As Adopted January 16, 2008

National Capital Region Transportation Planning Board

Financially Constrained

Long-Range Transportation Plan

2007 Update

A Supplement to the CLRP Website: www.mwcog.org/clrp

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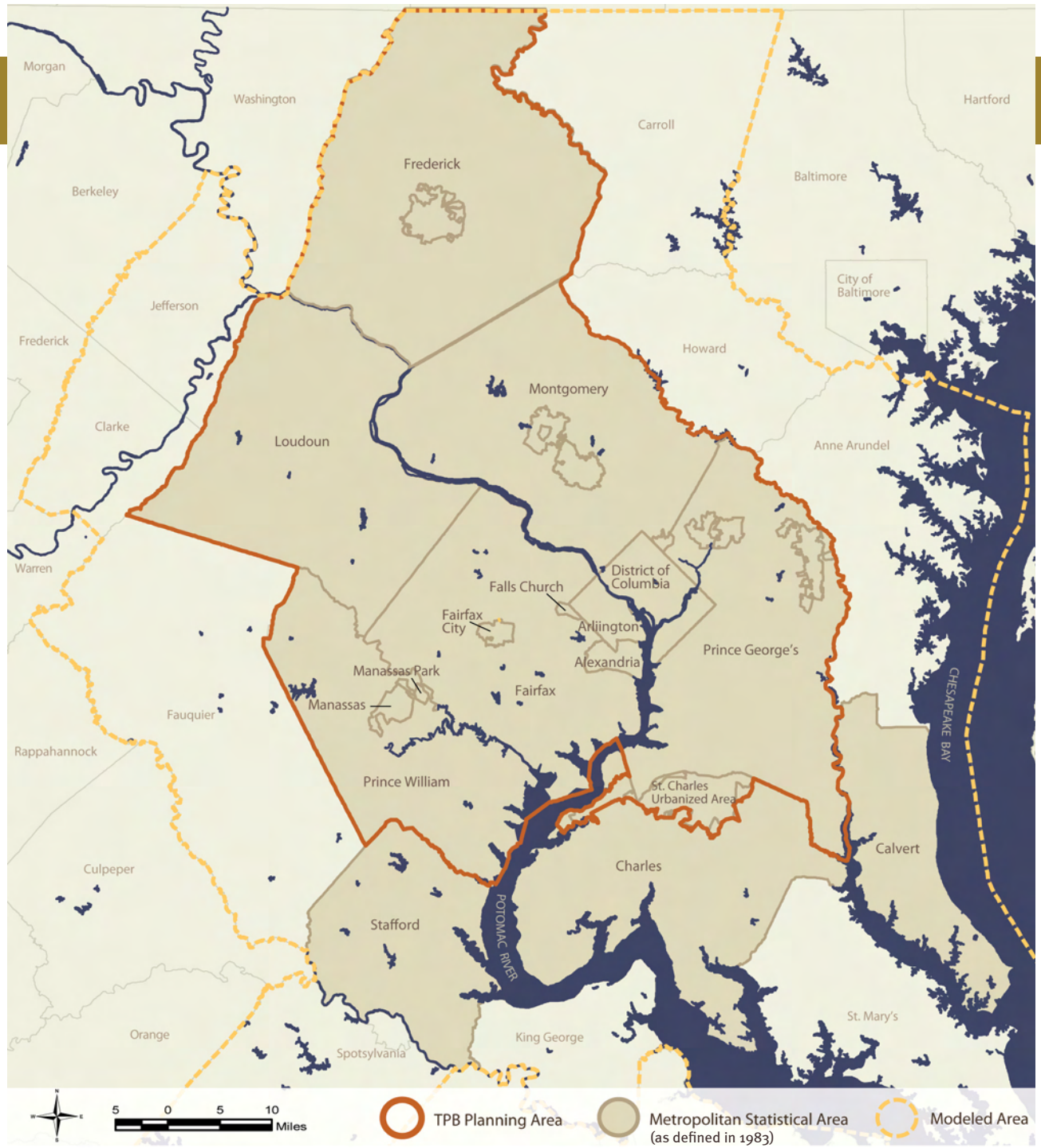
Financially Constrained Long-Range Transportation Plan for the National Capital Region



What is the CLRP?

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 2007 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 are only in the initial planning stage.

The CLRP is updated annually and **this year's update was adopted on January 16, 2008.**

The TPB Planning Area

The TPB's planning area covers the District of Columbia and surrounding jurisdictions as shown on the map to the left. However, for many planning activities, such as air quality analysis and travel demand forecasting, a larger area is examined. Specifically, Census information for the Metropolitan Statistical Area is used to assess demographic changes over the life of the plan and travel modeling is done for the entire modeled area shown.

The TPB Vision

Adopted in 1998, the TPB Vision is the policy framework guiding the development of the CLRP.

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

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. The US DOT issued new requirements on February 14, 2007 and reaffirmed existing rules for metropolitan planning organizations (MPOs) in developing long-range transportation plans. Below is a summary of how the TPB has met all of the SAFETEA-LU requirements.

Financial Constraint

Federal law requires the long-range plan to be based on revenue sources that are "reasonably expected to be available." The financial plan demonstrates that the estimated revenues reasonably expected to be available equal the estimated costs of expanding, while adequately maintaining and operating, the highway and transit system in the region from 2008 through 2030. Please see the financial plan information on page 18.

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 conformity analysis of the plan found that mobile emissions are within currently required budgets. See page 23.

Public Participation

A Participation Plan has been approved that articulates the TPB's commitment to a transparent interface with the public and with relevant public agencies to support the regional transportation planning process, including the development of the CLRP. The TPB has two standing citizen committees: The Citizens Advisory Committee (CAC), the main standing body for providing citizen input into the deliberations of the TPB; and the Access for All (AFA) Advisory Committee, described below.

Environmental Justice and Access for All

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. The AFA comments on the Draft CLRP each year. In addition, the long-range plan is analyzed for negative impacts on low-income, minority and disabled populations.

Congestion Management

The TPB established a Congestion Management Process (CMP) to provide information on transportation system performance, and to consider alternative strategies to alleviate congestion and enhance the mobility of persons and goods. The CMP has four main components: 1) Congestion monitoring of major highways; 2) Identification and analysis of strategies to alleviate congestion; 3) Implementation of reasonable strategies and an assessment of their effectiveness and 4) Integration of strategies into major roadway construction projects. With the CMP, the TPB aims to use existing and future transportation facilities efficiently and effectively, reducing the need for highway capacity increases for single-occupant vehicles (SOVs).

Transportation Safety

Transportation safety is a major concern in the Washington metropolitan region. In 2005, 386 people were killed as the result of traffic accidents in the Washington region, and approximately 40,000 were injured. SAFETEA-LU puts a greater emphasis on safety, and added safety as a separate planning factor to be considered in the creation of the Plan and TIP. Accordingly, the 2007 CLRP includes additional ways to integrate safety into its planning process. The TPB conducts a yearly "Street Smart" campaign to raise awareness and promote safer behavior among drivers, pedestrians and bicyclists.

Freight Planning

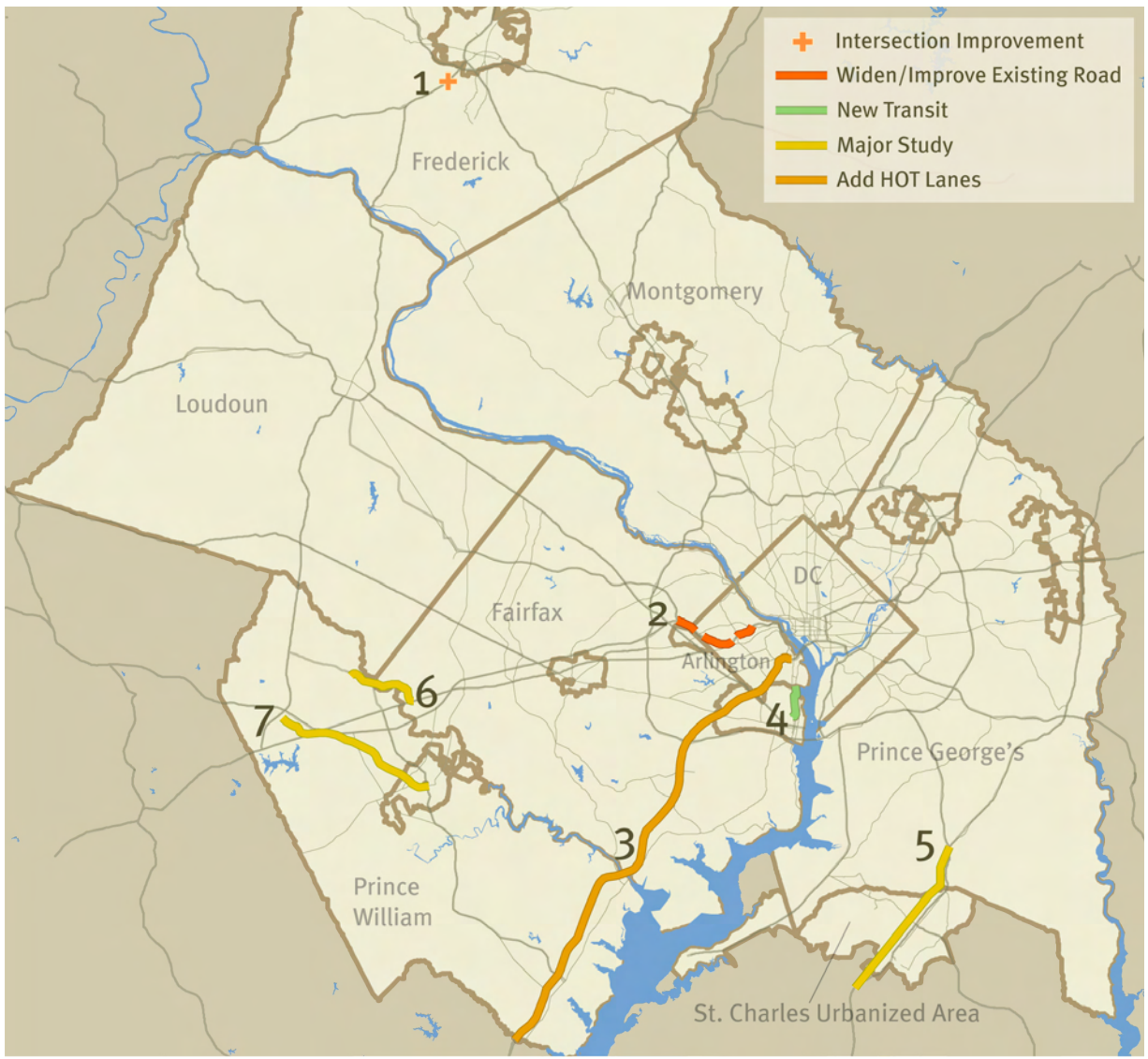
The TPB is committed to giving full consideration to freight and goods movement in the overall regional transportation plan, through enhanced consideration of freight movement information, a regional freight planning committee, and additional stakeholder outreach and input activities. In 2007, TPB commissioned a freight planning study for the metropolitan area. The study found that annually approximately $200 billion of goods are transported to, from or within the Washington region, with an additional estimated $1.2 trillion of goods traveling through the region (through-trips). This freight movement, critical to the region's economy, has impacts on and is impacted by the region's congestion.

Environmental Consultation and Mitigation

The TPB consulted with natural resource, conservation, environmental protection and historic preservation agencies regarding the development of the 2007 CLRP. These agencies provided comments on the plan, contacts for future engagement and environmental GIS data. This regional data was used to create maps of environmentally and/or culturally sensitive areas for comparison with the CLRP. The 2007 CLRP also includes its first environmental mitigation discussion which identifies potential activities to moderate the environmental impacts of the long range transportation plan.

New Projects for Construction and Studies

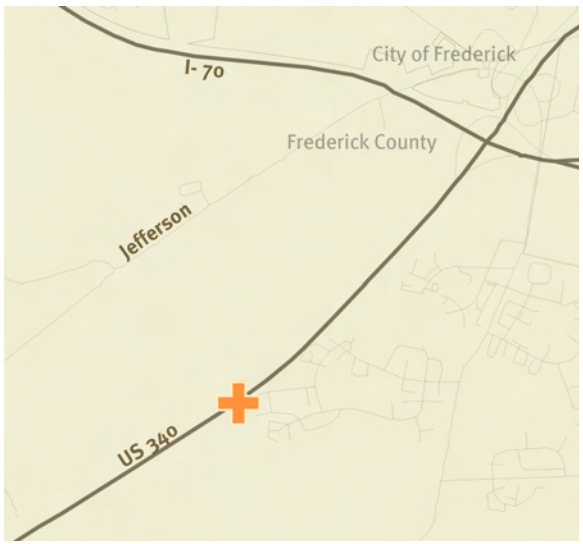
These new projects and studies were approved for addition into the 2007 CLRP. The adopted plan from 2006 plus these new projects and studies form the 2007 CLRP. On January 16 2008, this plan was approved for adoption by the TPB.



