

National Capital Region Transportation Planning Board

2009 CLRP & FY 2010-2015 TIP

Summary Brochure

DRAFT
12/3/09

AS ADOPTED JULY 15, 2009, AND AMENDED OCTOBER 21, 2009

2009 Financially Constrained Long-Range Transportation Plan and
FY 2010-2015 Transportation Improvement Program for the
National Capital Region

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.

Publication No. #####

TPB Members 2009

Officers

Chair

Charles A. Jenkins
Frederick County

First Vice Chair

David Snyder
City of Falls Church

Second Vice Chair

Muriel Bowser
Council of the
District of Columbia

Board Members

Kerry Donley
City of Alexandria

Christopher Zimmerman
Arlington County

Todd M. Turner
City of Bowie

Gary V. Hodge
Charles County

Patrick Wojahn
City of College Park

Yvette Alexander
Council of the
District of Columbia

Phil Mendelson
Council of the
District of Columbia

Harriet Tregoning
District of Columbia

Dan Drummond
City of Fairfax

Catherine Hudgins
Fairfax County

Linda Smyth
Fairfax County

Paul Smith
City of Frederick

Henry F. Marraffa
City of Gaithersburg

Rodney M. Roberts
City of Greenbelt

Lori Waters
Loudoun County

Jonathan L. Way
City of Manassas

Suhas Naddoni
City of Manassas Park

Marc Elrich
Montgomery County

Arthur Holmes
Montgomery County

Tony Knotts
Prince George's County

Haitham A. Hijazi
Prince George's County

Michael C. May
Prince William County

John D. Jenkins
Prince William County

Susan R. Hoffmann
City of Rockville

Colleen Clay
City of Takoma Park

William A. Bronrott
Maryland House of
Delegates

Jennie Forehand
Maryland Senate

Margaret Vanderhye
Virginia House of
Delegates

Patricia S. Ticer
Virginia Senate

Gabe Klein
District of Columbia DOT

Donald A. Halligan
Maryland DOT

Jo Anne Sorenson
Virginia DOT

John Catoe
Washington Metropolitan
Area Transit Authority

Ex-Officio Members

Mark R. Kehrli
Federal Highway
Administration

Letitia A. Thompson
Federal Transit
Administration

James Bennett
Metropolitan Washington
Airports Authority

John V. Cogbill, III
National Capital Planning
Commission

Peter May
National Park Service

Robert Werth
Private Providers Task
Force

TABLE OF CONTENTS

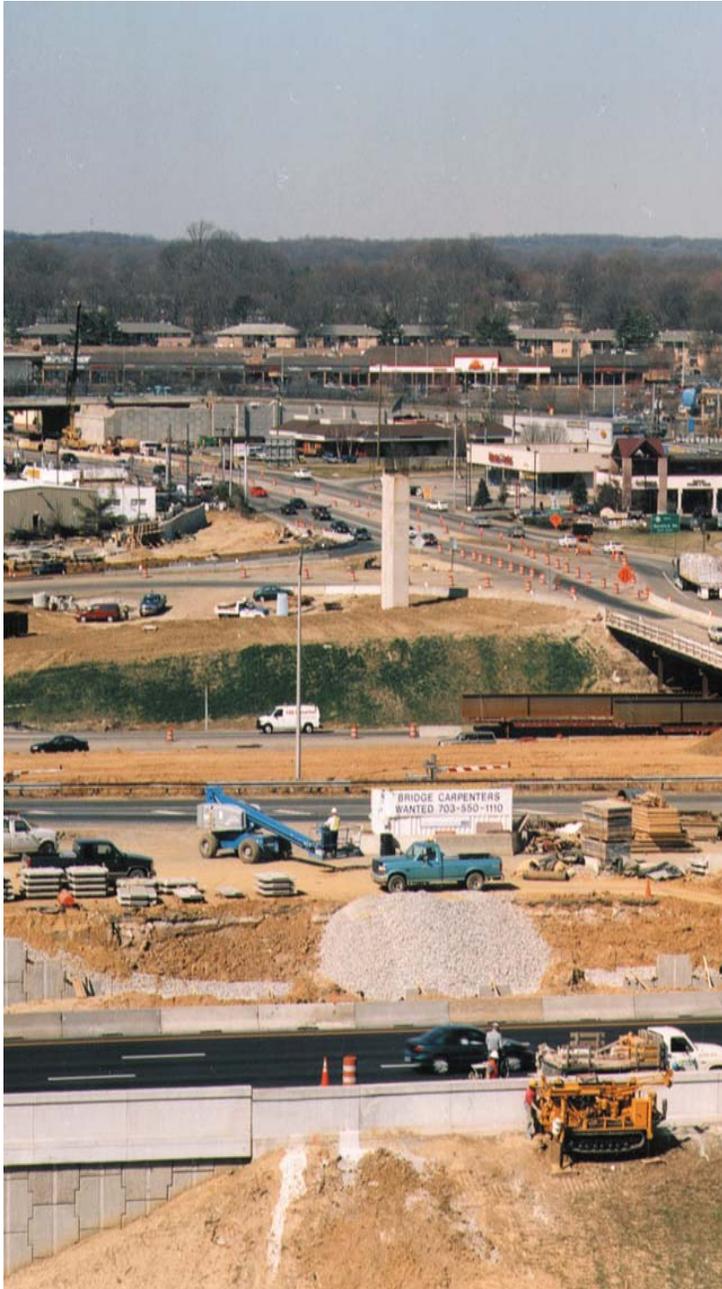


Summary Brochure

2009 CLRP and FY 2010-2015 TIP for the National Capital Region

| | |
|---|----|
| What are the CLRP and TIP?..... | 2 |
| TPB Member Area | |
| Policy Framework | |
| Developing the CLRP and TIP | |
| What is in the Plan?..... | 10 |
| New Projects and Significant Changes | |
| Major Highway Improvements | |
| Major Transit and HOV/HOT Improvements | |
| Major Studies | |
| Major Bicycle and Pedestrian Improvements | |
| Selected Project Highlights | |
| The Financial Plan | |
| Financial Analysis of the TIP | |
| How Does the Plan Perform?..... | 24 |
| Metropolitan Growth | |
| Travel Demand | |
| Congestion | |
| Air Quality: Mobile Source Emissions | |
| Activity Clusters | |
| Job Accessibility | |
| How Can You Get Involved?..... | 32 |
| Planning Schedule | |

An Introduction to the CLRP and TIP



What is the CLRP?

The Financially Constrained Long-Range Transportation Plan (CLRP) identifies and describes all regionally significant transportation projects and programs that are planned in the Washington metropolitan area between 2009 and 2030. Over 750 projects are included, ranging from simple highway landscaping to billion-dollar highway and transit projects. Of these projects, about 130 are considered to be “regionally significant”. This subset of projects is described beginning on page 10. Some of these projects will be completed in the near future, while others are only in the initial planning stage.

The CLRP is updated annually and this year’s update was adopted on July 15, 2009 with an amendment to include two additional projects in the District of Columbia and Maryland approved on October 21, 2009.

What is the TIP?

The Transportation Improvement Program (TIP) is the official listing of our region’s short-term transportation priorities. It includes all the regionally significant projects that the states and other jurisdictions in the region have approved and are intending to implement over the next six years. All projects that receive federal funding must be included in the TIP.

The TIP documents the anticipated schedule and cost for each project phase, including project engineering, right-of-way acquisition and construction. When an agency submits a project phase for inclusion in the TIP that means the agency seriously expects to implement it during the next six years.

The projects in the TIP are staged over several years. For example, a highway improvement project typically consists of a planning phase, an engineering phase, right-of-way acquisition, and construction. Each of these phases may last a number of years. While the entire project is included in the TPB’s long-range plan, in many instances, only a portion of these activities is reflected in the six years covered by the TIP.

The TIP is updated annually along with the CLRP. The Fiscal Year 2010-2015 TIP was adopted by the TPB on July 15, 2009.

Policy Framework for the CLRP & TIP

The TPB Vision

The development of the Plan and TIP is guided by two policy elements; the TPB Vision and a set of federal requirements. The TPB Vision was adopted in 1998. In addition to the 8 goals listed here, the Vision includes a vision statement, and a set of strategies and objectives for each goal. The full version of the 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 Plan and TIP must also meet the requirements of the federal transportation authorization bill “Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users” (SAFETEA-LU), 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.



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.



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).



Environmental Consultation and Mitigation

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

Federal Requirements (cont.)



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.



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 2009 through 2030. Please see the financial plan information on page 18.



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.



Human Services Transportation Coordination

The TPB became more involved with human service transportation coordination efforts to improve transportation for low-income populations, persons with disabilities and older adults. The TPB established a Task Force to work on this topic, approved a Coordinated Human Service Transportation Plan in April 2007 and conducted its third solicitation for Job Access Reverse Commute and New Freedom Funds as the designated recipient for these Federal Transit Administration programs in the Washington DC-VA-MD Urbanized Area. In all, 26 projects have been funded to date. The preparation of the Coordinated Human Services Transportation Plan was coordinated and is consistent with the CLRP.



Management, Operations and Technology

Intelligent Transportation Systems (ITS) are the application of current and evolving computer and communications technology to transportation systems. The benefits seen from ITS have uncovered another key aspect of transportation systems—management and operations (M&O) – maximizing the efficiency and effectiveness of the transportation system. To address these issues, the TPB has a Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee. Related programs include the Metropolitan Area Transportation Operations Coordination (MATOC) Program, the Regional Intelligent Transportation Systems (ITS) Architecture and the Traffic Signals Subcommittee.



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, which is described below.



Security and Emergency Preparation

Every day, transportation agencies handle incidents such as crashes and breakdowns on their systems. But in incidents that become large-scale, such as those necessitating an official declaration of an emergency from a chief official, transportation becomes one of a number of support functions to a public safety agency-led response. TPB coordinates with COG's Emergency Transportation Committee that, with police, fire, emergency management, and others, is a part of the COG structure of public safety programs. The Committee, through the Regional Emergency Coordination Plan addresses Transportation's role regarding emergency response, coordination, and recovery during and after a declared or other major emergency.



Transportation Safety

Transportation safety is a major concern in the Washington metropolitan region. In 2007, 396 people were killed as the result of traffic accidents in the Washington region. 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 2008 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.

Developing the 2009 CLRP & FY 2010-2015 TIP

The cycle for this CLRP and TIP update began with a public forum on September 11, 2008. Members of the public were briefed on the project selection process for the Plan and TIP, and representatives from the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT) and the Washington Metropolitan Area Transit Authority (WMATA) discussed opportunities for public involvement in their processes. At the end of the forum, attendees were invited to submit their comments on projects and regional priorities.

In October, the TPB issued its annual “Call for Projects” document to solicit project inputs from each agency. Project submissions were due at the beginning of December 2008.

