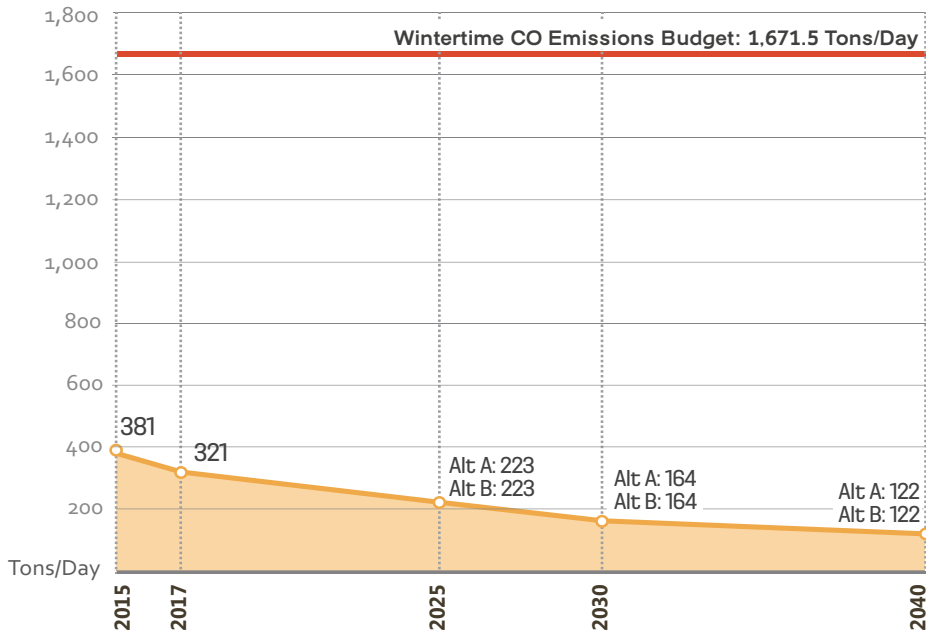
PRECURSOR NITROGEN OXIDE (NO_x) EMISSIONS



PARTICULATE MATTER (PM2.5 DIRECT) EMISSIONS



WINTERTIME CARBON MONOXIDE (CO) EMISSIONS



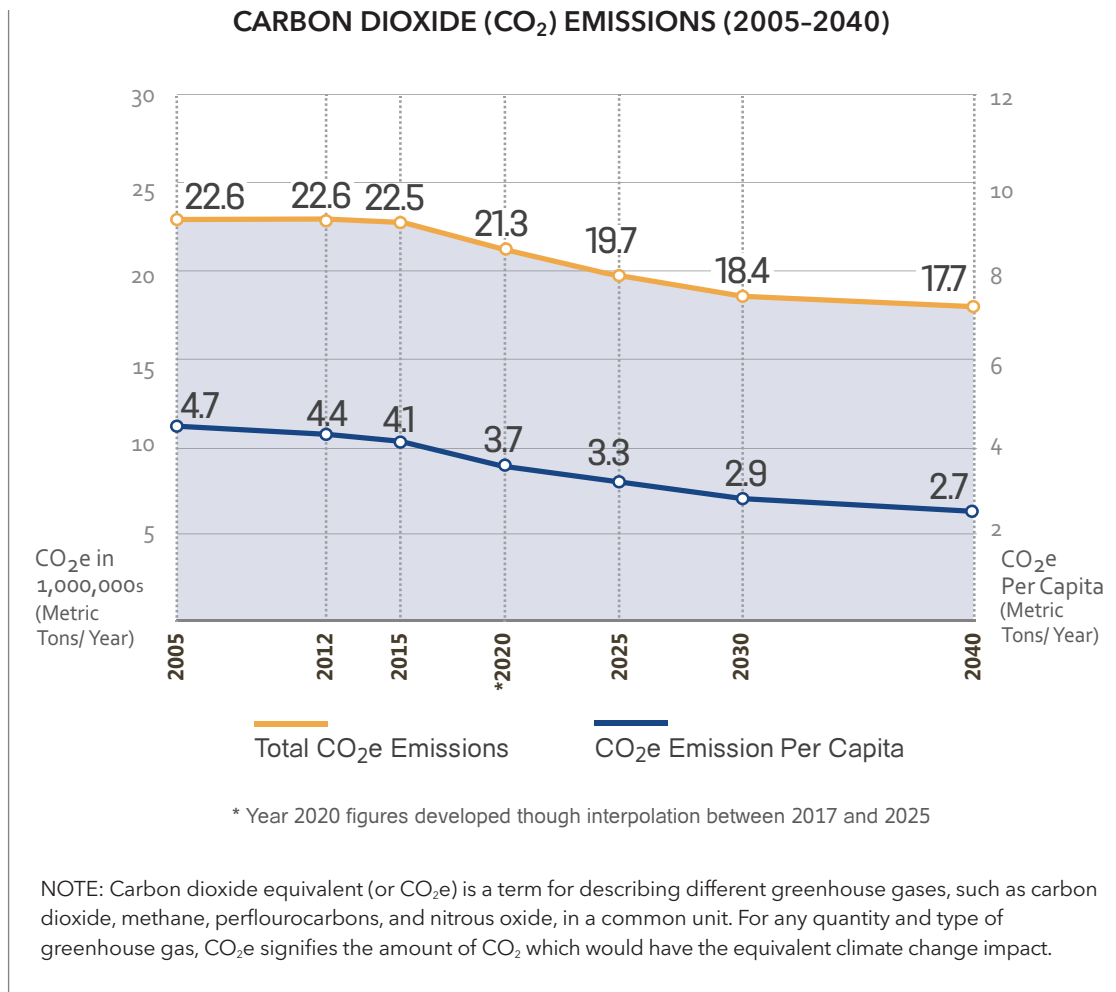
NOTE: VDOT submitted 2 alternatives (Alternative A and B) for the I-66 HOT lanes projects outside of the beltway, which were analyzed separately as part of the air quality conformity analysis.