1 US 340/US 15, construct interchange at Jefferson Tech Park, 2009
2 I-66, spot improvements inside the Beltway, 2013
3 I-95/395 HOT Lanes, widen, construct 2, 3 lanes with 14 ramps, 2010
4 Potomac Yard Transit Way, Alexandria, 2011
5 US 301 Waldorf Bypass Study
6 US-29 (Lee Hwy) Bypass around the Manassas National Battlefield Park, Study
7 VRE Extension from Manassas to Haymarket, Study

New Projects for Construction

1 US 340/US 15, construct interchange at Jefferson Tech Park, 2009



Complete: 2009
Cost: $10.9 million
Funding: Local
Description: Construct a new, grade-separated interchange on US 340 to support existing and planned development at Jefferson Technology Park.

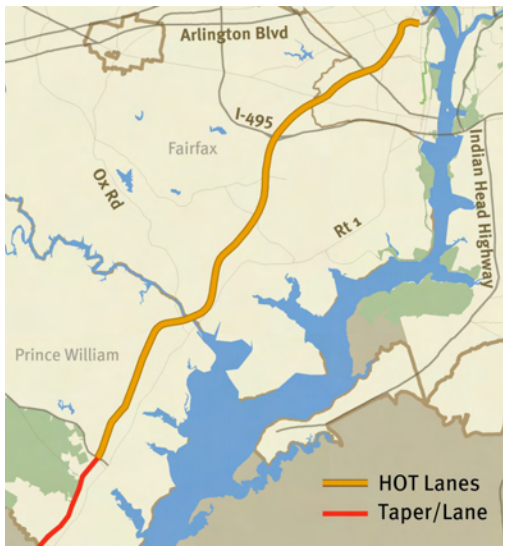
2 I-66, spot improvements, Westbound, inside the Beltway, 2013

Complete: 2013
Cost: $75.6 million
Funding: Federal, state
Length: 4 miles (total)
Description: Reconstruct westbound I-66, extending and connecting a series of acceleration and deceleration lanes to the following configuration:

- Spot 1 – Fairfax Drive to Sycamore Street, from 2 to 3 lanes,
- Spot 2 – Washington Boulevard to the Dulles Airport Access Road from 3 to 4 lanes, and
- Spot 3 – Lee Highway/Spout Run to Glebe Road, from 2 to 3 lanes.

More information: http://www.idea66.com

3 I-95/395 HOT Lanes, widen, construct 2, 3 lanes & 14 ramps, 2010



Complete: 2010
Cost: $882 million ($492 million – Preliminary engineering, right-of-way acquisition, & construction; $390 million – Transit Service Plan capital & operating costs)
Funding: Private Equity, Debt (including bonds), Tolls, Federal Transit Capital and Transit Farebox Revenues
Extent: Eads Street to Garrisonville Road, 36 miles
Description: Reconfigure the existing HOV facility between Eads Street in Arlington County and just south of the Town of Dumfries from 2 to 3 lanes. Convert HOV to High Occupancy Toll (HOT) lanes.

- HOV-3, transit and emergency response vehicles will use these lanes free of charge.
- Other vehicles may use the facility by paying an electronic toll.
- Tolls will vary based on time of day, day of week, and level of congestion in order to maintain free-flow conditions.

In the southbound direction, construct an extended transition lane and a new fly-over ramp from the HOV/BUS/HOT lanes to ease congestion as traffic merges into the general purpose lanes. Create or modify a number of connections to the existing HOV lanes to improve access to the HOT lane system for HOV and transit users.
Transit Service Plan: The following enhancements to transit services are included as a part of the project:

- New bus routes
- Increased frequency of bus service on existing and new routes incrementally in 2010, 2020 and 2030.
- Addition of bus-only ramps in and out of the Pentagon at Eads St., an inline bus station near the Lorton VRE station, and a bus-only access ramp at Seminary Rd.
- New Park & Ride facilities with 3,000 additional parking spaces

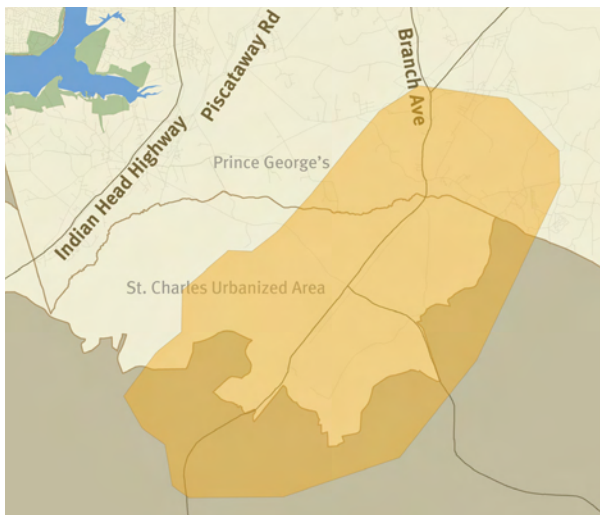
More information: http://www.virginiadot.org/projects/ppta-I-95_I-395HOTLanes.asp

4 Potomac Yard Transit Way, Arlington and Alexandria, 2011

Complete: 2011
Cost: $18.1 million
Funding: Federal, state, local, private
Extent: Four Mile Run to Braddock Road Metro Station, 2.5 miles
Description: Construct the Alexandria segment of a transitway from the Braddock Road Metro Station to the Potomac Yard Town Center and on to Four Mile Run where it will connect with the Arlington County segment that runs to the Pentagon.
Buses will travel on mixed-traffic lanes from the Braddock Road Metro Station to the Monroe Avenue Bridge. From Monroe Ave. to E. Glebe Rd., buses will travel on a dedicated transit right-of-way. From E. Glebe Rd. buses will serve the Potomac Yard Town Center and connect to the Arlington segment at S. Glebe Rd.

New Studies

5 US 301 Waldorf Bypass Study



Estimated Completion: 2030
Estimated Cost: $1.5 billion (TPB area), $2.78 billion (total)
Funding: Not Identified
Extent: Washington Avenue/Turkey Hill Road to North of the MD 5 Interchange at T.B.
Description: Study alternatives for upgrading and widening US 301 through Waldorf and/ or constructing an access-controlled bypass.
More information: http://www.us301waldorf.org

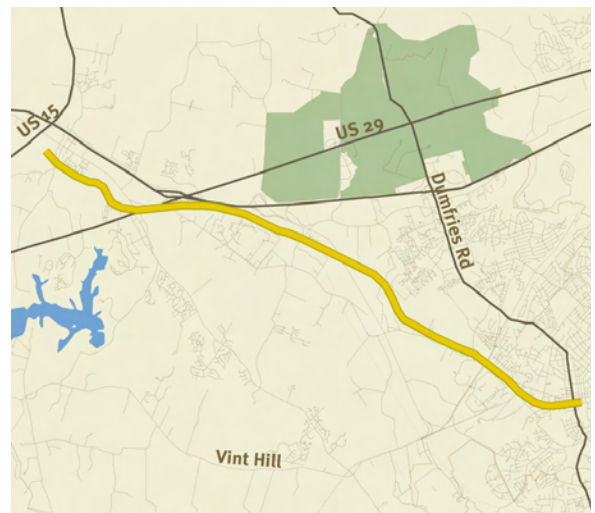
6 US-29 Bypass around the Manassas National Battlefield Park Study

Estimated Completion: 2020
Estimated Cost: $133 million
Funding: Not identified
Extent: US 29 to Planned Tri-County Parkway/ Route 234, 8.9 miles (total)
Description: Close Routes 29 and 234 through the Manassas Battlefield Park to through traffic. Construct a bypass north of the park in the following segments:

- Segment 1 – Construct a new 4-lane road from US 29 east of the Park to existing VA 234 north of the Park
- Segment 2 – Widen existing VA 234 from north of the Park to the proposed Tri-County Parkway/VA 234.

More Information: http://www.battlefieldbypass.com

7 VRE Extension from Manassas to Haymarket Study



Estimated Completion: 2018
Estimated Cost: $280 million
Funding: Not Identified
Extent: City of Manassas to Gainesville and Haymarket, 11 miles
Description: Preliminary engineering and environmental work to extend VRE commuter rail service to Haymarket and Gainesville.

Major Highway Improvements

Almost all planned highway construction involves widening or upgrading 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 and Maryland. Funding shortfalls have caused some projects' completion dates to be pushed back since the last update of the plan.

District of Columbia

1 11th Street Bridge reconstruction, 2011
2 South Capitol Str/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 (Phases 6 & 7) reconstruct 2009
5 Father Hurley Blvd. , construct, widen, 4, 6 lanes, 2010
6 I-270, interchange at Watkins Mill Rd. Ext., 2020
7 I-270, reconstruct interchange at MD 121, 2010
8 I-270/US 15 Corridor, Shady Grove to I-70, widen and HOV, 2020
9 I-70, widen to 6 lanes, 2010
10 I-95, interchange and CD lanes at Contee Road , 2020
11 I-95, Woodrow Wilson Bridge , build 12 lane bridge, 2008 (MD), 2009, 2011
12 I-95/495, interchange at Arena Drive , 2009
13 I-95/495, interchange at Greenbelt Metro, 2010
14 I-95/495: Branch Avenue Metro Access, construct 8 lanes, 2009
15 Intercounty Connector, construct 6 lanes, 2012
16 M-83, construct 4, 6 lanes, 2020
17 MD 117, widen to 4 lanes, 2015
18 MD 118 (Germantown Rd.), widen to 6 lanes, 2020
19 MD 124 extended, construct 2 lanes, 2009
20 MD 124, widen to 6 lanes, 2010, 2015
21 MD 201/Kenilworth Ave widen to 6 lanes, 2020
22 MD 202, reconstruct 6 lanes, 2010
23 MD 210, upgrade 6 lanes and interchange improvement, 2030
24 MD 212, construct 4 lanes, 2007
25 MD 223, widen to 4 lanes, 2007
26 MD 27, widen to 6 lanes, 2010
27 MD 27, widen, MD-355 to A 305, 2010
28 MD 28/MD 198, widen, construct 4, 6 lanes, 2020
29 MD 3, widen to 6 lanes, 2020
30 MD 355, construct 6 lanes, interchange at Montrose/Randolph Road, 2010
31 MD 355/MD 80, Urbana Bypass, construct 4 lanes, 2010
32 MD 4, widen to 6 lanes, upgrade with interchanges at Westphalia Road and Suitland Parkway, 2010, 2011, 2020
33 MD 450, reconstruct, grade separate at Peace Cross, CSX, 2008
34 MD 450, widen to 4, 6 lanes, 2020
35 MD 5, upgrade, widen to 6 lanes, including interchanges, 2030
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 Middlebrook Road Extended, widen, construct 6 lanes, 2010
41 Montrose Parkway East and West, construct 4 lanes, 2008, 2015
42 Randolph Road, widen to 5 lanes, 2010
43 Suitland Parkway, interchange at Rena/Forestville Road, 2025
44 US 1, reconstruct 4 lanes, 2020, widen to 6 lanes, 2010
45 US 15, construct interchange at Monocacy Blvd, 2010
46 US 29, upgrade, including intersections/interchanges, 2010, 2020
47 US 301, widen to 6 + 2 lanes, 2020
48 ***US 340/US 15, construct interchange at Jefferson Tech Park, 2009***
49 US 50, westbound ramp to Columbia Park Road , 2025