On January 15, 2009 the TPB released the project inputs for a 30-day public comment period. A striking contrast from previous updates was the absence of any new projects. Due to the economic recession, most agencies were delaying projects and in some cases, removing them from the CLRP altogether.

Following the comment period, the TPB approved the project submissions for inclusion in the air quality conformity analysis to make sure the changes did not impact the region’s ability to meet federally designated air quality standards. For the next four months, TPB staff performed the conformity analysis and worked with member agencies to develop the FY 2010-2015 TIP.

In May, the TPB received requests to amend two projects into the pending Plan update. MDOT requested the addition of the Purple Line Light Rail project and DDOT asked to add the “Return to L’Enfant” project (see page 10 for more details). As both of these projects required an additional air quality conformity analysis, they were released for a 30-day public comment period. Following that, they were approved by the TPB for analysis on June 17.

Meanwhile, the analysis of the original Plan update, TIP and Air Quality Conformity Analysis were completed and released for public comment on June 11. After the comment period, the TPB approved the 2009 CLRP update, FY 2010-2015 TIP and related Air Quality Conformity Analysis on July 15, 2009.

The air quality analysis for the Purple Line and Return to L’Enfant projects was completed and released for a 30-day public comment period on September 10 and then approved by the TPB on October 21, 2009.

SUMMER Internal Program Development

Agencies identify potential project priorities and develop draft 6-year programs, including preliminary financial analysis.

AGENCY PROCESS

PUBLIC COMMENT

TPB PROCESS



ANNUAL PROGRAMMING CYCLE

FALL Public Review

Agencies release information on projects considered for 6-year programs for public comment:

- DDOT: Staff develops draft budget.
- MDOT: Staff conducts outreach on the Consolidated Transportation Program (CTP) during the “Secretary’s Annual Tour” of the counties.
- VDOT: The Commonwealth Transportation Board (CTB) conducts public information meetings to inform the development of the Six-Year Improvement Program (SYIP).
- WMATA: Staff develops draft budget.

WINTER Program Refinement & Regional Submissions

Agencies refine programs based on public review and other analysis:

- DDOT: Mayor submits budget to Council.
- MDOT: Staff revises the CTP. The Governor submits the draft CTP to the General Assembly.
- VDOT: The CTB and VDOT staff develop the draft SYIP.
- WMATA: Board reviews draft budget.

SPRING Transportation Budget Approved

Governing bodies approve budgets and transportation plans:

- DDOT: Council approves budget for Congressional review.
- MDOT: The Maryland General Assembly approves the CTP.
- VDOT: The Virginia General Assembly approves the budget. The CTB develops a final draft SYIP, which is released for public comment and approval is scheduled in June.
- WMATA: Board approves budget.

SUMMER TIP Approval

TPB TIP Public Forum

Citizens provide comments on projects to the agencies.

Citizens provide comments on projects submitted for air quality conformity analysis.

Citizens provide comments on conformity assessment and draft TIP.

Agencies submit project information to the TPB for air quality conformity analysis. The TPB releases the projects for public comment.

Agencies submit final TIP project information to the TPB.

The TPB releases the draft TIP and conformity assessment for public comment.

The TPB approves the TIP.

New Projects and Significant Changes

These new projects and changes were approved for addition into the 2009 CLRP. The adopted plan from 2008 plus these changes and new projects form the 2009 CLRP. On July 15 2009, this plan was approved by the TPB and it was amended on October 21, 2009.

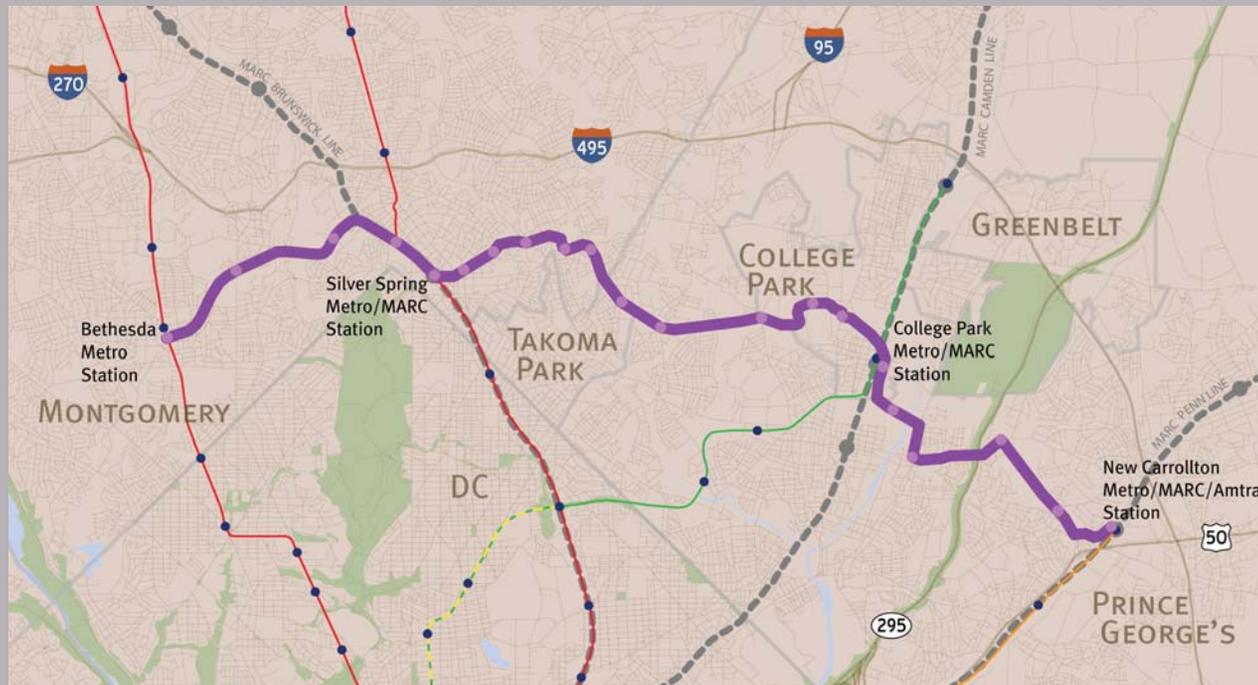
New Projects

Complete: 2018

Cost: \$1.685 billion

Funding: Federal and State

Description: Design, construct and operate a light rail system in Montgomery and Prince George's Counties between Bethesda and New Carrollton. The 16-mile long facility features 21 stations and will connect to Metro stations on the Red Line (Bethesda, Silver Spring), Green Line (College Park) and Orange Line (New Carrollton), as well as MARC and Amtrak rail stations.



Complete: 2014

Cost: \$27 million

Funding: Private

Description: This project will make modifications to three on/off ramps from and to I-395, including the closure of a lightly-used off-ramp to the 400 block of 3rd St NW. Once the ramp modifications are complete, the portion of I-395 between E St and Massachusetts Ave NW will be decked over and redeveloped with a 2.3 million square foot mix of office, residential, retail and public space.

- a) Reconfigure the southbound on-ramp from 3rd St and northbound off-ramp to 2nd St.
- b) Close the southbound off-ramp from I-395 to the 400 block of 3rd St.
- c) Reconnect F St between 2nd St and 3rd St for vehicular, bicycle and pedestrian traffic.
- d) Reconnect G St between 2nd St and 3rd St for bicycle and pedestrian traffic.



Significant Changes

| | Old Date | New Date | Map # | | Old Date | New Date | Map # |
|---|----------|----------|-------|---|----------|------------|--------|
| District of Columbia | | | | | | | |
| K Street Busway | 2010 | 2017 | 2* | | | | |
| Maryland | | | | | | | |
| I-95/I-495 Interchange at Greenbelt Metro | 2010 | 2015 | 14 | | | | |
| MD 5 Branch Ave, construct interchanges at Surratts Rd, Earnshaw Dr/Burch Hill Rd, and MD 373/Brandywine Rd | 2010 | 2015 | 33 | | | | |
| US 29 Columbia Pike, upgrade interchange at Musgrove Rd/Fairland Rd | 2010 | 2015 | 44 | | | | |
| I-270/US 15 Corridor, construct from Shady Grove Metro to I-70 | 2020 | 2030 | 9 | | | | |
| I-95/I-495 Branch Ave Metro Access, construct eight lanes | 2009 | 2020 | 15 | | | | |
| MD 2/4, construct three lanes from MD 765 to MD 2/4 at Lusby (Calvert County) | 2010 | 2020 | NM | | | | |
| MD 3 Crain Hwy, construct four lanes from US 50 to Anne Arundel County Line | 2020 | drop | | | | | |
| US 29 Columbia Pike, upgrade six lanes from Musgrove Rd to Fairland Rd | 2010 | 2030 | 44 | | | | |
| US 29 Columbia Pike, upgrade interchanges at Stewart Ln, Tech Rd, Greencastle Rd, and Blackburn Rd | 2020 | 2030 | 44 | | | | |
| MD 97 Brookville Bypass, construct two lanes from south to north of Brookeville.(sp?) | 2020 | 2030 | 35 | | | | |
| Randolph Rd Bus Enhancement | 2010 | drop | | | | | |
| Virginia | | | | | | | |
| I-66 HOV, widen to six lanes from US 15 to US 29 | 2015 | 2020 | | | | | |
| US 50, widen to six lanes from VA 659 to VA 742 | 2010 | 2015 | 82 | | | | |
| VA 28, construct interchange at VA 209 | 2009 | 2015 | 100 | | | | |
| VA 28, widen to eight lanes from I-66 to VA 7 | 2010 | 2015 | 100 | | | | |
| | | | | Virginia (cont.) | | | |
| | | | | US 1, widen to six lanes from Blackburn Dr to Featherstone Rd | 2013 | 2020 | 70 |
| | | | | VA 28, widen to four lanes from VA 652 to VA 234 | 2012 | 2020 | 98 |
| | | | | VA 7, widen to six lanes from Rt 9 to Market St | 2015 | 2020 | 105 |
| | | | | VA 7 Bypass: widen to six lanes from US 15 South to VA 7/ US 15 East | 2015 | 2020, 2025 | 107 |
| | | | | Tri-County Parkway: construct four lanes from I-66 to Loudon County Line | 2017 | 2025 | 102 |
| | | | | VA 28 Bypass: construct four lanes from I-66 to VA 620/ VA 613 | 2020 | 2025 | 96 |
| | | | | US 1: widen to six lanes from Brady's Hill Rd to Cardinal Dr | 2011 | 2020 | 70 |
| | | | | I-95/I-395 HOT/HOV/Bus Lanes Project: new northbound ramp at Fairfax County Pkwy; southbound slip-ramp modifications and additions near Fairfax County Pkwy, Lorton Rd, Opitz Blvd, Dumfries Rd and Joplin Rd; previously planned 9 mile single-lane taper from VA 234 to VA 610 changed to two HOT lanes with new access ramps, extending from VA 234 to VA 17 in Stafford County (complete in 2014) | 2010 | 2012, 2014 | 66 |
| | | | | Capital Beltway HOT Lanes Project: additional auxiliary lanes from Dulles Toll Rd to VA 7, and from one mile east of I-95/395/495 to north of Hemming Ave underpass; new ramp movements at I-66, US 29, Dulles Toll Rd and Dulles Airport Access Rd; change lane configuration between VA 193 and south of Old Dominion Dr from eight general purpose + four HOT lanes to eight general purpose + two HOT lanes | | | 55, 56 |
| | | | | US 1: downgrade from 'widening to eight lanes' to 'reconstructing six lanes' from VA 234 North to the Prince William County Line | | | 70 |
| | | | | Dulles Corridor Metrorail Project, Phase 1 | 2011 | 2014 | 10* |

Note: Map # refers to project listing for highway (p12) and transit (p14).
An asterisk denotes transit project.