CO₂ Emissions

In the past decade, more and more attention has been paid to the contributions of greenhouse gases like carbon dioxide (CO₂) to global climate change. Unlike the four specific pollutants regulated by federal law in this region, CO₂ is not regulated by the federal government and is not included in the Air Quality Conformity Analysis.

In 2010, the TPB proactively started estimating future CO₂ emissions under the CLRP. The latest estimates show the absolute amount of CO₂e (Carbon dioxide equivalent) emissions will decrease by 22% between now and 2040, along with CO₂e emissions per-capita which will decrease by 44%.

BEYOND – WITH PERMISSION FROM ARLINGTON



Regional Priorities

The Regional Transportation Priorities Plan, adopted by the TPB in January 2014, identifies strategies with the greatest potential to advance regional goal rooted in the TPB Vision. The TPB has committed to using the Priorities Plan on a regular basis to assess the CLRP.



Priority 1: Meet Our Existing Obligations

The Priorities Plan said that our very first priority should be to keep our existing transportation system in a state of good repair, because it is the backbone of our economy and must be properly maintained and safe before we can move on to other investments.

WHAT THE CLRP TELLS US:

- **The region's commitment to maintenance is solid.**

The CLRP financial plan identifies full funding for maintenance, operations, and state of good repair of the region's highway and transit systems. This commitment to maintenance fulfills what the Priorities Plan identified as the region's top transportation priority.

Priority 2: Strengthen Public Confidence and Ensure Fairness

The second priority in the Priorities Plan calls for across-the-board institutional practices to ensure accessibility for disadvantaged groups, promote efficiency through the use of technology, and engage and communicate with the public in a transparent fashion.

WHAT THE CLRP TELLS US:

- **Regional economic disparities continue to affect transportation patterns.**

The CLRP includes many projects that will enhance transportation options in economically disadvantaged areas on the eastern side of the region. However, according to the latest growth forecasts, jobs will continue to be concentrated on the western side of the region, leading to longer auto commutes for those in the east, greater transit crowding in the regional core, and significant unused transit capacity in reverse commute directions.

- **The region is seeking to improve public information and analysis.**

The TPB and its partners are seeking to provide more transparent and useful information for public deliberation. For the CLRP, TPB staff are providing summary documentation (including this brochure), an enhanced website, and interactive maps to help decision makers and the public understand the regional impacts of decisions.

Priority 3: Move More People and Goods More Efficiently

This priority called for a shift from large-scale, supply-side investments of the past to more strategic approaches to alleviating congestion and crowding, and to accommodating future growth. The strategies included under this strategy called for a mix of supply- and demand-side strategies, multimodal options, and a focus on concentrating future growth in mixed-use Activity Centers as a way to make more efficient use of transportation infrastructure.