Virginia

50 Battlefield Parkway, construct, widen, upgrade 4 lanes, 2007, 2008, 2010
51 Dulles Access Road, widen to 6 lanes including interchange reconstruct at I-495, 2010
52 Dulles Toll Road, reconstruct interchange at VA 674, 2012
53 Fairfax County Parkway HOV, construct 2 lanes, 2015
54 Fairfax County Parkway HOV, widen and upgrade, 6 to 8 lanes, 2010, 2015
55 Franconia/Springfield Parkway HOV, 2020
56 I-495 High Occupancy/Toll (HOT) lanes, Transit Service, 2013, 2030
57 I-495, construct 2 HOV lanes, 2015
58 I-66 HOV, includes interchange reconstruct at US 15, 2015
59 I-66 HOV, widen to 8-lanes, 2010
60 ***I-66, spot improvements inside the Beltway, 2013***
61 I-66, reconstruct interchange at US 29, 2017
62 I-66/I-495, reconstruct interchange, 2013
63 I-95, construct interchange at VA 7900, 2015
64 I-95, reconstruct interchange at VA 642, 2010
65 ***I-95/395 HOT Lanes, widen, construct 2, 3 lanes with 14 ramps, 2010***
66 I-95/495, reconstruct interchange at VA 613, 2015
67 I-95/I-395/I-495, interchange reconstruction with access ramps to I-495 HOV, 2008, 2010
68 Old Mill Road, construct, widen 4 lanes, 2009
69 South Elden Street/Centreville Road, widen to 6 lanes, 2008
70 US 1, reconstruct interchange at Russell Road , 2010
71 US 1, widen to 6, 8 lanes including interchange at VA 123, 2009,2011, 2012, 2015, 2025
72 US 15, widen to 4 lanes, 2008, 2020
73 US 15, widen to 4 lanes, 2013
74 US 29, interchange at VA 55, 2016
75 US 29, widen to 5, 6 lanes, 2016
76 US 29, widen to 6 lanes, 2010
77 US 29, widen to 6 lanes, 2010, 2012
78 US 29, widen to 6 lanes, 2015, 2020
79 US 50, construct round-about at US 15, 2010
80 US 50, widen 3, 8 lanes, 2020
81 US 50, widen to 6 lanes, 2010, 2012
82 US 50, widen/reconstruct 6 lanes

including interchanges, 2010, 2015, 2020

83 VA 120, reconstruct 2 lanes, 2020

84 VA 120, reconstruct 4 lanes, 2010

85 VA 123, widen 6 lanes, 2015, 2020

86 VA 123, widen to 6 lanes with interchange at US 1 (2012), 2008, 2015

87 VA 123, widen to 6 lanes, 2010

88 VA 234 Bypass, widen/upgrade, 6 lanes, 2015, 2020

89 VA 234, widen to 4 lanes, 2010

90 VA 234, widen to 5 lanes, 2010

91 VA 234, widen, upgrade 6 lanes, including interchange at US 1, 2011, 2015

92 VA 236, reconstruct intersection at Braddock Road, 2009

93 VA 236, widen and reconstruct to 4, 6 lanes, 2008, 2009, 2020

94 VA 244, widen 5 lanes, 2010

95 VA 28 Bypass, construct 4, 6 lanes, 2015, 2020

96 VA 28, Interchange at Wellington Road , RR tracks, 2012

97 VA 28, remove movements at I-66, 2008

98 VA 28, widen to 6 lanes, 2012

99 VA 28, widen to 6 lanes, 2025

100 VA 28, widen to 6, 8 lanes, with interchanges, 2006, 2007, 2008, 2009, 2010

101 VA 3000, widen to 6 lanes, 2025

102 VA 411, (Tri-County Parkway), construct 4, 6 lanes, 2015, 2020

103 VA 7, Leesburg Pike, widen to 6, 8 lanes, 2011, 2013, 2020

104 VA 7, upgrade with interchanges, 2008, 2010, 2015

105 VA 7, widen to 6 lanes, 2015

106 VA 7, widen to 6 lanes, 2020

107 VA 7/US 15 Bypass, widen to 6 lanes, 2015

108 VA 7100, construct 6 lanes, 2011

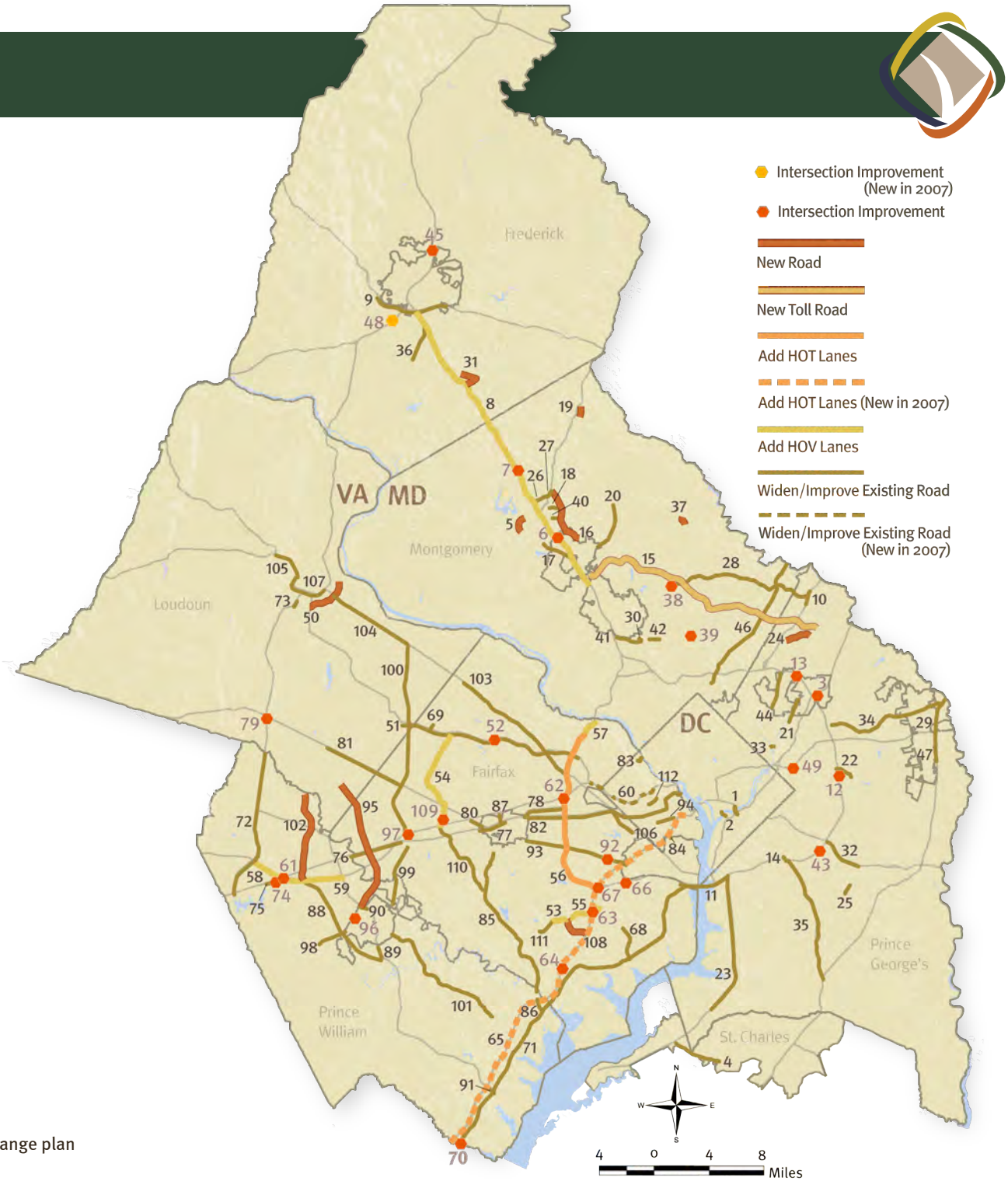
109 VA 7100, interchange at Fair Lakes Parkway, 2010

110 VA 7100, widen to 6 lanes, 2015

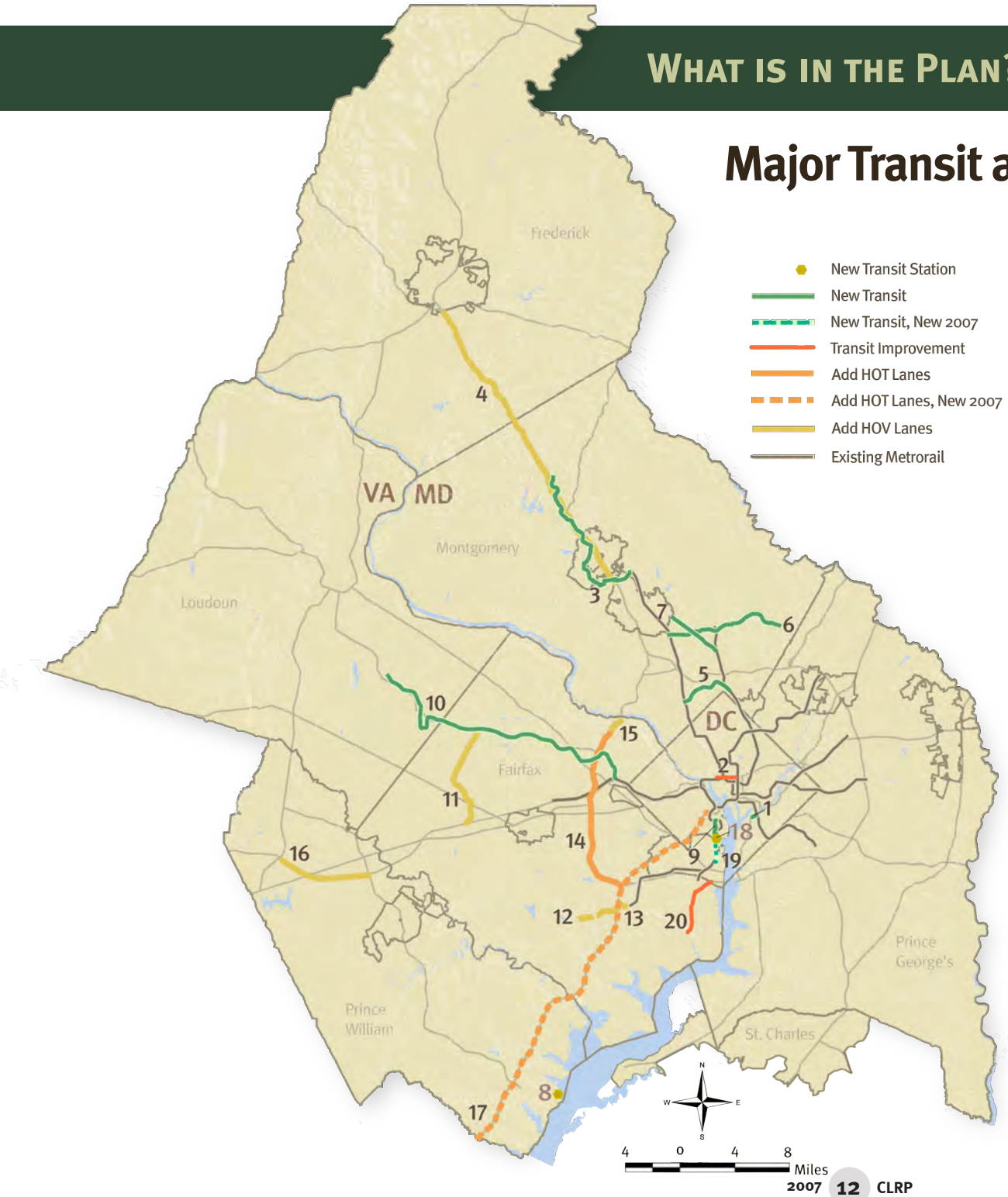
111 VA 7100, widen to 6 lanes (Hooes Rd to Sydenstricker Rd), 2015

112 Wilson Blvd., reconstruct 4 lanes, 2010

Highlighted Projects are new additions to this year's long-range plan



Major Transit and High Occupancy Vehicle (HOV)/HOT Improvements



District of Columbia

1 Anacostia Street Car Project Phase I, 2015
2 K Street Busway, 2008

Maryland

3 Corridor Cities Transitway, from Shady Grove to COMSAT, 2010, 2020
4 I-270/US 15 Corridor, Shady Grove to I-70, HOV, 2020
5 Purple Line, Bethesda to Silver Spring, 2015
6 Randolph Rd Bus Enhancements from MD 355 to US 29, 2010
7 Veirs Mill Road Bus Enhancements, 2015

Virginia

8 Cherryhill VRE Station, 2011
9 Crystal City Potomac Yard Transit Way, 2008, 2009, upgrade to BRT 2012
10 Dulles Corridor Rapid Transit, 2013, 2015
11 Fairfax County Parkway HOV, widen and upgrade, 6 to 8 lanes, 2010, 2015
12 Fairfax County Parkway HOV, construct 2 lanes, 2015
13 Franconia/Springfield Parkway HOV, 2020
14 I-495 High Occupancy/Toll (HOT) lanes, Transit Service, 2013, 2030
15 I-495, construct 2 HOV lanes, 2015
16 I-66 HOV, widen to 8-lanes, 2010, includes interchange reconstruction at US 15, 2015
17 ***I-95/395 HOT Lanes, widen, construct 2, 3 lanes with 14 ramps, 2010***
18 Potomac Yard Metro Station, 2030
19 ***Potomac Yard Transit Way, Arlington and Alexandria, 2011***
20 US-1 bus right turn lanes, 2025

Highlighted Projects are new additions to this year's long-range plan

Major Studies

In addition to the facilities funded for construction, the CLRP includes many projects that are listed in the CLRP as "studies." **A study can become a CLRP project** slated for construction, however they currently do not have financial plans, detailed project scopes, alignments or costs associated with them and they are not included in the CLRP's air quality conformity analysis.