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, 2013
- 2 **I-395, remove 3rd St SB exit ramp, reconfigure 3rd St SB entrance and 2nd St NB exit ramps, reconnect F St bet. 2nd & 3rd St, 2014**
- 3 South Capitol Street/Bridge Reconstruction, including intersection with Martin Luther King Jr. Blvd, 2015

Maryland

- 4 Baltimore Washington Parkway at MD 193, Intersection Improvement, 2025
- 5 Cross-County Connector, widen to 4 lanes, 2009
- 6 Father Hurley Blvd, construct, widen, 4, 6 lanes, 2011
- 7 I-270, interchange at Watkins Mill Road Ext., 2020
- 8 I-270, reconstruct interchange at MD 121, 2010
- 9 *I-270/US 15 Corridor, Shady Grove to I-70, widen and HOV, 2030*
- 10 I-70, widen to 6 lanes, 2020
- 11 I-95, interchange and CD lanes at Contee Road, 2020
- 12 I-95, Woodrow Wilson Bridge, build 12 lane bridge, 2009, 2011
- 13 I-95/495, interchange at Arena Drive, 2009
- 14 *I-95/495, interchange at Greenbelt Metro, 2015*
- 15 *I-95/495: Branch Avenue Metro Access, construct 8 lanes, 2020*
- 16 Intercounty Connector, construct 6 lanes, 2012
- 17 M-83, construct 4, 6 lanes, 2020
- 18 MD 117, widen to 4 lanes, 2020
- 19 MD 118/Germantown Road, widen to 6 lanes, 2020
- 20 MD 124 extended, construct 2 lanes, 2011
- 21 *MD 124, widen to 6 lanes, 2010, 2020*
- 22 MD 201/Kenilworth Avenue widen to 6 lanes, 2020
- 23 MD 202, reconstruct 6 lanes, 2020
- 24 MD 210, upgrade 6 lanes and interchange improvement, 2030
- 25 *MD 223, widen to 4 lanes, 2020*
- 26 MD 27, widen to 6 lanes, 2010
- 27 MD 27, widen, MD-355 to A 305, 2010
- 28 MD 355, construct 6 lanes, interchange at Montrose/Randolph Road, 2010
- 29 MD 355/MD 80, Urbana Bypass, construct 4 lanes, 2010
- 30 MD 4, widen to 6 lanes, upgrade with interchanges at Westphalia Road and Suitland Parkway, 2010, 2011, 2020
- 31 MD 450, reconstruct, grade separate at Peace Cross, CSX, 2009
- 32 MD 450, widen to 4 lanes, 2020
- 33 *MD 5, upgrade, widen to 6 lanes, including interchanges, 2015, 2030*
- 34 MD 85, widen to 4, 6 lanes, 2020
- 35 *MD 97, construct 2 lanes, 2030*
- 36 MD 97, upgrade intersection at MD 28, 2020
- 37 MD 97, upgrade intersection at Randolph Road, 2015
- 38 Middlebrook Road Extended, widen, construct 6 lanes, 2015
- 39 Montrose Parkway East and West, construct 4 lanes, 2009, 2014
- 40 Randolph Road, widen to 5 lanes, 2010

- 41 Suitland Parkway, interchange at Rena/Forestville Road, 2025
- 42 US 1, reconstruct 4 lanes, 2020, widen to 6 lanes, 2010
- 43 US 15, construct interchange at Monocacy Blvd, 2010
- 44 *US 29, upgrade, including intersections/interchanges, 2015, 2020, 2030*
- 45 US 301, widen to 6 + 2 lanes, 2020
- 46 US 340/US 15, construct interchange at Jefferson Tech Park, 2010
- 47 US 50, westbound ramp to Columbia Park Road, 2025

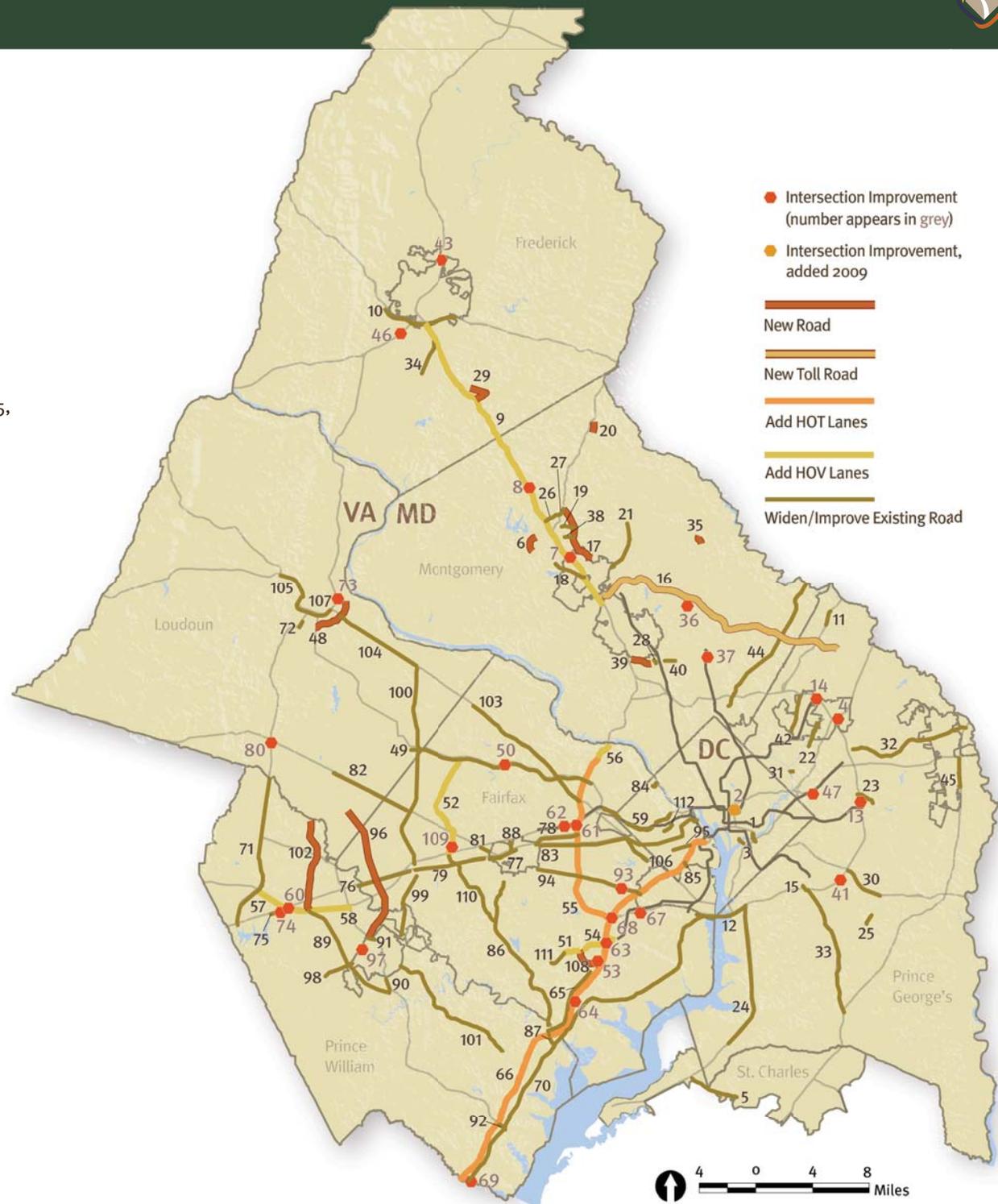
Virginia

- 48 Battlefield Parkway, construct, widen, upgrade 4 lanes, 2009, 2010
- 49 *Dulles Access Road, widen to 6 lanes including interchange reconstruct at I-495, 2017*
- 50 Dulles Toll Road, reconstruct interchange at VA 674, 2012
- 51 Fairfax County Parkway HOV, construct 2 lanes, 2015
- 52 Fairfax County Parkway HOV, widen and upgrade, 6 to 8 lanes, 2010, 2015
- 53 Fort Belvoir EPG access improvements, 2011, 2013
- 54 Franconia/Springfield Parkway, HOV with interchange at Nueman Street, 2010, 2020
- 55 *I-495 High Occupancy/Toll (HOT) lanes, Transit Service, 2013, 2030*
- 56 *I-495, construct 2 HOT lanes, 2030*
- 57 I-66 HOV, includes interchange reconstruction at US 15, 2020
- 58 I-66 HOV, widen to 8-lanes, 2010
- 59 I-66, spot improvements inside the Beltway, 2013
- 60 I-66, reconstruct interchange at US 29, 2014
- 61 I-66/I-495, reconstruct interchange, 2013
- 62 I-66, interchange at Gallows Road and Cedar Lane, 2030
- 63 I-95, interchange at VA 7900, 2015
- 64 I-95, reconstruct interchange at VA 642, 2010
- 65 I-95, widen to 8 lanes from Newington to VA 123, 2011
- 66 *I-95/395 HOT Lanes, widen, construct 2, 3 lanes with 14 ramps, 2012, 2014*
- 67 I-95/495, reconstruct interchange at VA 613, 2015
- 68 I-95/I-395/I-495, interchange access ramps to I-495 HOV, 2010
- 69 US 1, reconstruct interchange at Russell Road, 2010
- 70 *US 1, widen to 6 lanes including interchange at VA 123, 2010, 2011, 2015, 2016, 2017, 2020*
- 71 *US 15, widen to 4 lanes, 2009, 2030*
- 72 US 15, widen to 4 lanes, 2011
- 73 *US 15 Bypass, interchange at Edwards Ferry Road, 2020*
- 74 US 29, interchange at VA 55, 2014
- 75 US 29, widen to 5, 6 lanes, 2014, 2016
- 76 US 29, widen to 6 lanes, 2010
- 77 US 29, widen to 6 lanes, 2009, 2010, 2011
- 78 US 29, widen to 6 lanes, 2015, 2020
- 79 US 29, widen to 6 lanes, 2010