WHAT THE CLRP TELLS US:

- **Individuals, on average, are expected to drive less in the future than they do today. Nonetheless, driving will remain the dominant form of transportation in the region.**

The average person in the Washington region is expected to drive two percent less in 2040 than today. But travel by single drivers and carpools is still forecast to account for 80 percent of all trips in 2040 and xx percent of all driving in 2040 will occur under congested conditions.

- **The region has unfinished business when it comes to maximizing use of existing transit systems.**

The CLRP does not include funding for proposals to add capacity to the existing Metro system (specifically the Momentum Metro 2025 package of improvements), including all eight-car trains during rush hours and core station improvements. This shortfall remains unchanged from 2014.

- **The region is effectively using its Activity Centers to focus growth, enhance non-motorized circulation, and improve regional connections.**

Jurisdictions throughout the region have embraced the concept of Activity Centers as engines for economic growth tailored to their local needs. Similar to last year's assessment, the analysis of the 2015 CLRP found that an increasing share of new jobs and housing will be located in Activity Centers in coming decades. Trips in Activity Centers will be increasing taken on foot, by transit, or by bike, according to the 2015 CLRP Performance Analysis.

NEW FOR 2015:

- **Bikes lanes, designed to improve circulation in Activity Centers, are being added to the CLRP.** DDOT is adding ten dedicated bike lane projects that will remove one or more lanes for vehicular traffic on approximately 9 miles of streets throughout the city. The new bike lanes will add to a host of other planned bicycle projects throughout the region that are not explicitly included in the CLRP or may be components of larger road projects.



■ **The region is diversifying its public transit systems by developing new, cost-efficient options like BRT and streetcars.**

By 2020, the region will have moved beyond the last century’s focus on heavy rail into a new era in which a range of new transit options will be available, including bus rapid transit (BRT), streetcars, and light rail. Sixty-six percent of Activity Centers will be served by high-quality transit in 2040.

NEW FOR 2015:

- **Two major submissions, labelled as “bus rapid transit” projects, have been proposed for the 2015 CLRP amendment.**

These projects are both in Virginia—the US-1 BRT project and express bus services on I-66 outside the Beltway.

- **Arlington streetcar projects will be removed.**

Arlington County has defunded the Columbia Pike Streetcar and the Crystal City Streetcar. The county has asked that those be removed from the 2015 CLRP Amendment. The CLRP retains streetcar projects in the District of Columbia and light rail in the form of Maryland’s Purple Line.

■ **New tolling projects are managing demand and raising revenue.**

In recent years, the region’s network of priced lanes has expanded tremendously: Maryland’s Intercounty Connector and Virginia’s 495 and 95 Express lanes are largely completed.

NEW FOR 2015:

- **I-66 Improvements will build managed toll lanes both inside and outside the Capital Beltway.**

These projects are being added in 2015 CLRP Amendment. Combined, these projects will add 35 miles of dynamically priced lanes to the region’s growing toll road network.

■ **Projects target bottleneck relief.**

The CLRP includes a number of roadway improvement projects, including interchange and capacity enhancement projects, which are designed to address congestion by alleviating key highway bottlenecks at regional and local levels. Some of these projects specifically address top freeway bottlenecks and high-delay freeway corridors identified by the TPB in its triennial aerial survey of freeway congestion.

Section 6

Looking Ahead: 2016 CLRP Amendment

Following the adoption of the 2015 CLRP Amendment in October, the TPB intends to kick off the next annual CLRP amendment by inviting agencies to submit new projects and make changes to any projects already in the plan.

The 2016 CLRP Amendment will officially begin with the release of a Call for Projects in later in 2015 or early 2016. In this solicitation, the TPB will encourage area transportation agencies to consider several important regional needs when identifying future improvements to fund and include in the CLRP. These top needs will be identified following a review of the Performance Analysis of the 2015 CLRP Amendment and an assessment of how the CLRP supports or advances these needs.

When agencies submit new projects for inclusion in the 2015 CLRP update, the TPB will specifically ask them to note how the projects help support or advance the top regional needs identified in the Call for Projects, as well as other regional goals.

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