District of Columbia

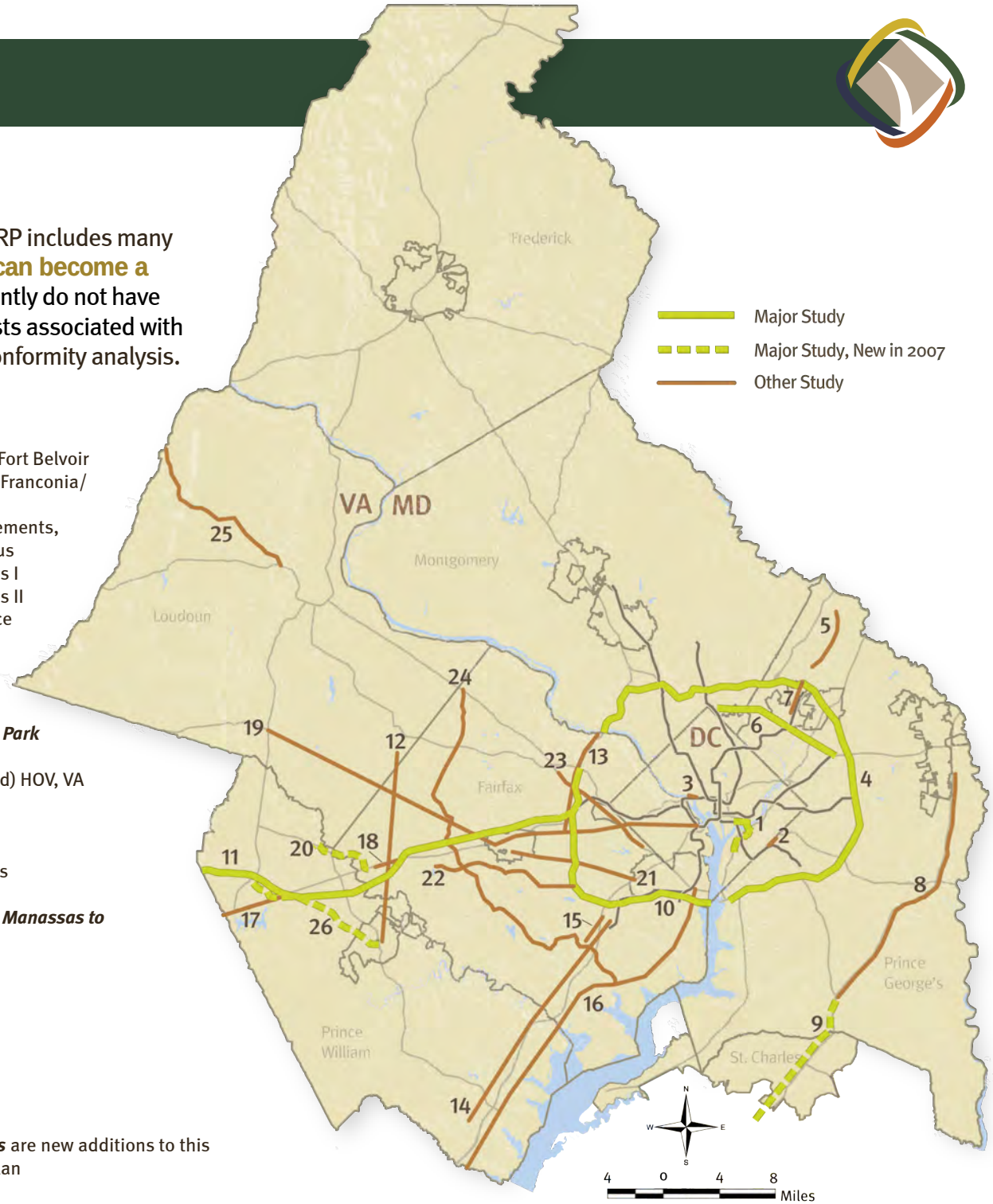
1 Anacostia Street Car Project (Phases II - IV)
DC Circulator Bus (not mapped)
2 Southern Avenue
3 Whitehurst Freeway, Roosevelt Bridge

Maryland

4 I-95/I-495, Capital Beltway, from American Legion Bridge to Woodrow Wilson Bridge
5 MD 201 Extended
6 Purple Line, Silver Spring to New Carrollton
7 University of Maryland Connector, I-95/495 to UMD
8 US 301 improvements
9 ***US 301 Waldorf Bypass Study***

Virginia

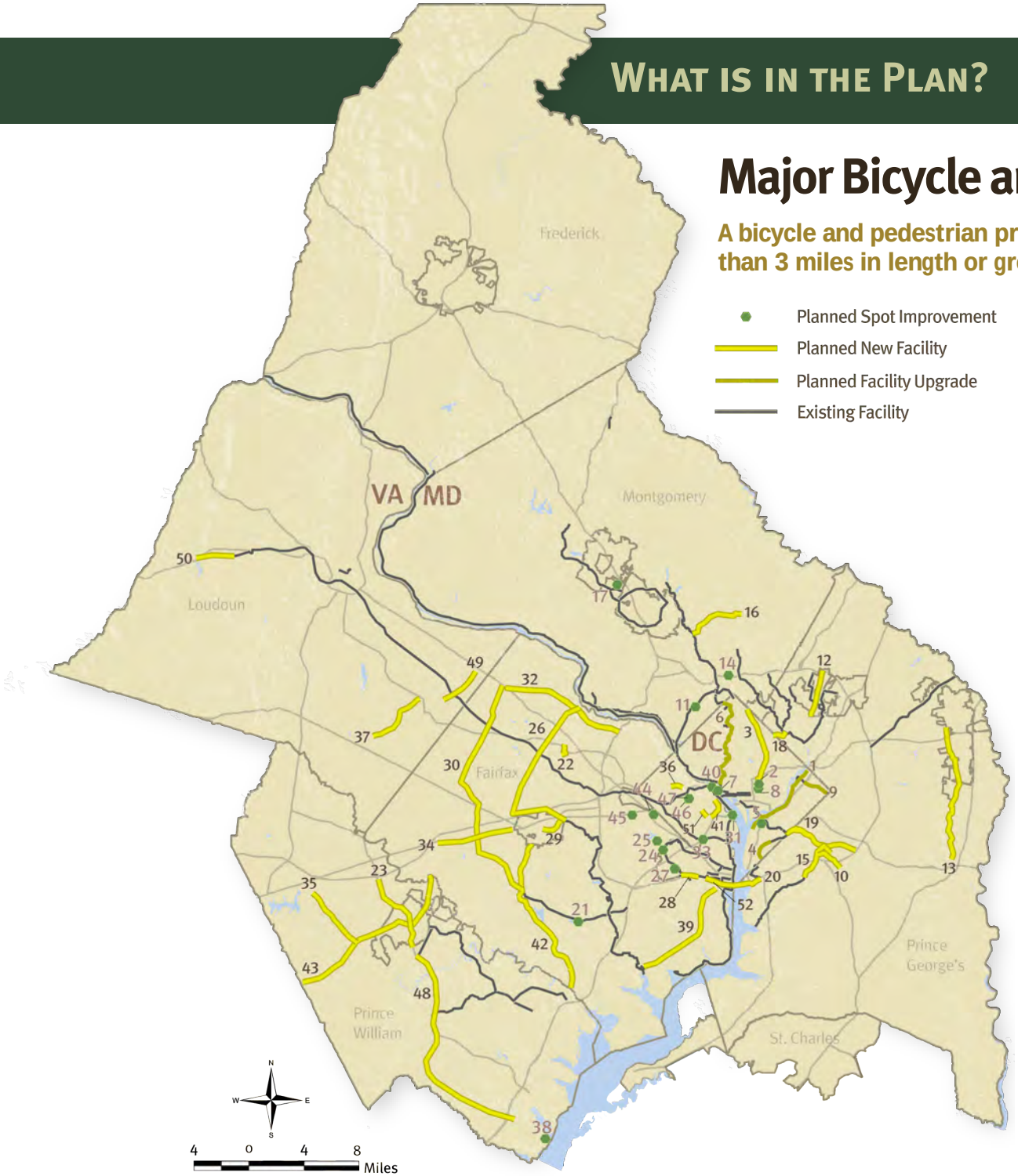
Alexandria Bus Lanes (not mapped)
10 I-495/I-95 Capital Beltway, HOV and transit service improvements from Woodrow Wilson Bridge to American Legion Bridge
11 I-66, HOV and transit service improvements, includes park and ride lots, ramps at US 29
12 Light rail from Manassas to Dulles
13 Metrorail, Dunn Loring to American Legion Bridge
14 Metrorail, I-95 from Springfield to Potomac Mills
15 People Mover from Fort Belvoir Proving Grounds to Franconia/ Springfield
16 US 1 transit improvements, including priority bus
17 US 29 improvements I
18 US 29 improvements II
19 US 50, transit service improvements
20 ***US-29 (Lee Hwy) Bypass around the Manassas National Battlefield Park***
21 VA 236 priority bus
22 VA 620 (Braddock Rd) HOV, VA 645 to Beltway
23 VA 7, transit service improvements
24 VA 7100, priority bus
25 VA 9 improvements
26 ***VRE Extension from Manassas to Haymarket, 2007***



Highlighted Projects are new additions to this year's long-range plan

Major Bicycle and Pedestrian Improvements

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

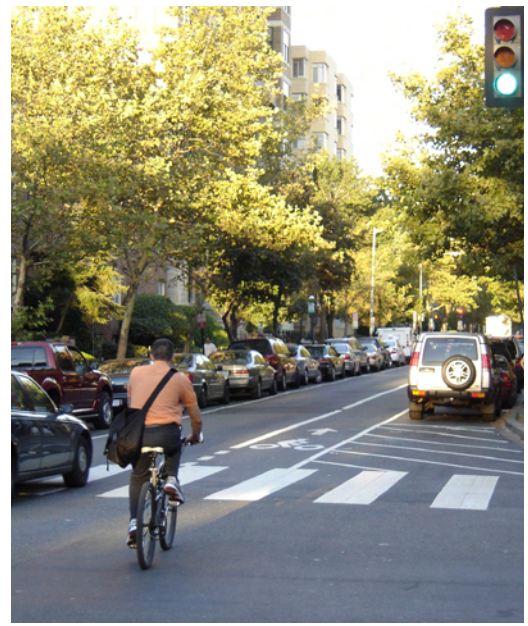
Maryland

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

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) at 27th St., install crosswalks, pedestrian signals, refuge areas
47 VA 120 (Glebe Road) at 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 bridgestreetscape/pedestrian improvements



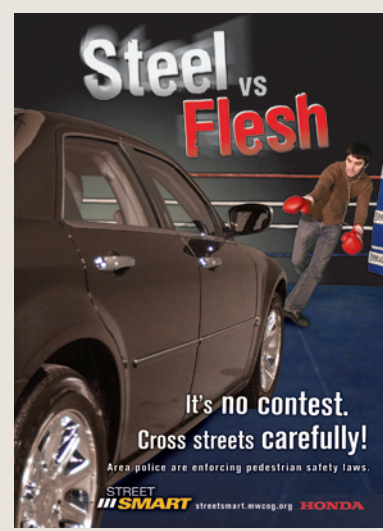
A **Bicycle and Pedestrian Plan** for the National Capital Region was adopted in 2006 by the National Capital Region Transportation Planning Board (TPB). The plan makes pedestrian safety a priority over vehicle movement, accommodates pedestrians and bicyclists in transportation projects (like the new Wilson Bridge), and connect trails throughout the District of Columbia, Maryland and Virginia.

NOTE: There have been no additions or changes to these projects from the 2006 CLRP to the 2007 CLRP.