- 80 US 50, construct round-about at US 15, 2010
- 81 US 50, widen 3, 8 lanes, 2020
- 82 *US 50, widen to 6 lanes, 2012, 2015*
- 83 US 50, widen/reconstruct 6 lanes including interchanges, 2010, 2015, 2020
- 84 VA 120, reconstruct 2 lanes, 2020
- 85 VA 120, reconstruct 4 lanes, 2010
- 86 VA 123, widen 6 lanes, 2015, 2020
- 87 VA 123, widen to 6 lanes with interchange at US 1, 2015, 2017
- 88 VA 123, widen to 6 lanes, 2010
- 89 VA 234 Bypass, widen/upgrade, 6 lanes, 2020
- 90 VA 234, widen to 4 lanes, 2010
- 91 VA 234, widen to 5 lanes, 2010
- 92 VA 234, widen, upgrade 6 lanes, including interchange at US 1, 2016
- 93 VA 236, reconstruct intersection at Braddock Road, 2009
- 94 VA 236, widen and reconstruct to 4, 6 lanes, 2020
- 95 VA 244, reconstruct interchange at VA 27, 2011
- 96 *VA 28 Bypass, construct 4, 6 lanes, 2020, 2025*
- 97 VA 28, interchange at Wellington Road , RR tracks, 2009
- 98 *VA 28, widen to 4, 6 lanes, 2020*
- 99 VA 28, widen to 6 lanes, 2025
- 100 *VA 28, widen to 6, 8 lanes, with interchanges, 2015*
- 101 *VA 3000, widen to 6 lanes, 2020*
- 102 *VA 411, (Tri-County Parkway), construct 4 lanes, 2025*
- 103 VA 7, Leesburg Pike, widen to 6, 8 lanes, 2013, 2020
- 104 *VA 7, construct interchanges, 2009, 2010, 2020*
- 105 *VA 7, widen to 6 lanes, 2020*
- 106 VA 7, widen to 6 lanes, 2020
- 107 *VA 7/US 15 Bypass, widen to 6 lanes, 2020, 2025*
- 108 VA 7100, construct 6 lanes with interchanges at Rolling Road and Boudinot Drive, 2010, 2020
- 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

Notes:
 - Projects in **bold** are new to the 2009 CLRP.
 - Projects in *italics* represent significant changes or delays of more than five years as compared to the 2008 CLRP.



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

- New Transit Station
- New Transit
- - - New Transit, added 2009
- Transit Improvement
- Add HOT Lanes
- Add HOV Lanes
- Existing Metrorail

District of Columbia

- 1 Anacostia Street Car Project Phase I, 2010
- 2 *K Street Busway, 2017*

Maryland

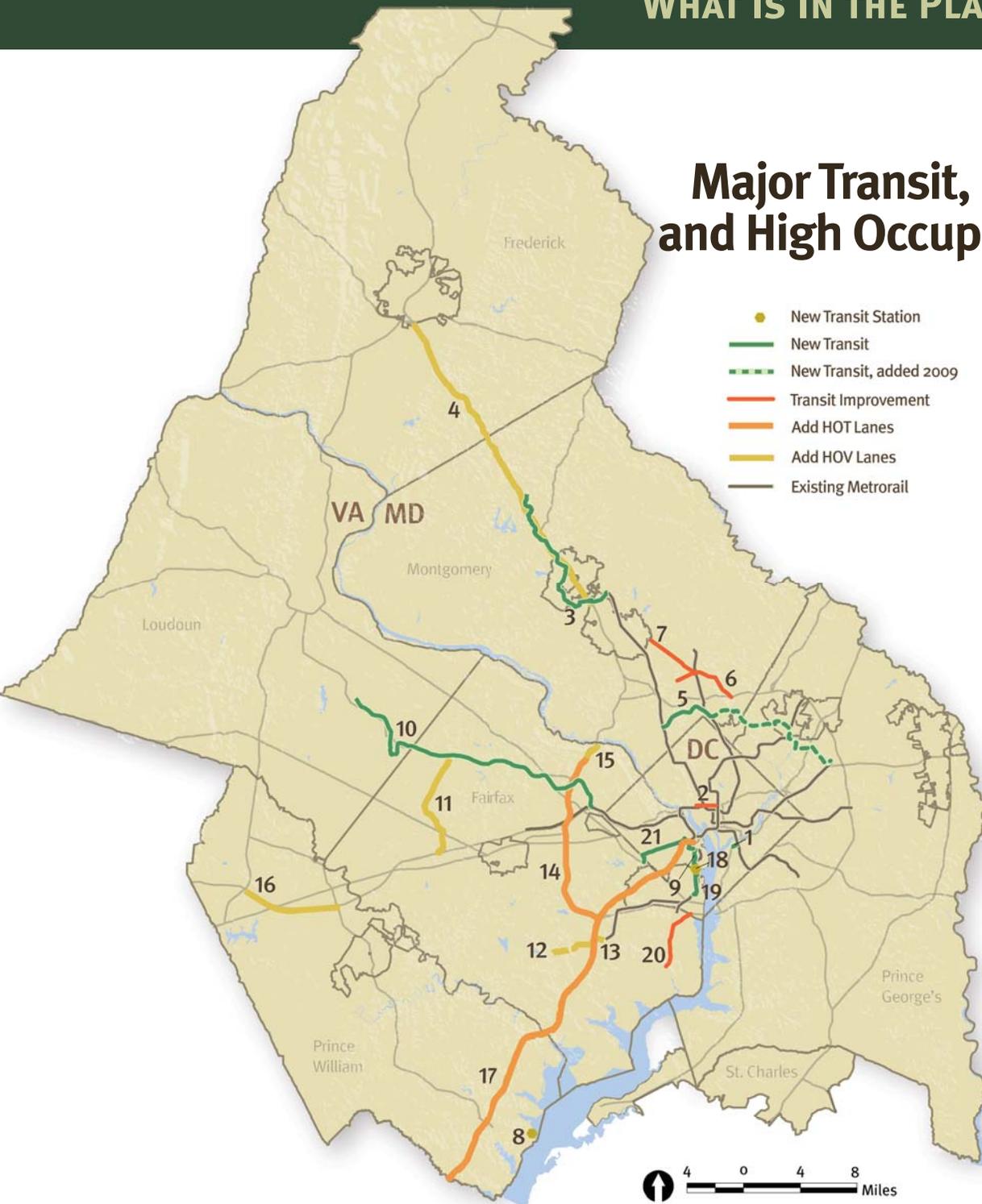
- 3 Corridor Cities Transitway, from Shady Grove to COMSAT, 2016
- 4 *I-270/US 15 Corridor, Shady Grove to I-70, HOV, 2030*
- 5 **Purple Line, Bethesda to New Carrollton, 2018**
- 6 University Blvd Bus Enhancements, 2020
- 7 *Veirs Mill Road Bus Enhancements, 2020*

Virginia

- 8 Cherryhill VRE Station, 2010
- 9 Crystal City Potomac Yard Busway, 2010
- 10 *Dulles Corridor Rapid Transit, 2014, 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, 2010, 2020
- 14 *I-495 High Occupancy/Toll (HOT) lanes, Transit Service, 2013, 2030*
- 15 *I-495, construct 2 HOT lanes, 2030*
- 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, 2012, 2014*
- 18 Potomac Yard Metro Station, 2030
- 19 Potomac Yard Transitway, Arlington and Alexandria, 2011
- 20 US-1 bus right turn lanes, 2025
- 21 VA 244 Columbia Pike Streetcar from Skyline to Pentagon City, 2016

Notes:

- Projects in **bold** are new to the 2009 CLRP.
- Projects in *italics* represent significant changes or delays of more than five years as compared to the 2008 CLRP.





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 16th Street Rapid Bus, Military Road to Rhode Island Ave
- 2 Anacostia Street Car Project (Phases II - IV)
- 3 DC Circulator Bus (not mapped)
- 4 Southern Avenue
- 5 Whitehurst Freeway, Roosevelt Bridge

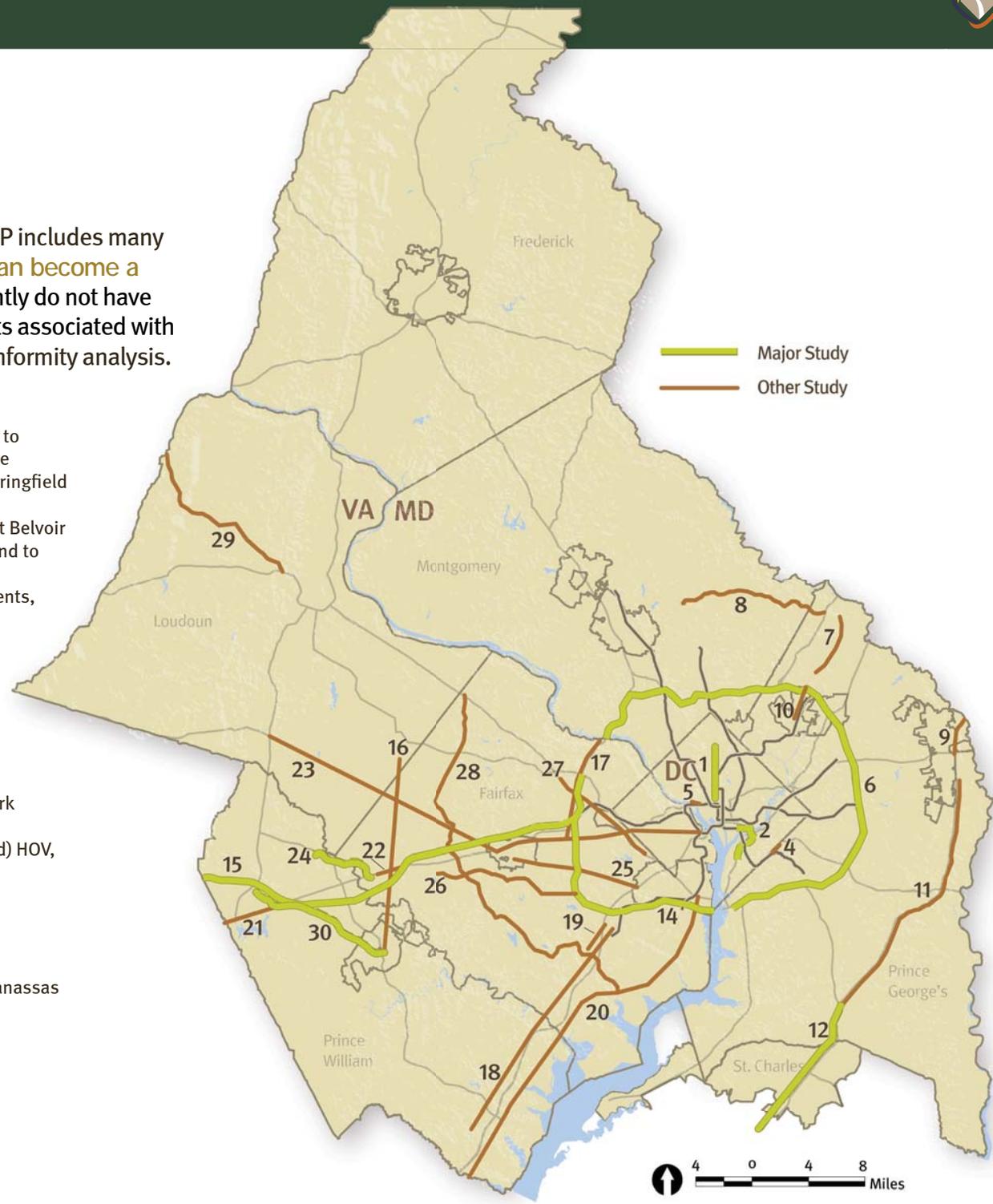
Maryland

- 6 I-95/I-495, Capital Beltway, from American Legion Bridge to Woodrow Wilson Bridge
- 7 MD 201 Extended
- 8 MD 28/MD 198 improvements
- 9 MD 3 improvements
- 10 University of Maryland Connector, I-95/495 to UMD
- 11 US 301 improvements
- 12 US 301 Waldorf Bypass Study

Virginia

- 13 Alexandria Bus Lanes (not mapped)
- 14 I-495/I-95 Capital Beltway, HOV and transit service improvements from Woodrow Wilson Bridge to American Legion Bridge
- 15 I-66, HOV and transit service improvements, includes park and ride lots, ramps at US 29 in Arlington
- 16 Light rail from Manassas to Dulles

- 17 Metrorail, Dunn Loring to American Legion Bridge
- 18 Metrorail, I-95 from Springfield to Potomac Mills
- 19 People Mover from Fort Belvoir Engineer Proving Ground to Franconia/Springfield
- 20 US 1 transit improvements, including priority bus
- 21 US 29 improvements I
- 22 US 29 improvements II
- 23 US 50, transit service improvements
- 24 US-29 (Lee Hwy) Bypass around the Manassas National Battlefield Park
- 25 VA 236 priority bus
- 26 VA 620 (Braddock Road) HOV, VA 645 to Beltway
- 27 VA 7, transit service improvements
- 28 VA 7100, priority bus
- 29 VA 9 improvements
- 30 VRE Extension from Manassas to Haymarket



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.

- Planned Spot Improvement
- Planned New Facility
- Planned Facility Upgrade
- Existing Facility

District of Columbia

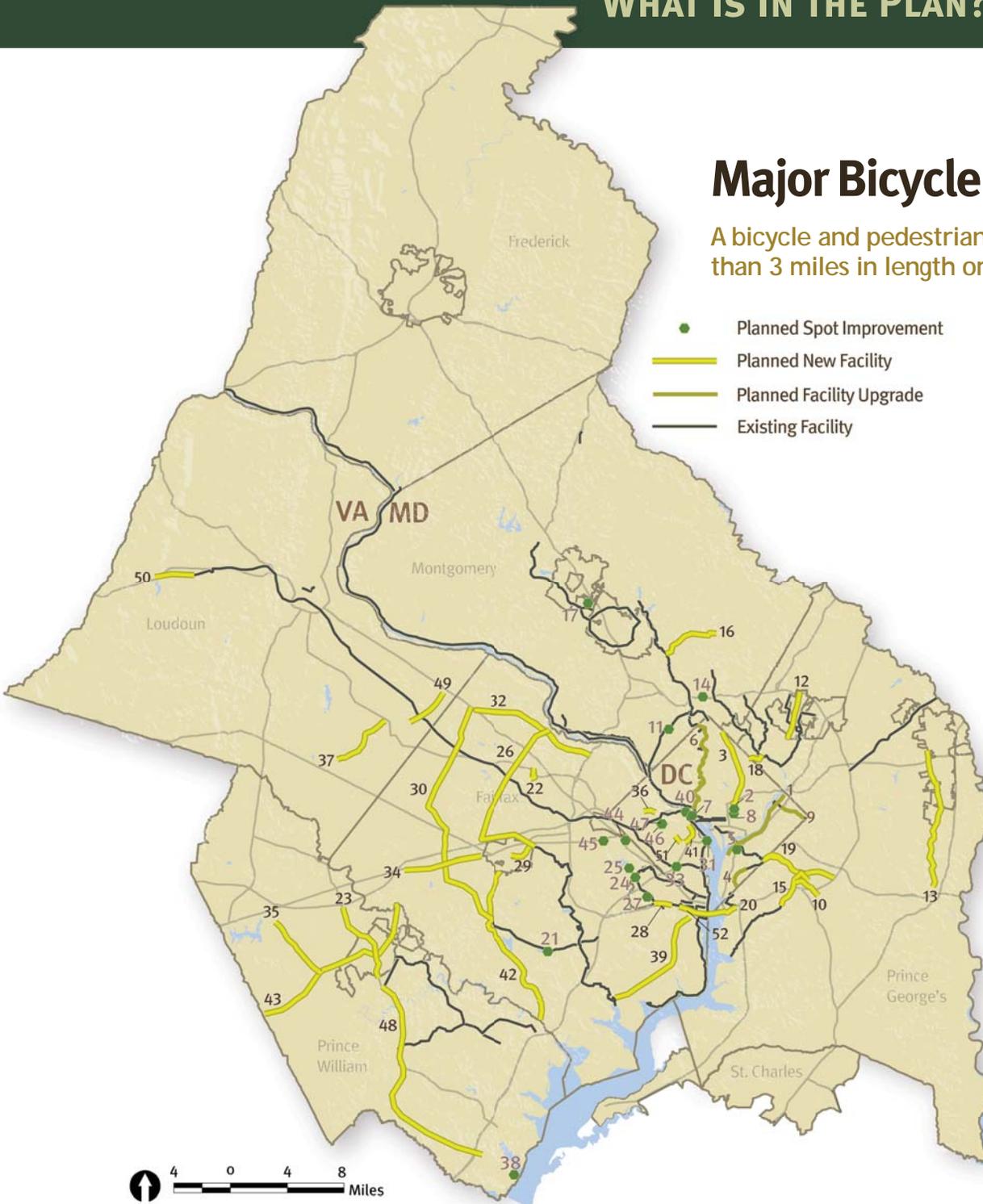
- 1 Anacostia Riverwalk Trail, upgrade shared-use path
- 2 Construct Pedestrian Tunnel
- 3 Metropolitan Branch Trail, construct shared-use path
- 4 Oxon Run Trail Restoration, upgrade shared-use path
- 5 Pedestrian Bridge over Anacostia Freeway, construct pedestrian bridge
- 6 Rock Creek Park Trail Improvements, 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 bridge, streetscape/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 2008 CLRP to the 2009 CLRP.



The **Street Smart Campaign** is an ongoing 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. Law enforcement has increased its support of the program, issuing 38,900 citations and 4,803 warnings during the Spring 2009 campaign.

Before and after surveys show that the public is hearing and remembering the Street Smart messages, and is more likely to believe that pedestrian safety laws are being enforced.



2009 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

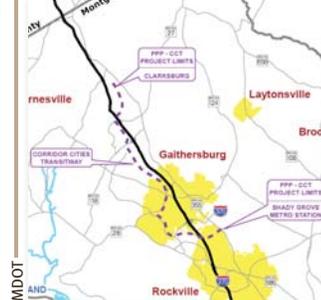
2 Purple Line



MDOT

- Covers a 16-mile corridor from the Bethesda to New Carrollton Metro Stations
- Cost: \$1.685 billion
- Completion: 2018

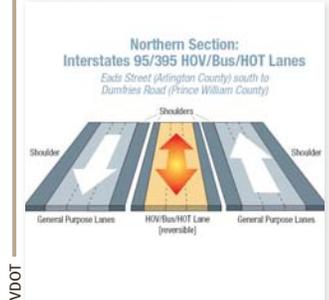
3 Corridor Cities Transitway



MDOT

- Cover a 14-mile corridor from Rockville to Clarksburg, and will be an LRT or BRT line
- Cost: \$871 million
- Completion: 2016

4 I-95/395 Hot Lanes



VDOT

- Reconfigure the HOV lanes between Eads Street and Dumfries to include HOT lanes for 36 miles
- Cost: \$889 million
- Completion: 2012, 2014

5 11th Street Bridges



DDOT

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

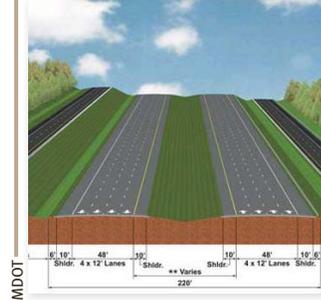
6 Dulles Corridor Rapid Transit



MWAA

- Covers a 23.1 mile extension of the Metrorail system from Fairfax County to Washington Dulles International Airport
- Cost: \$5 billion
- Completion: 2014, 2015*

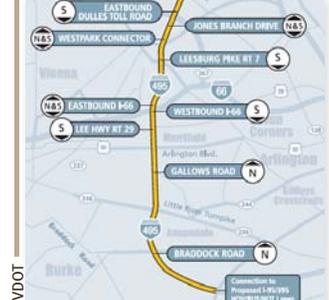
7 Intercounty Connector (ICC)