STREET SMART

The **Street Smart Campaign** is a 5-year public safety program for DC, suburban MD and northern VA aimed at drivers, pedestrians and cyclists. Since its inception in 2002, Street Smart's goal has been to save lives by educating the public about the severity of pedestrian and bicycle safety issues and increasing awareness about pedestrian and bicycle safety laws in the region. The program uses media advertising (radio, print, metro and outdoor transit advertising), with specific messages about crossing streets safely, among others.

The program has already resulted in measured changes in driver and pedestrian behavior. In a survey conducted by the program, awareness of males under 35 years old increased 29% between March and April 2006 following the 2006 campaign.

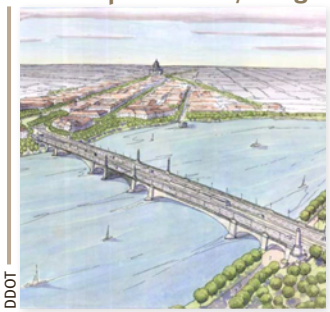


2007 Street Smart Poster

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.

1 South Capitol Street/Bridge


DDOT

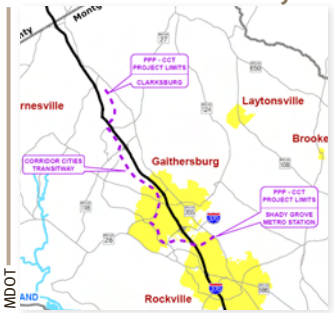
- Covers a 7.5-mile corridor. It includes four interchanges and two new drawbridges
- Cost: $822.5 million
- Completion: 2015

2 Purple Line

MDOT

- A) Covers a 3.75-mile corridor from the Bethesda to Silver Spring Metro Stations
- Cost: $371 million
- Completion: 2015
- B) A continuation of 12.25 miles from Silver Spring to New Carrollton is in the plan as a study

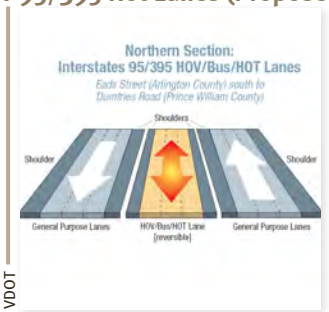
3 Corridor Cities Transitway



MDOT

- Cover a 14-mile corridor from Rockville to Clarksburg, and will be an LRT or BRT line
- Cost: $871 million
- Completion: 2012, 2020*

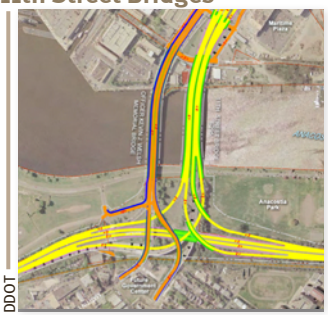
4 I-95/395 Hot Lanes (Proposed)



VDOT

- Reconfigure the HOV lanes between Eads Street and Dumfries to include HOT lanes for 36 miles
- Cost: $882 million
- Completion: 2010

5 11th Street Bridges


DDOT

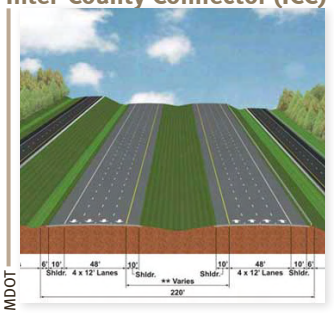
- Upgrade of the existing 11th Street bridges and ramps, connecting the Anacostia and Southeast Freeways
- Cost: $645 million
- Completion: 2011

6 Dulles Corridor Rapid Transit


MWAA

- Covers a 23.1 mile extension of the Metrorail system from Fairfax County to Washington Dulles International Airport
- Cost: $5 billion
- Completion: 2013, 2015*

7 Inter-County Connector (ICC)


MDOT

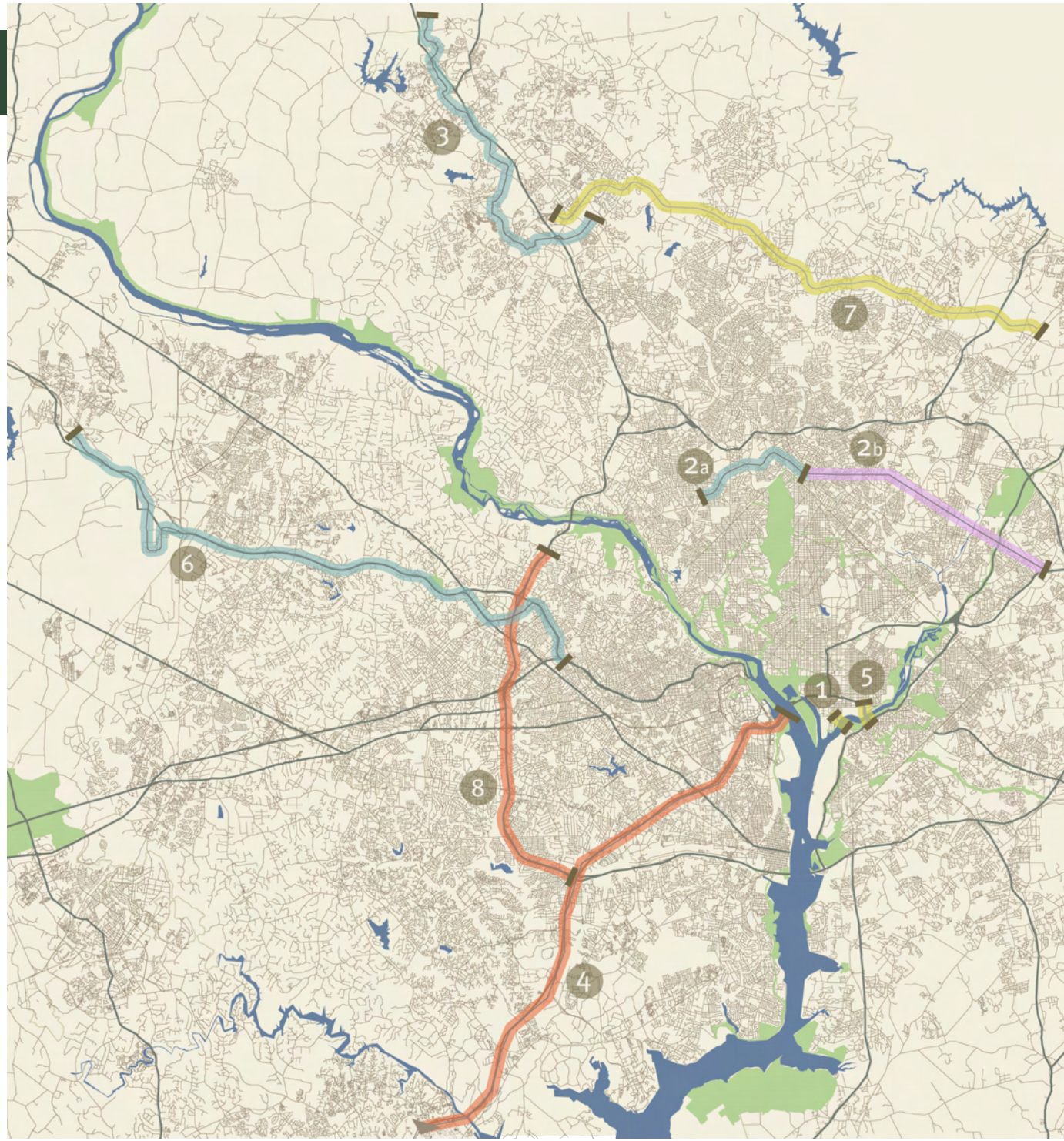
- Construct a new 18-mile east-west highway in Montgomery and Prince George's counties between I-270 and I-95/US 1
- Cost: $2.5 billion
- Completion: 2012

8 Beltway Hot Lanes

VDOT

- Widen I-495 to 12 lanes with 4 HOT lanes for 14 miles from VA 193 connecting to I 95/395 at the Springfield Interchange
- Cost: $1.6 billion
- Completion: 2013

*Two Phase Project



What are HOT Lanes?

HOT (or High-Occupancy/Toll) Lanes are HOV lanes that can be used by low-occupancy vehicles for a fee. Usually, the fee is variable and based on the number of people wanting to use the lane. Like HOV lanes, HOT lanes are free for carpools, transit buses and emergency vehicles and run alongside the regular lanes.

HOT lanes were first implemented in the US in 1993. HOT lanes now operate in 4 states: California (California State Route 91 is pictured here), Texas, Colorado and Minnesota.

HOT lanes aim to take cars off the regular lanes by providing new revenue-generating highway options for motorists, as well as expanded public transportation options operating within the HOT lanes.

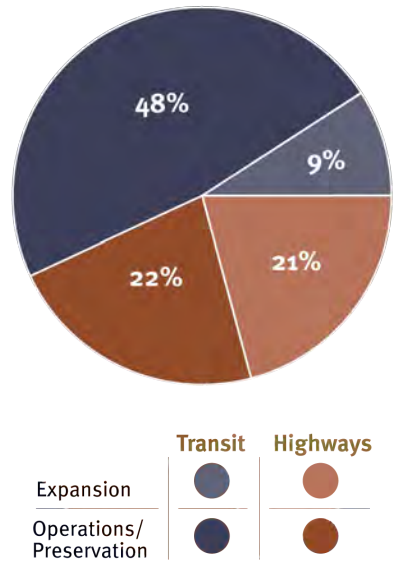
The Financial Plan

The comprehensive financial plan for the 2006 CLRP was updated for the 2007 CLRP that includes forecasts of transportation revenues and expenditures for the Washington Metropolitan Region until 2030. The forecasts estimate that $161.2 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.

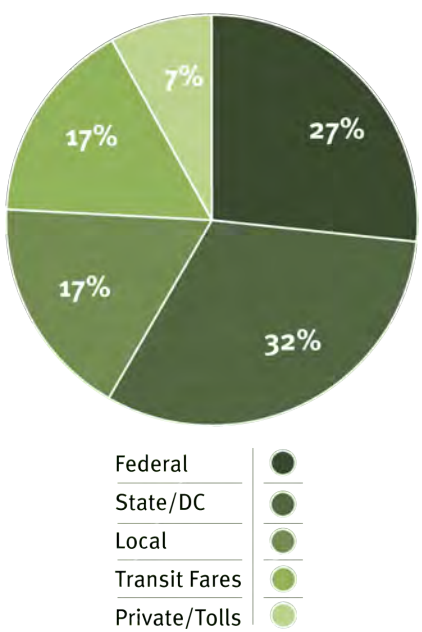
Transit Ridership is Constrained

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 Expenditures 2007-2030
$161.2 Billion

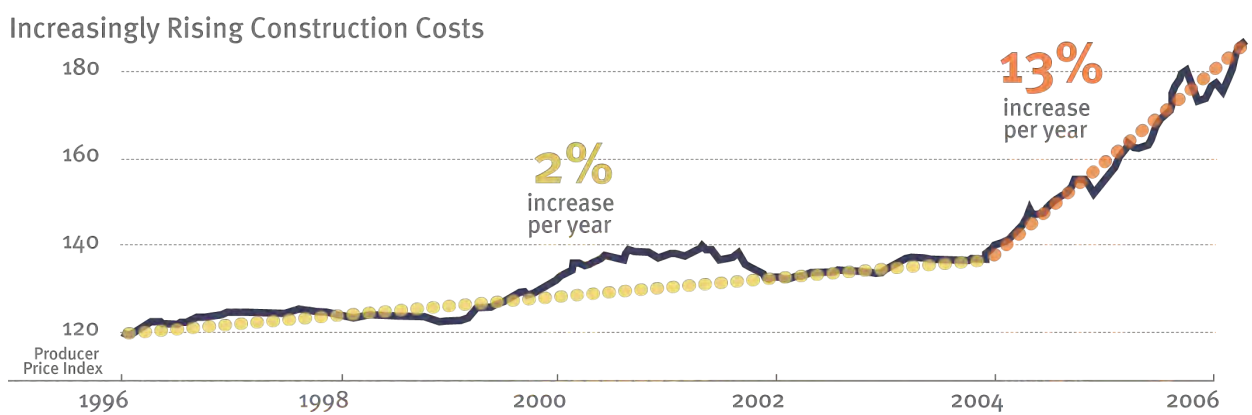


CLRP Revenues 2007-2030
$161.2 Billion



New Funding is Offset by Increasing Costs

On average, annual funding for transportation in the region has 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).