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

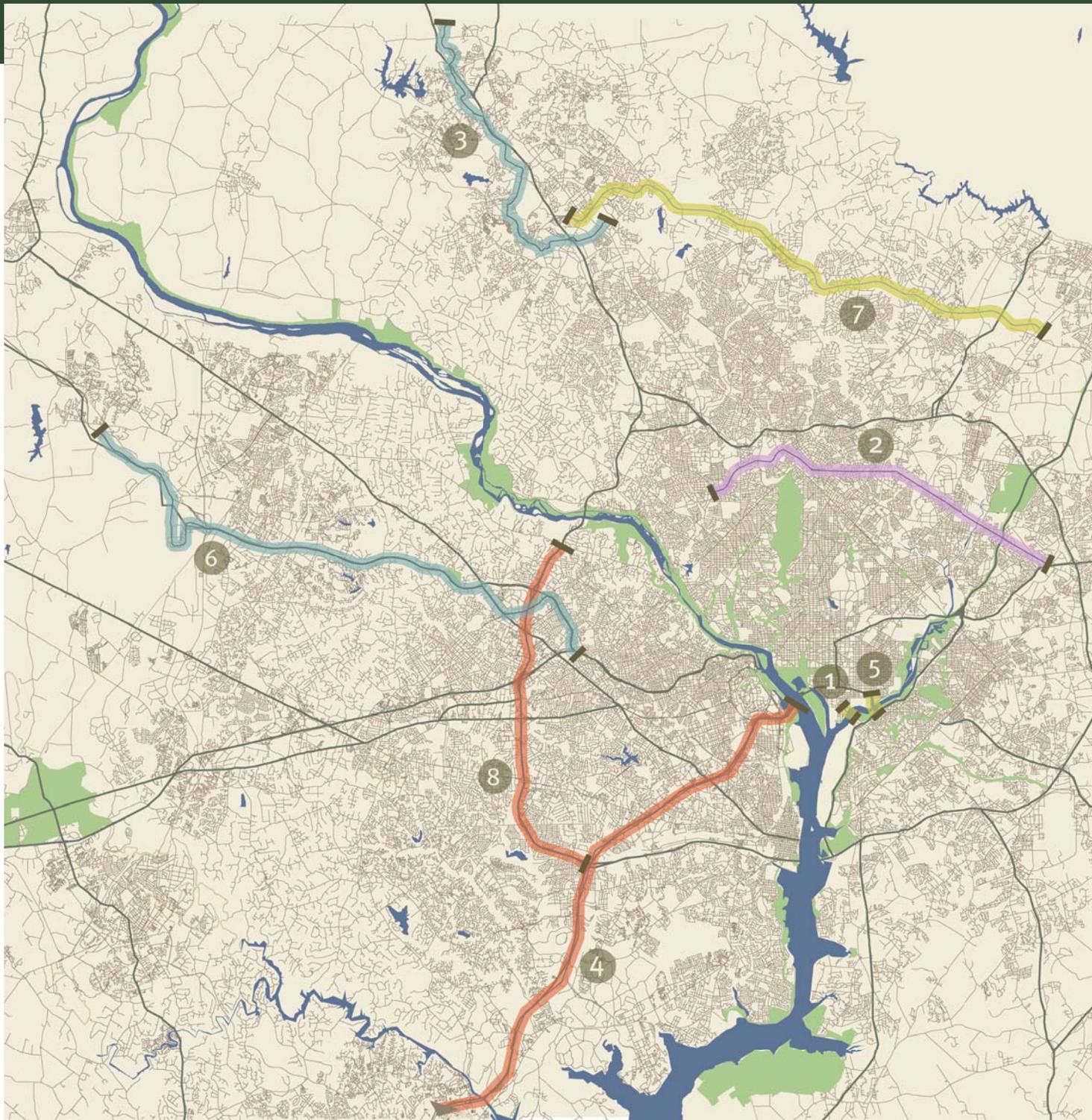
8 Beltway Hot Lanes



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, 2030*

*Two Phase Project



- 1 South Capitol Street/
Bridge
- 2 Purple Line
- 3 Corridor Cities
Transitway
- 4 I-95/395 HOT Lanes
- 5 11th Street Bridges
- 6 Dulles Corridor Rapid
Transit
- 7 Intercounty Connector
(ICC)
- 8 Beltway HOT Lanes

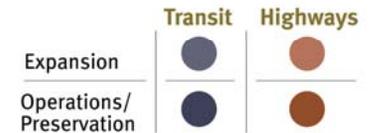
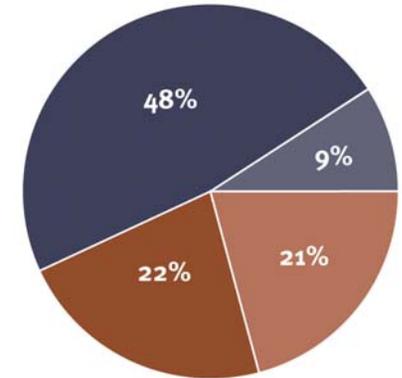
The Financial Plan

The financial plan for the CLRP demonstrates that the forecast revenues reasonably expected to be available are equal to the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region through 2030. The comprehensive financial plan for the 2006 CLRP was updated in 2007 to show the forecasts of revenues and expenditures in “year of” expenditure dollars in addition to constant 2006 dollars. The forecasts were prepared by the transportation implementing agencies and jurisdictions, with technical integration and documentation provided by consultants. Documentation on the financial plan is available on the CLRP website at: www.mwcog.org/clrp.

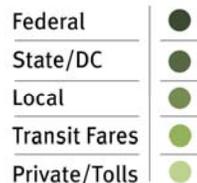
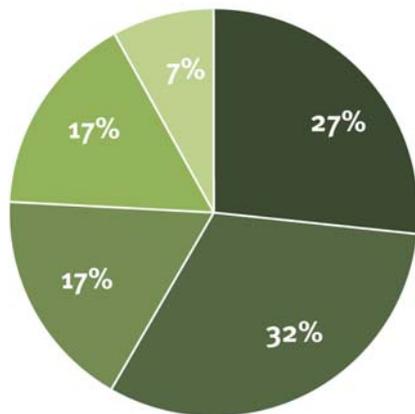
Transit Ridership is Constrained

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



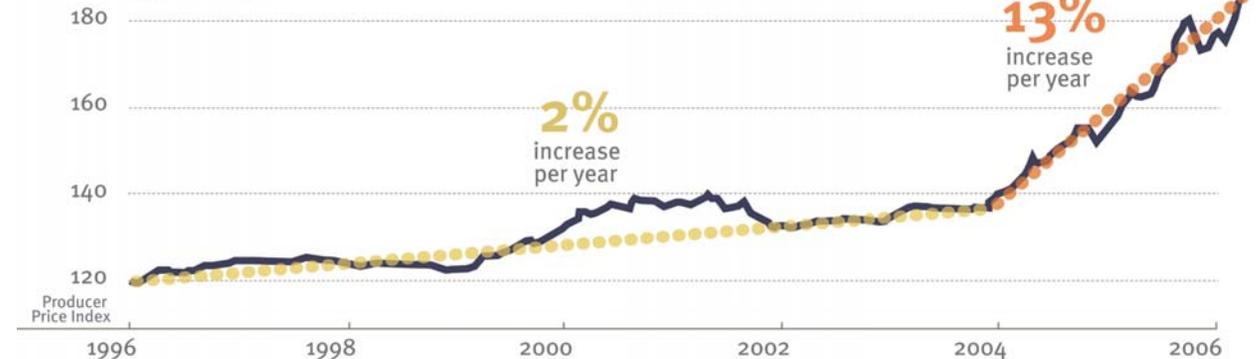
CLRP Revenues 2007-2030
\$161.2 Billion



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. Between 2004 and 2006, construction costs jumped about 26% (13% per year). In contrast, construction costs rose only 17% over the previous eight years (2% per year).

Increasingly Rising Construction Costs





Financial Analysis of the TIP

The FY 2010-2015 TIP has almost \$18 billion programmed over the course of six years. **Figure 1** shows the break-down of this programming by fiscal year. The most visible trend is the continual drop from \$4.15 billion in FY 2010 to less than \$1.5 billion in FY 2015. At first glance, this trend may seem alarming, but it is important to remember that the TIP is not a comprehensive budget document. While federal, state and local budgets are getting tighter, this is not necessarily a reflection of that situation.

There are two main reasons behind the steep decline seen in the outer years of the TIP. First, there are a few big-ticket projects that are expected to be complete within the next four years; I-95/395 HOT Lanes in 2010; the first phase of the Dulles Corridor Metrorail project in 2011; the Intercounty Connector in 2012; and HOT Lanes on the Beltway in 2014, to name a few.

Second, funding in the out-years is much less certain than in the near term. Programming in the early years of the TIP is based on existing project budgets and known funding sources. In the final years of the TIP, those budgets and funding sources become a little more fluid. Federal law only requires that the TIP cover a four-year period. Between the uncertainty of state and local budgets and the pending renewal of federal surface transportation legislation, some agencies limit their programming focus to just the first four years of the TIP.

Figure 2 shows that funding is pretty evenly distributed between the District of Columbia, Maryland and Virginia, with a slightly higher amount programmed in Virginia.

FIGURE 1
TIP Funding by Fiscal Year

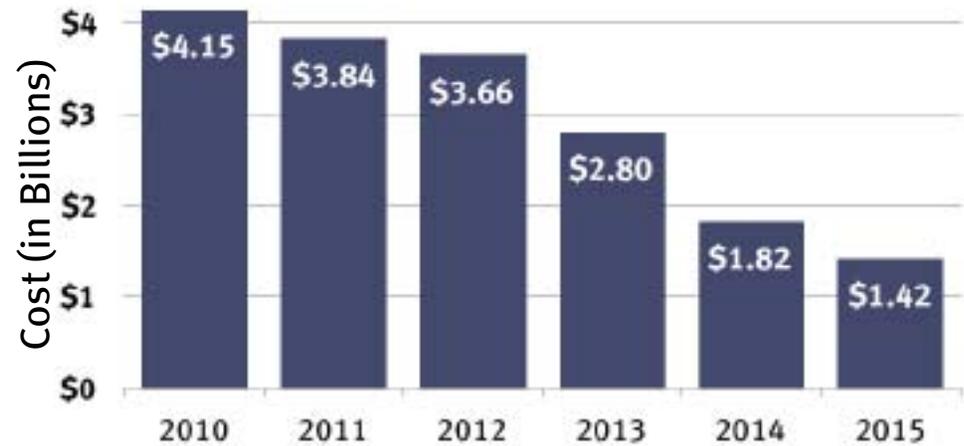
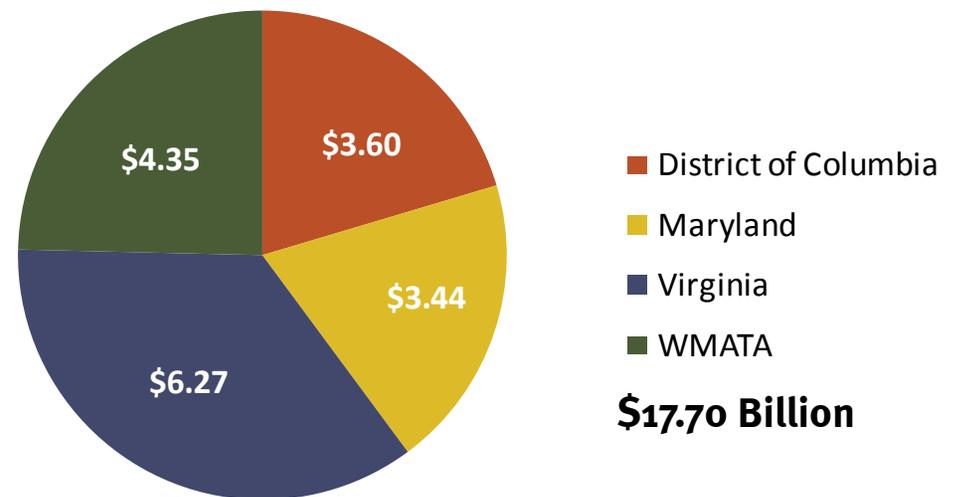


FIGURE 2
TIP Funding by Jurisdiction/Agency



Financial Analysis of the TIP

Less than 40% of the funds in the TIP are programmed for projects that add capacity to the region's transportation system - both road and transit. **Figure 3** breaks the expansion vs. non-expansion funding down by project type. The percentage of funds programmed for transit and road expansion is comparable. Interestingly, the Dulles Corridor Metrorail project accounts for roughly two-thirds of the transit expansion funding.