Metropolitan Growth

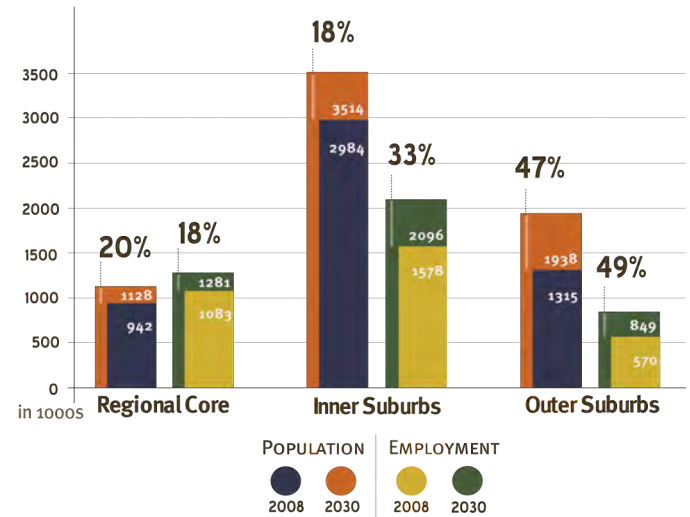
Information on how the region is expected to develop is essential for forecasting transportation conditions and the plan's performance. The Washington region's **population and employment are expected to continue growing over the coming decades.** The region is forecast to grow by more than 1.3 million people and nearly 1 million jobs between 2008 and 2030—a 26 percent increase in population and a 31 percent increase in employment. Forecasts indicate that by 2030, the region will include 6.6 million people and 4.2 million jobs.

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

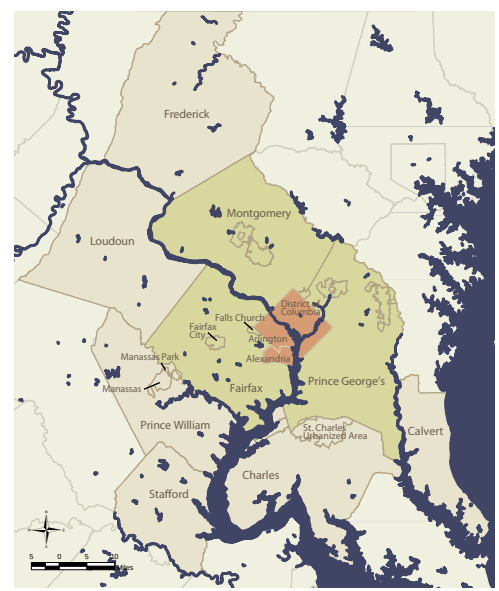
While the region as a whole is fast growing, some areas are growing faster than others. The outer suburbs are expected to grow much faster than the regional core, with dramatic increases in population and employment. The result of this growth pattern is that the inner suburbs and regional core are expected to have the highest concentrations of jobs in 2030, while the inner and outer suburbs are expected to have most of the population.

What will these trends mean for the future? While our region grows to accommodate more jobs and more people and as jobs and households become increasingly further apart, greater demands will be placed on the transportation system. However, **funding—even for rehabilitation and maintenance—will continue to remain in short supply.** The result will be more cars squeezed onto our roads and more people squeezed into our buses and trains.

Change in Population and Employment Forecast, 2008-2030



Population and employment estimates are based on Round 7.1 of the Cooperative Land Use Forecast



Jurisdictions in the MSA
(as defined in 1983)

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 and the Cities of Fairfax and Falls Church in Virginia

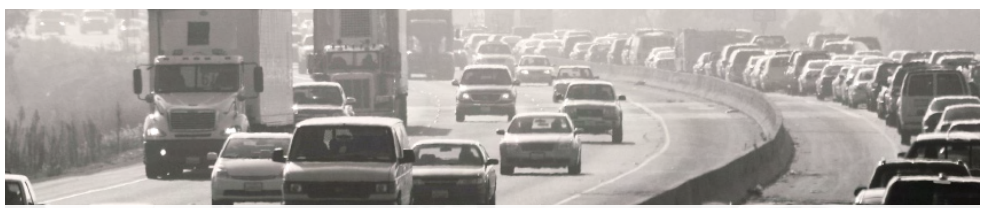
Outer Suburbs: Loudoun, Prince William and Stafford Counties in Virginia, Frederick, Calvert and Charles Counties in Maryland

Travel Demand

Over the next 22 years, rising 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.

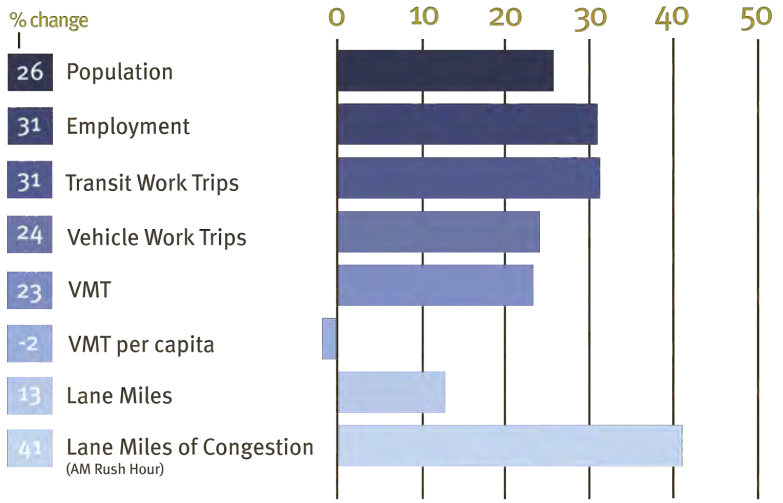
Transit work trips are forecast to increase by 31% as an increasing number of people are expected to use transit to commute to work. This will inevitably create even more crowding on the Metrorail system, since the ability of the transit system to expand its capacity is limited by funding constraints.

The road network will also experience a gap between forecasted demand and additional capacity. Given funding constraints, lane miles are only expected to increase 13%, while VMT is expected to rise 23%, resulting in a 41% rise in lane miles of congestion. Nearly all of this increased congestion will occur in the suburbs, with the Inner Suburbs experiencing the worst congestion in the region. However, it is the Outer Suburbs that will experience the most dramatic increase in congestion, with a more than 100% increase in lane miles of congestion by 2030.

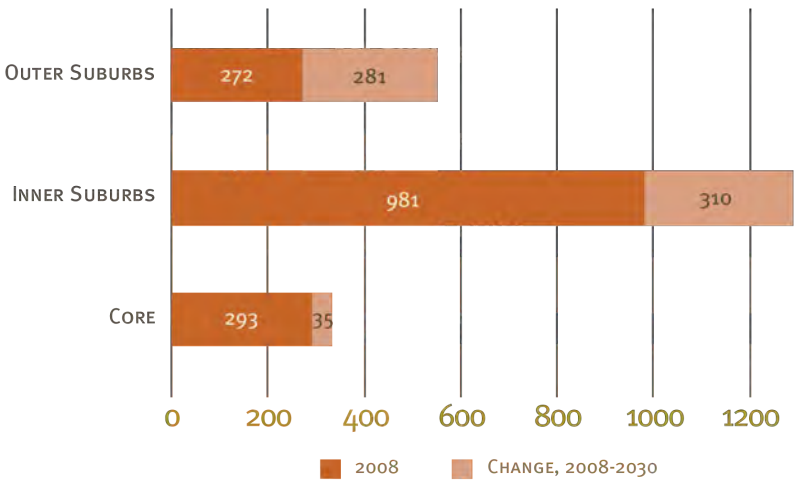


A significantly higher increase in travel demand (VMT) than in highway capacity (lane miles) will result in greatly increased regional congestion by the year 2030.

Change in Land Use and Travel Forecast 2008-2030



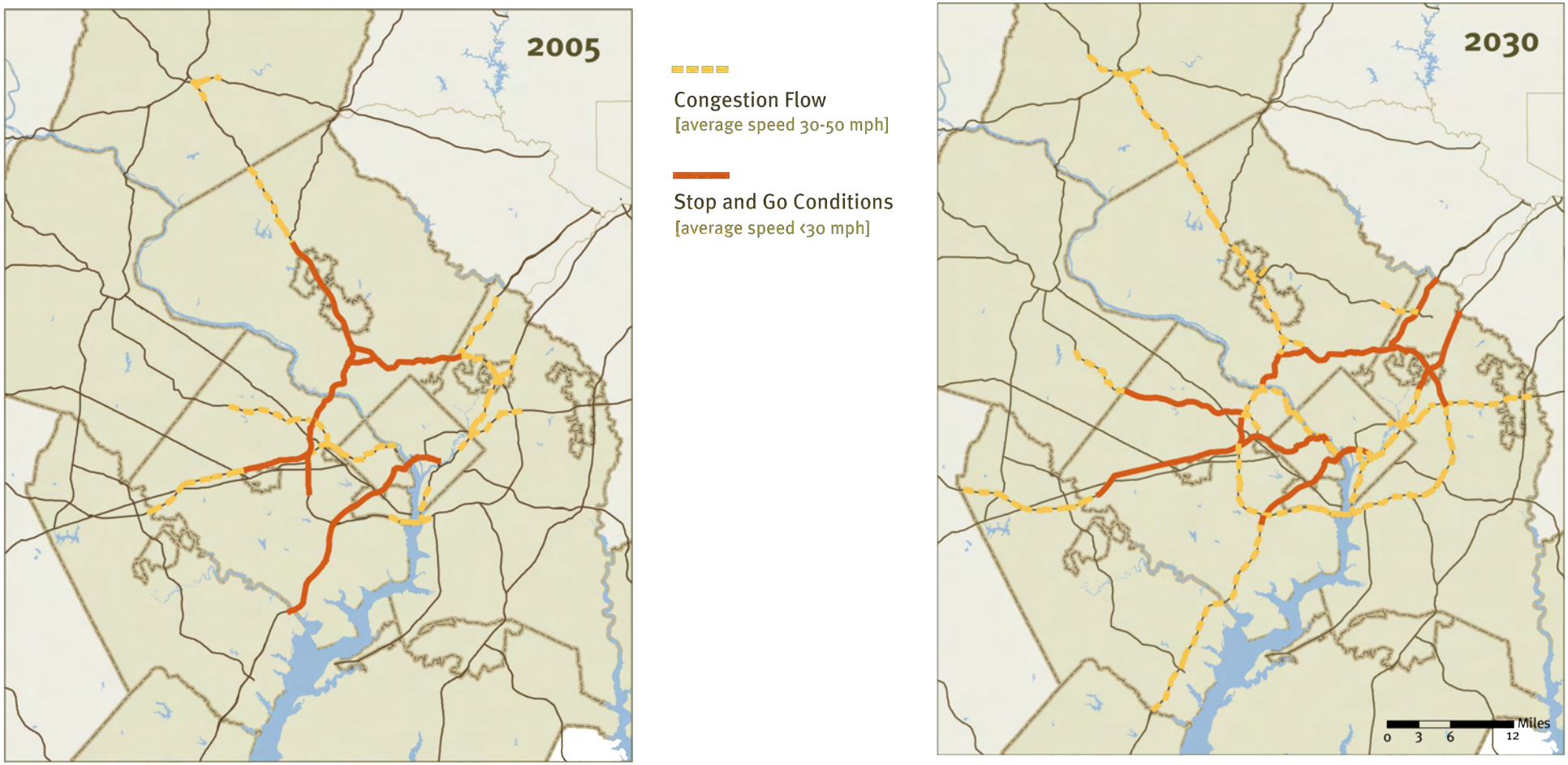
Lane Miles of Congestion AM RUSH HOUR



Congestion

Evening Highway Congestion

In the coming decades, current forecasts call for 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 steadily. In 2030, there are some areas of forecasted improvement, such as the Virginia portion of I-95 south of the beltway, which will benefit from the 36-mile HOT lane project currently in the 2007 CLRP.