The non-expansion categories include a wide variety of projects: in addition to regular rehabilitation and maintenance, there are studies, operational and safety programs, bike trails, technology installations (Intelligent Transportation Systems), rail car and bus purchases and minor intersection alterations, just to name a few.

It would be too simplistic to say that these figures represent the entire funding programmed for the region over the next six years. The TIP only shows those projects that expect to use federal funds and other regionally significant projects that are paid for with state, local and private funds. There are significant federal funds that go towards transit operating costs and a large number of small projects that don't add capacity that are paid for with state and local funds.

Federal funding continues to play a strong role in funding transportation projects. **Figure 4** shows that more than almost 60% of the funding in the TIP is from federal sources. Tolls and private funds declined slightly from the previous TIP but are still a significant part of the funding mix. State and local funds are usually required to match federal funds. Together with other projects state and local funds make up almost 40% of the funding in the TIP.

FIGURE 3

FY 2010-2015 Funding by Project Type

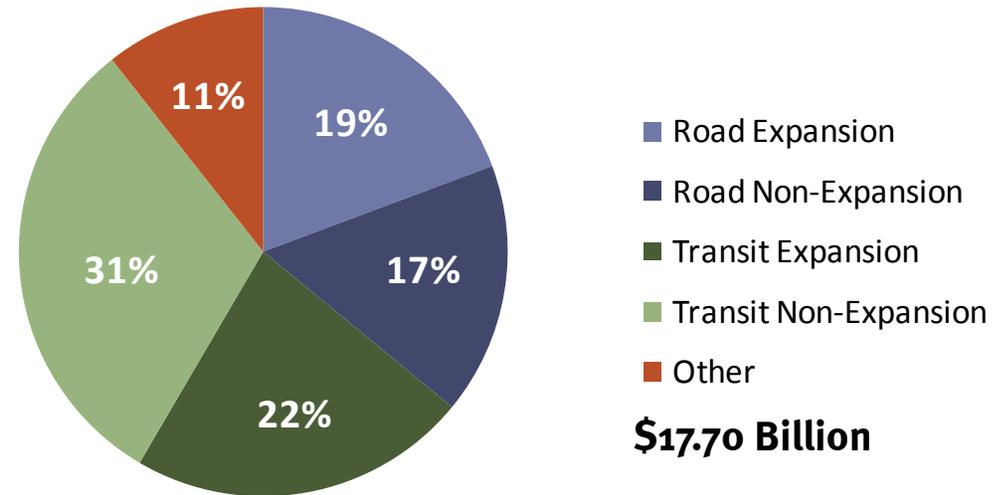
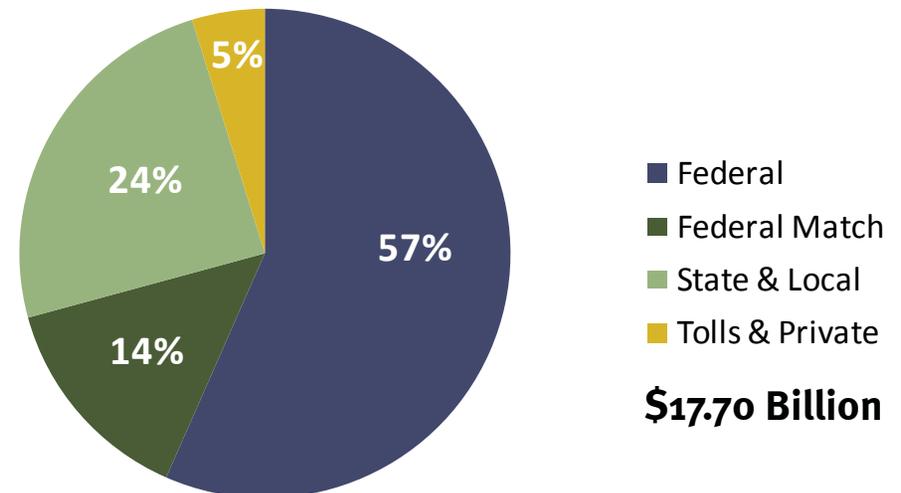


FIGURE 4

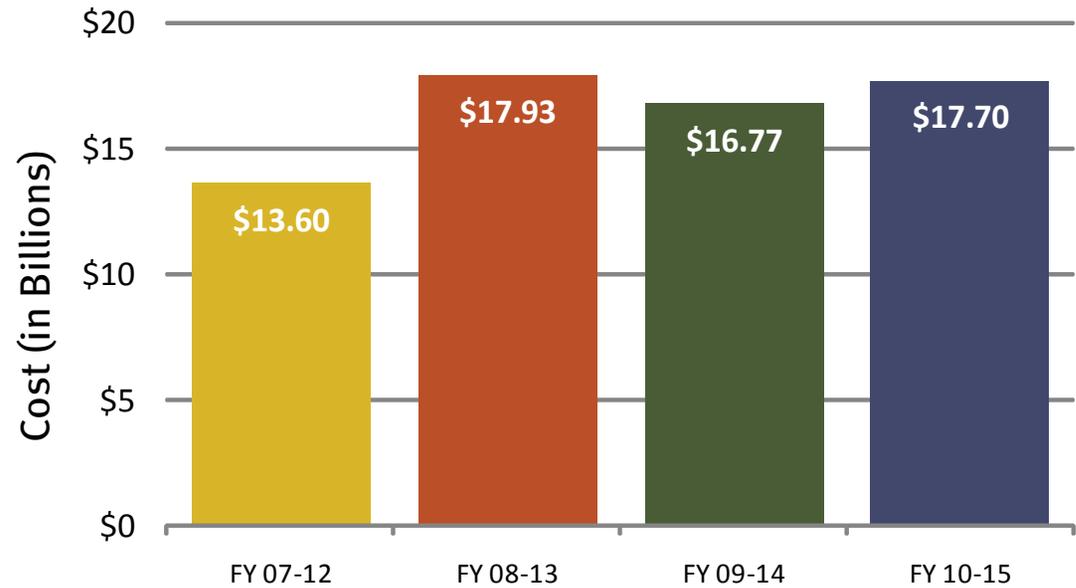
FY 2010-2015 Funding Sources





The \$17.7 billion in the FY 2010-2015 TIP represents about a \$1 billion increase from last year's TIP, but that is not a very large variation from the recent history of funding levels.

FIGURE 5
FY 2010-2015 Compared to Previous TIPs



Bicycle & Pedestrian Projects

The FY 2010-2015 TIP contains 17 projects that are identified as stand-alone bicycle/pedestrian projects with a total of \$124 million. More than 160 additional projects in the TIP indicate that they include accommodations for bicycles and/or pedestrians. These accommodations may include bike lanes, sidewalks, bike racks and much more. Given the data available at this time, it isn't possible to determine what the cost of those accommodations are apart from the total project cost. The TIP document includes a list of all projects that include accommodations for bicycles and pedestrians.

Metropolitan Growth

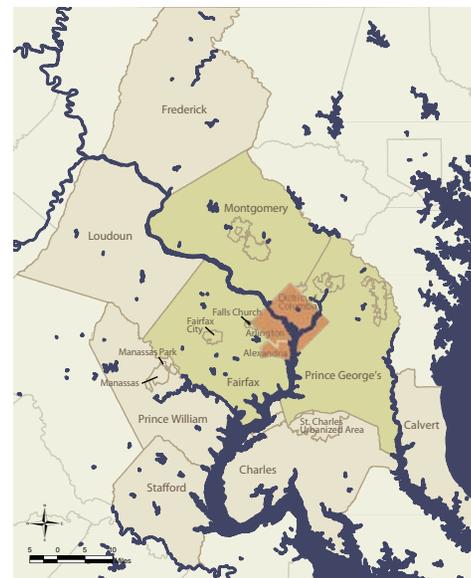
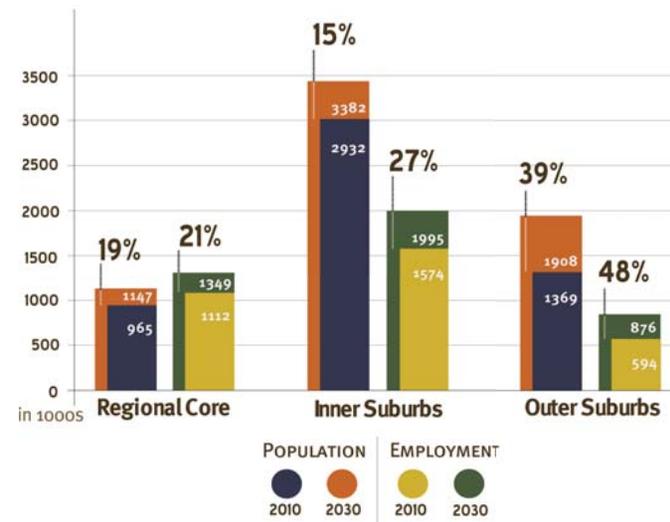
Information on how the region is expected to develop is essential for forecasting transportation conditions and the plan's performance. The Washington region's **population and employment are expected to continue growing over the coming decades**. The region is forecast to grow by nearly 1.2 million people and almost 1 million jobs between 2010 and 2030—a 22 percent increase in population and a 29 percent increase in employment. Forecasts indicate that by 2030, the region will include 6.4 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, 2010-2030



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

The performance analysis for the 2009 CLRP was conducted for jurisdictions within the Washington, DC Metropolitan Statistical Area (MSA) as defined in 1983 by the US Census Bureau. Population and employment estimates are based on the Revised Round 7.2 Cooperative Land Use Forecast. Travel forecasts were generated by the Travel Demand Model Version 2.2.



Travel Demand

Over the next two decades, 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.