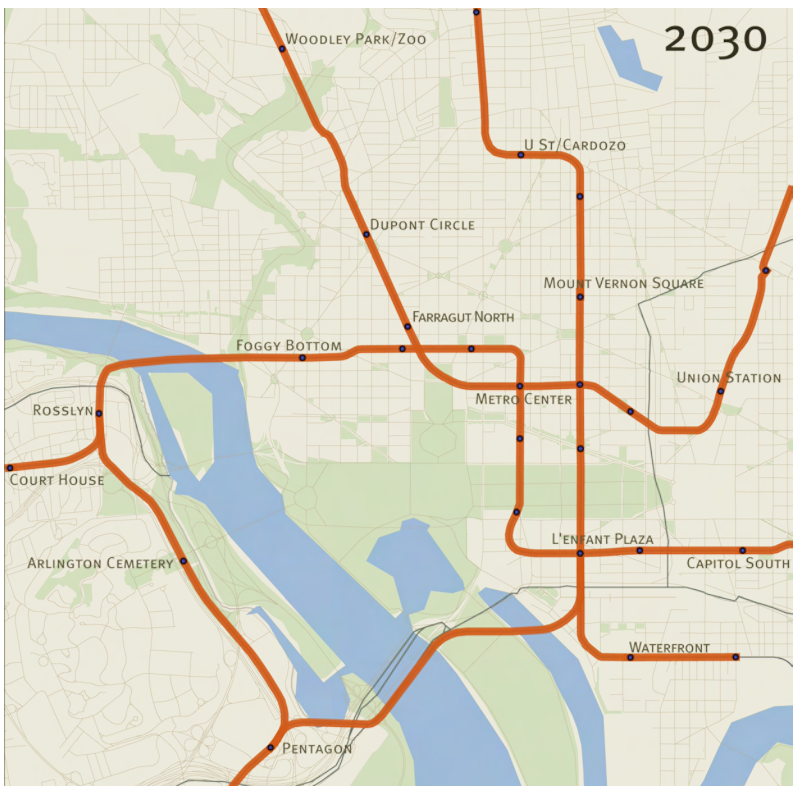
Congestion

Morning Transit Congestion

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
90-120 people per rail car

Highly Congested
120+ people per rail car



Rail system congestion data: WMATA

Air Quality: Mobile Source Emissions

Under the Clean Air Act, the CLRP is required to conform to regional air quality improvement goals. Sometimes called smog, ozone is formed on hot summer days when Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx) combine in sunlight. Motor vehicles, as well as power plants and other sources, emit these pollutants.

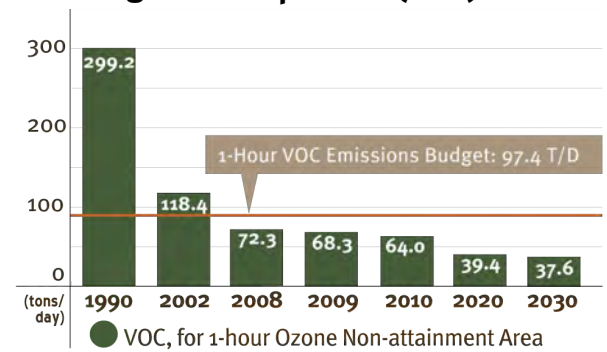
Before the 2007 CLRP can be approved, the TPB is required to approve a "conformity determination" showing that anticipated vehicle emissions will conform to emissions ceilings (called "mobile emissions budgets") contained in the region's air quality improvement plan. The Metropolitan Washington Air Quality Committee (MWAQC) is the body responsible for developing the regional air quality plan, which is done in close coordination with the CLRP development.

The analysis of the plan found that mobile emissions are within currently required budgets for 2010, 2020, and 2030.

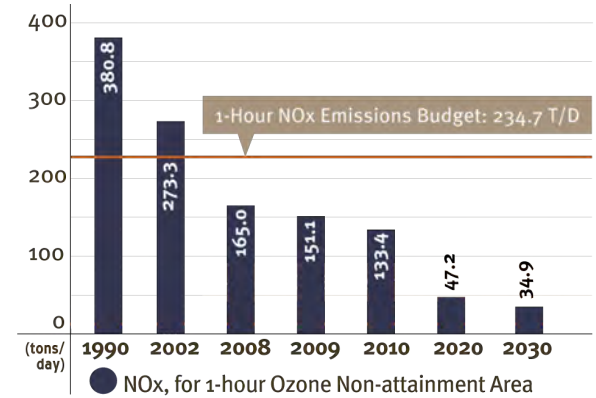
The long-term trend shows continuing reductions in emissions from mobile sources.

In addition to NOx and VOCs, the plan must track and estimate particulate matter of less than 2.5 micrometers in size (PM2.5). PM2.5 is of special concern because these ultra-fine particles can easily lodge into the lungs and cause health problems. Concern about PM2.5 has developed relatively recently, and the region is in the processes of establishing a particulate matter budget. PM2.5 was not tracked or estimated in 1990.

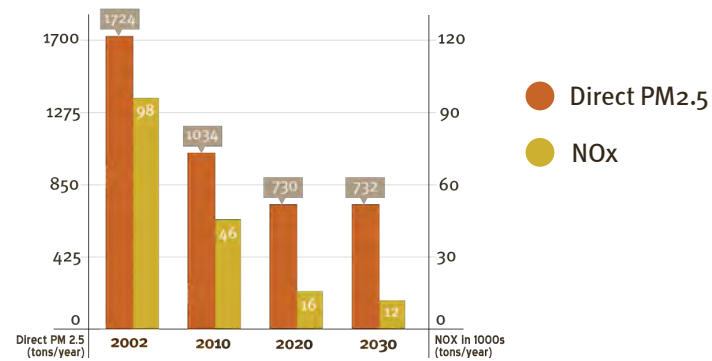
Volatile Organic Compounds (VOC) Emissions



Nitrogen Oxide (NOx) Emissions



Particulate Matter and Precursor NOx Emissions



Job Accessibility

Another way to measure the performance of the plan is by accessibility to jobs by auto and transit. The maps show that the average accessibility to jobs by auto is expected to rise slightly between 2008 and 2030, and accessibility by transit is forecast to increase more significantly. However, overall accessibility by transit will still remain less than by auto.

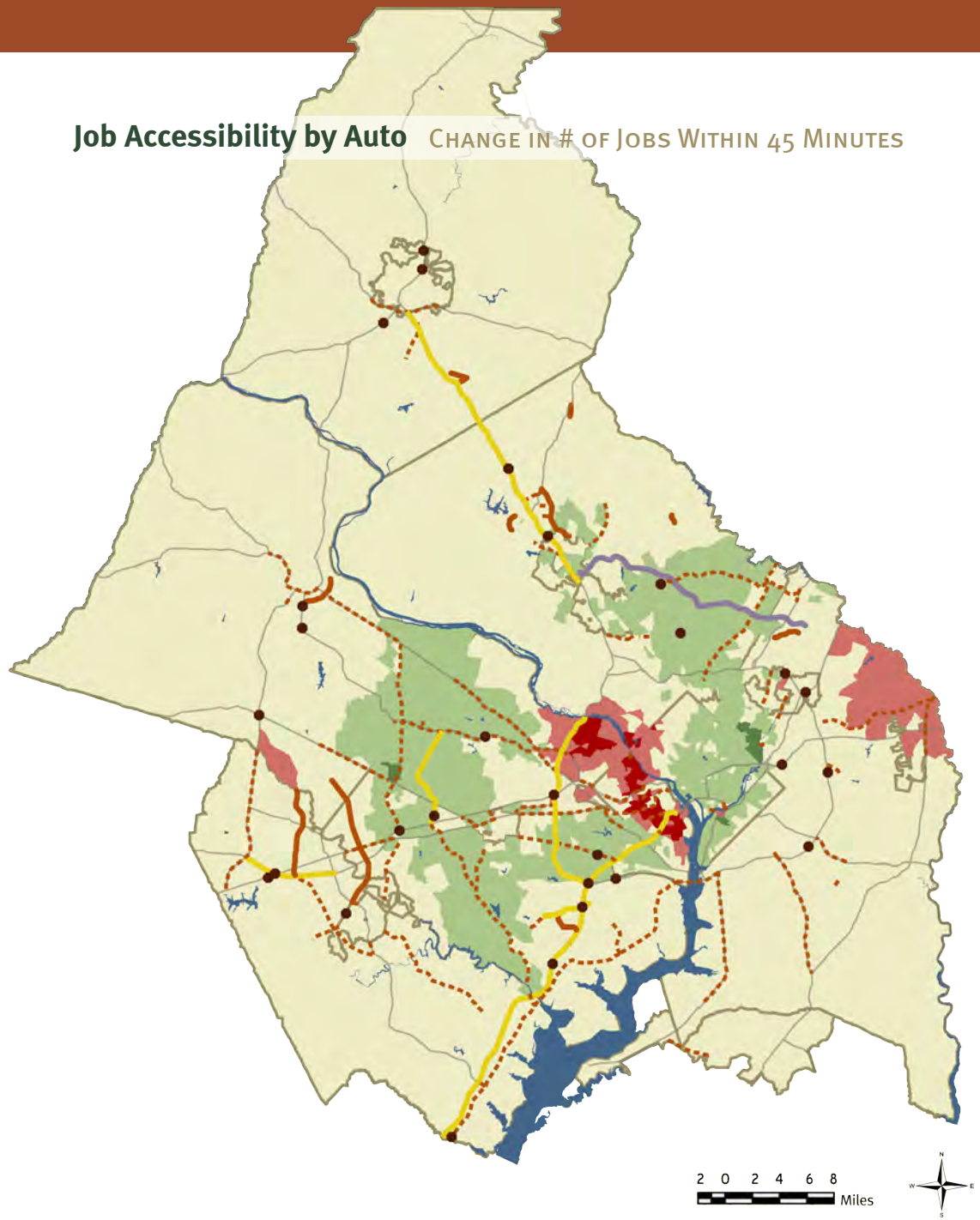
Major Highway System Improvements 2007 - 2030

- Existing Highway Network
- Intersection Improvements
- Add HOV or HOT Lanes
- New Road
- New Toll Road
- Widen/Improve Existing

Change in # of Jobs within 45 Minutes by Auto

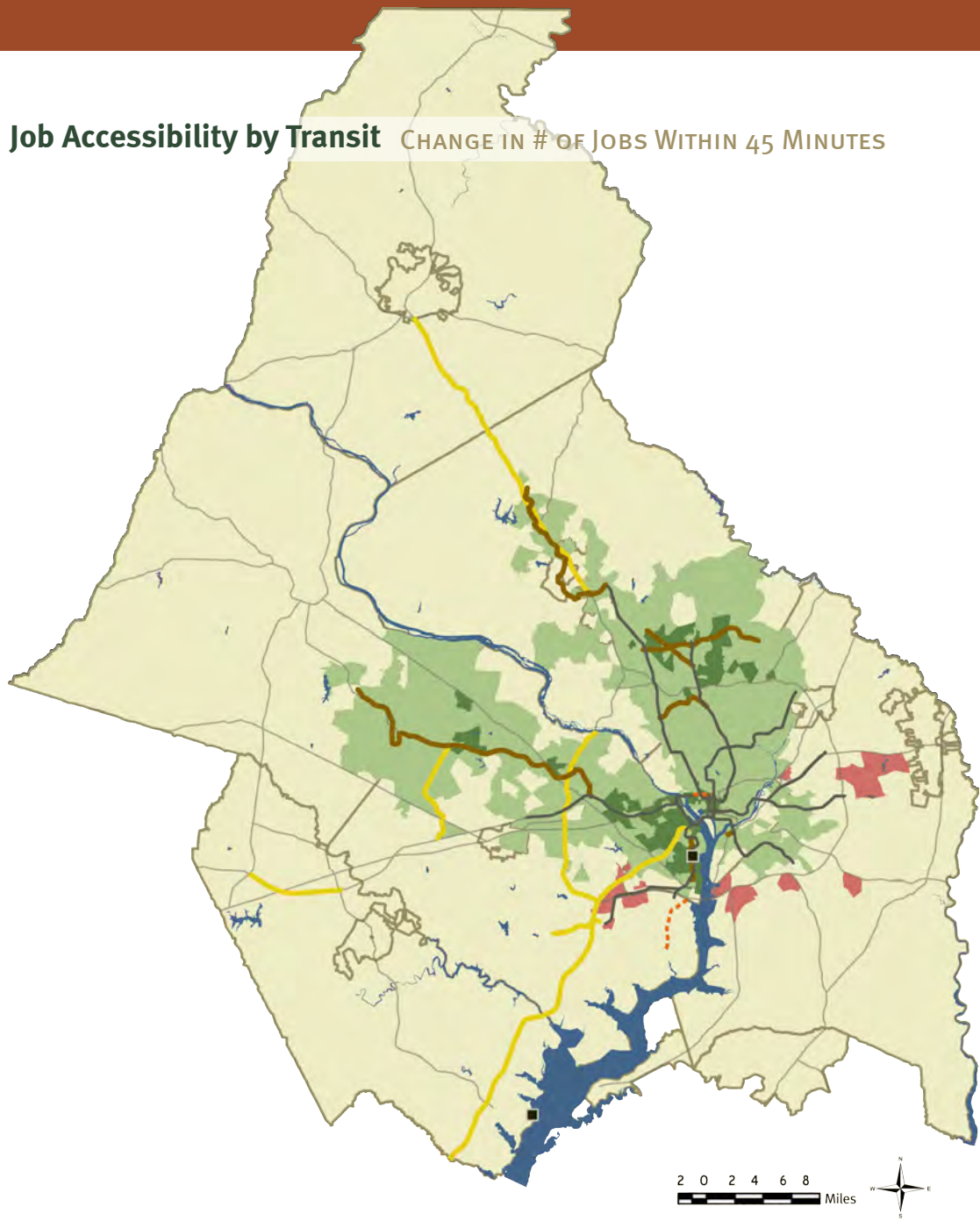
- Significant Loss (< -300,000)
- Moderate Loss (-300,000 to -100,000)
- Minimal Impact (-100,000 to 100,000)
- Moderate Gain (100,000 to 300,000)
- Significant Gain (> 300,000)

Job Accessibility by Auto Change in # of Jobs Within 45 Minutes

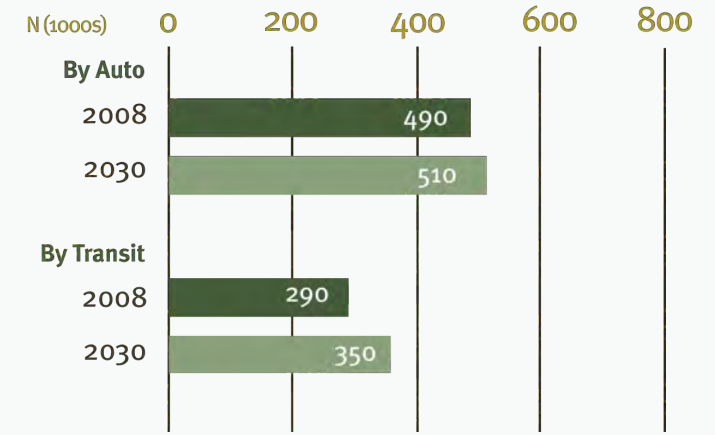


Job Accessibility by Transit

Change in # of Jobs Within 45 Minutes



Average Number of Jobs Accessible Within 45 Minutes



Major Transit System Improvements 2007 - 2030

- Existing Highway Network
- Existing Metrorail Lines
- New Transit Stations
- Add HOV or HOT Lanes
- New Transit
- Transit Improvement

Change in # of Jobs within 45 Minutes by Transit

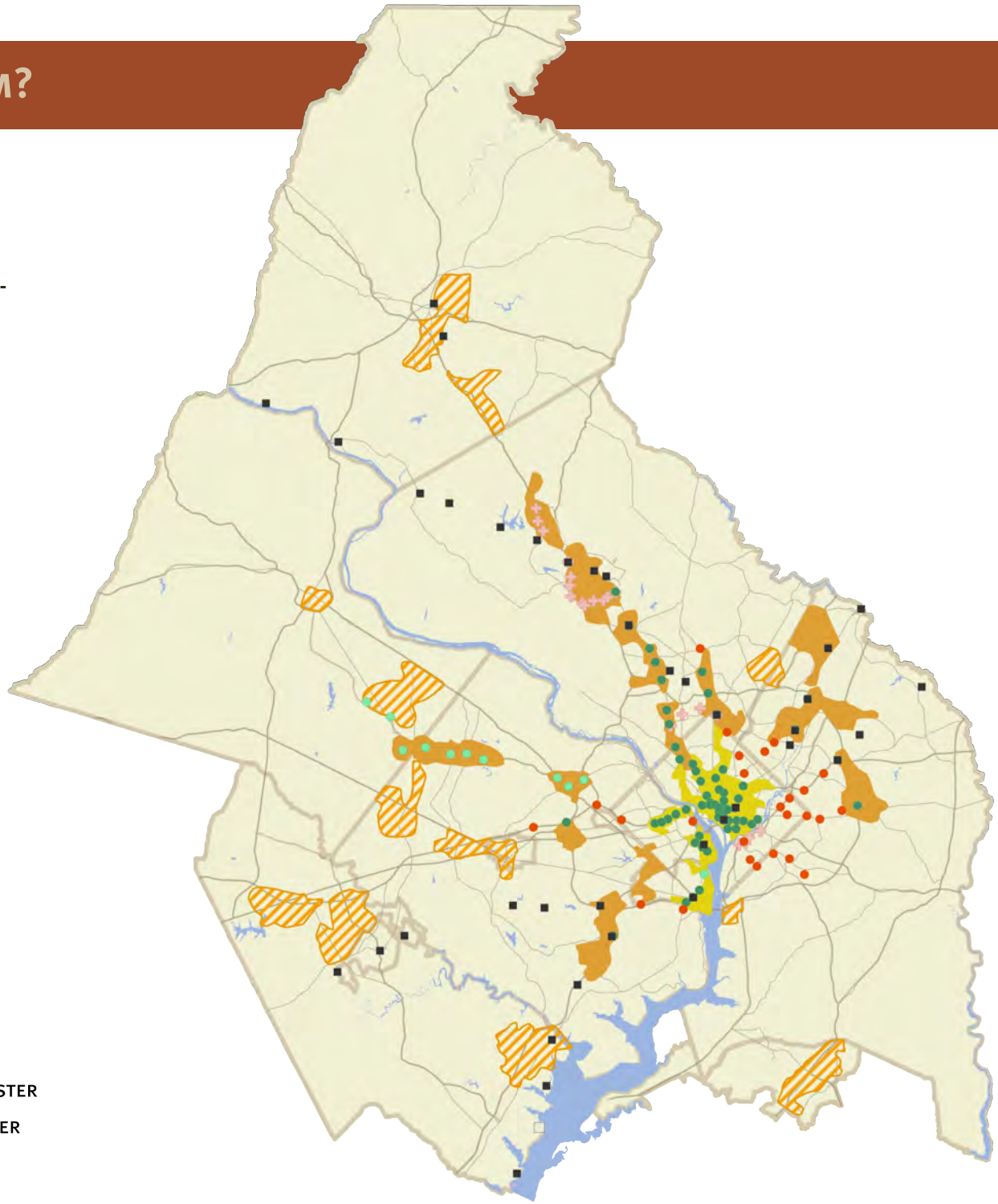
- Moderate Loss (-300,000 to -100,000)
- Minimal Impact (-100,000 to 100,000)
- Moderate Gain (100,000 to 300,000)
- Significant Gain (› 300,000)

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 the Metropolitan Washington Council of Governments Board of Directors worked cooperatively to develop activity center maps published in 2002. Related centers are grouped into clusters.

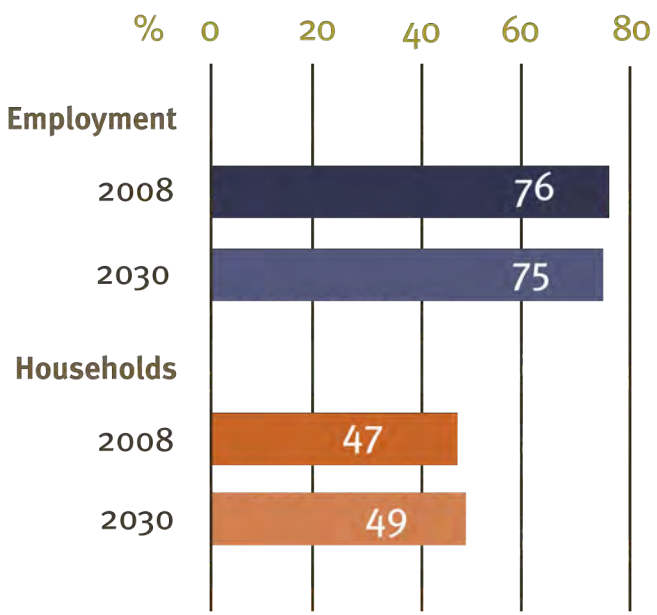
The activity cluster map shows the location of current and planned Metrorail and light rail stations relative to the activity clusters. An analysis of the plan showed that transit mode share was high in activity clusters, particularly core clusters in the District of Columbia, Alexandria, and Arlington.



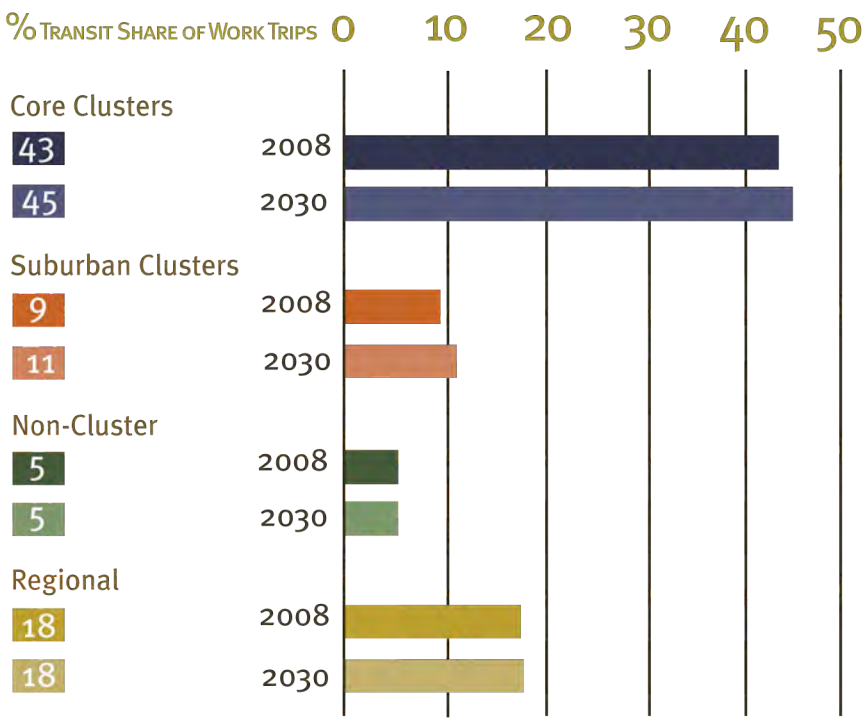
- Core Activity Cluster
- Suburban Activity Cluster
- Activity Cluster w/o Planned Rail
- Current Commuter Rail Stations
- Planned Commuter Rail Stations
- Current Metrorail Station Outside Activity Cluster
- Current Metrorail Station Inside Activity Cluster
- Planned Metrorail Stations in the 2007 CLRP
- Planned Light Rail Stations in the 2007 CLRP

This analysis also showed that activity clusters will have a slightly higher percentage of the region's households in 2030, but will have a slightly lower concentration of jobs. As other trends also show, suburban clusters are projected to grow the fastest. **In both 2008 and 2030 around 90% of transit work trips are to jobs in activity clusters and around 70% are to the three core activity clusters.**

Inside the Activity Cluster



Getting to Work with Transit



Trips based on destinations in core clusters, suburban clusters or non-clusters.

How Can You Get Involved?

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

There are several ways members of the public can get involved in the development of the long-range plan.

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

Contact your state or regional transportation agency.

District of Columbia
Department of Transportation
(202) 673-6813
ddot@dc.gov
ddot.dc.gov

Maryland
Department of Transportation
(410) 865-1142
Transit Administration
MTAInfo@mdot.state.md.us
Highway Administration
shaadmin@sha.state.md.us
www.mdot.state.md.us

Virginia
Department of Transportation,
Northern Virginia District Office
(703) 383-VDOT
NOVAinfo@virginiadot.org
www.virginiadot.org

Washington Metropolitan Area Transit Authority (WMATA)
(202) 962-1234
csvc@wmata.com
www.wmata.com

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

Schedule for the 2008 Plan Update

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

October

October 17, 2007 *
TPB released Call for Projects

November

December

2007

2008

January

January 16, 2008 *
Plan and Transportation Improvement Program (TIP) project submissions are released for public comment

February

February 15, 2008
Public comment period ends

February 20, 2008 *
TPB reviews public comments and is asked to approve project submissions for inclusion in the air quality conformity analysis

March

April

May

May 15, 2008
TIP Forum, which is a public forum on the project development and selection process for the annual update to the TIP

June

June 12, 2008
Draft plan, TIP and air quality conformity assessment released for public comment

July

July 12, 2008
Public comment period ends for draft documents

July 16, 2008 *
TPB reviews public comments and responses to comments, and is presented the draft plan, TIP and air quality conformity assessment for adoption

August

*** TPB Meeting**

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