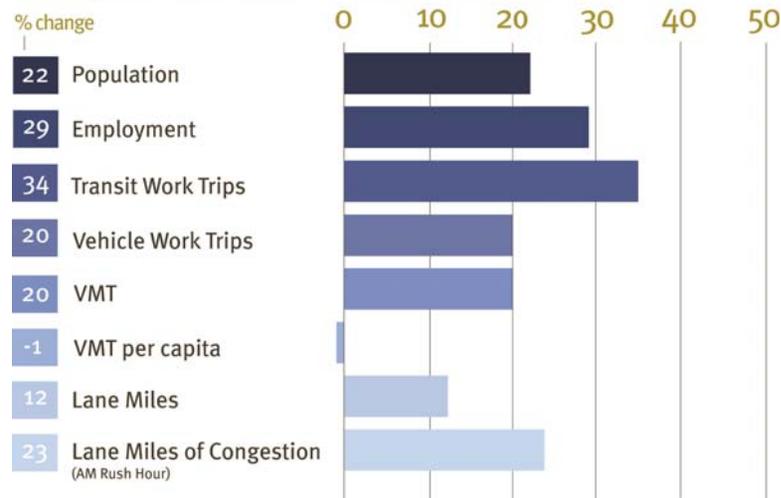
Transit work trips are forecast to increase by 35% as an increasing number of people are expected to use transit to commute to work. This will inevitably create even more crowding on the Metrorail system, since the ability of the transit system to expand its capacity is limited by funding constraints.

The road network will also experience a gap between forecasted demand and additional capacity. Given funding constraints, lane miles are only expected to increase 12%, while VMT is expected to rise 20%, resulting in a 23% 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 84% increase in lane miles of congestion by 2030.

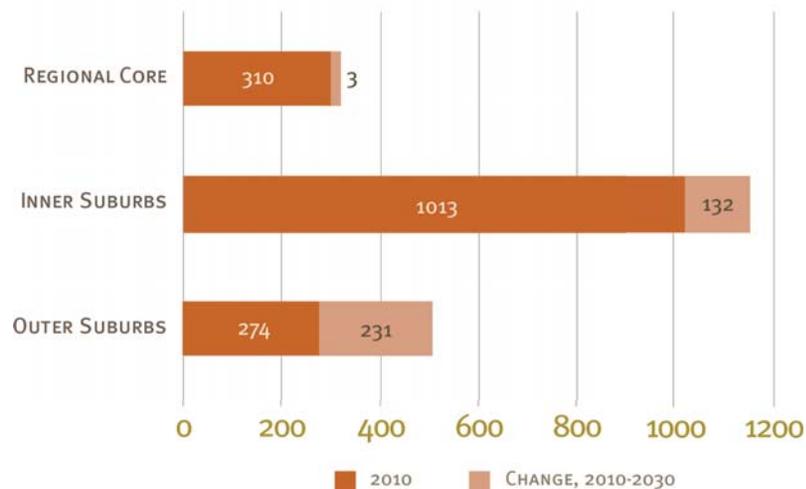


A significantly higher increase in travel demand (VMT) than in highway capacity (lane miles) will result in greatly increased regional congestion by 2030.

Change in Land Use and Travel Forecast 2010-2030



Lane Miles of Congestion AM RUSH HOUR



Congestion

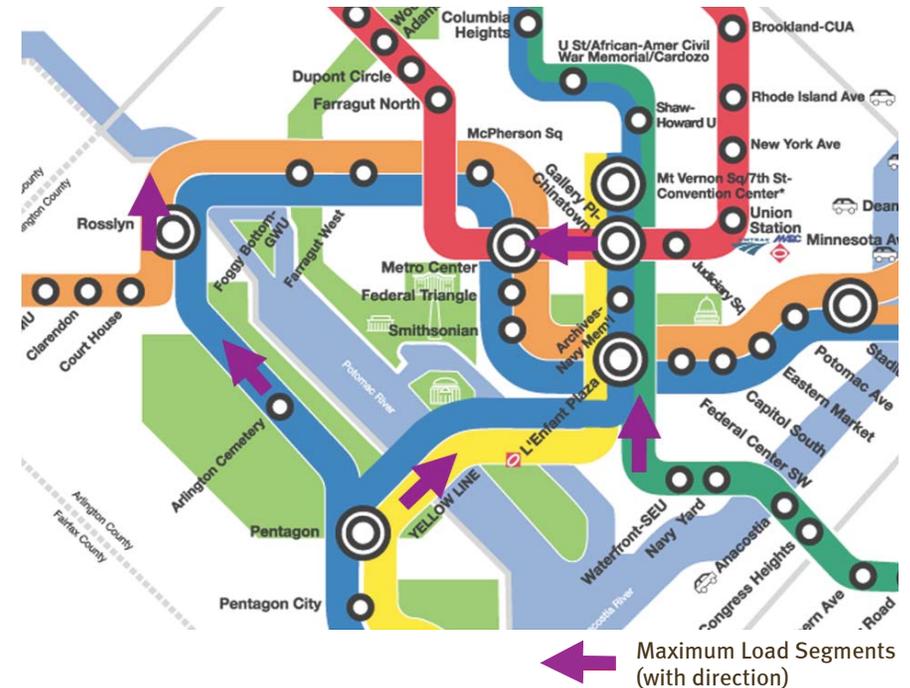
Morning Transit Congestion

Due to a lack of funding for capacity enhancement projects identified to accommodate all of the projected ridership growth, the Metrorail system will gradually approach capacity on trips “to and through” the regional core. According to a WMATA study, in 2010, 50% of the trains will be running with 8-cars, which will bring relief to peak crowding on all lines; however, without additional railcars beyond what is currently funded, the Orange Line and future Dulles Rail Line between Courthouse and Rosslyn stations are expected to exceed capacity by 2020, and the entire Metrorail system will approach capacity by 2030.

WMATA defines line capacity as an *average* of 120 passengers per car at the maximum load segment in the peak direction during the peak hour; however, passengers on *individual* trains during the peak of the peak hour may experience crowding beyond 120 passengers per car. To help put things in perspective, a Metrorail car generally provides about 70 seats, and the crush load for a car is around 180 passengers.



Metrorail AM Maximum Load Segments



Source: WMATA Metrorail Station Access & Capacity Study, April 2008

Metrorail AM Line Capacity at Maximum Load Segments

| Line | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 |
|------------------------------|------|------|------|------|------|------|
| Red | ● | ● | ● | ● | ● | ● |
| Blue (Rosslyn) | ● | ● | ● | ● | ● | ● |
| Orange/Dulles Rail | ● | ● | ● | ● | ● | ● |
| Yellow/Blue (14th St Bridge) | ● | ● | ● | ● | ● | ● |
| Green | ● | ● | ● | ● | ● | ● |

● Congested (<100 people/car)
● Highly Congested (100-120 people/car)
● Exceeds Capacity (>120 people/car)

Source: WMATA Metrorail Station Access & Capacity Study, April 2008



Congestion

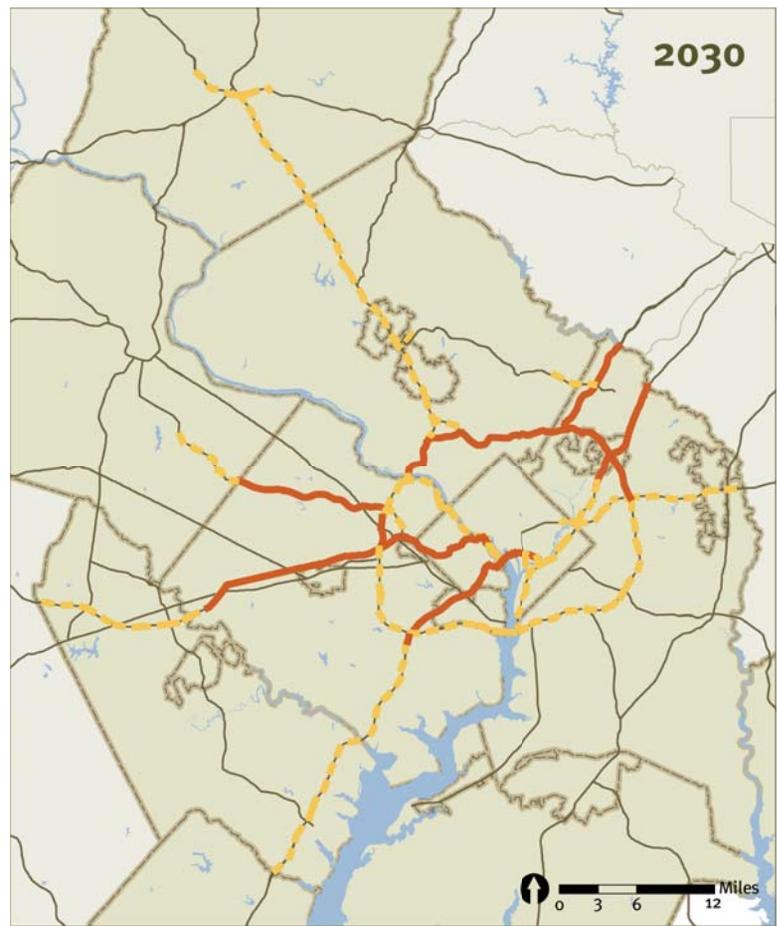
Evening Highway Congestion

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 2009 CLRP.



Congestion Flow
[average speed 30-50 mph]

Stop and Go Conditions
[average speed <30 mph]



Air Quality: Mobile Source Emissions

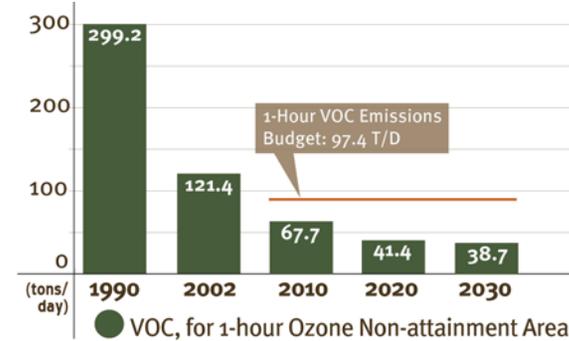
Under the Clean Air Act, the CLRP is required to conform to regional air quality improvement goals. Before the CLRP can be approved, the TPB must approve a “conformity determination” showing that anticipated vehicle emissions will conform to emissions ceilings (called “mobile emissions budgets”) contained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

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. 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, therefore PM2.5 was not tracked or estimated in 1990.

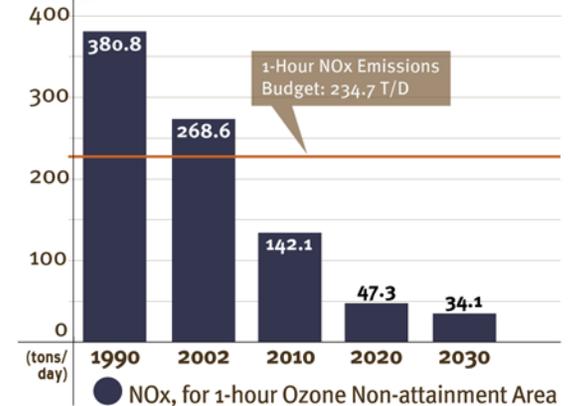
The long-term trend shows continuing reductions in emissions from mobile sources.

Analysis of the plan shows dramatic reductions between 2002 and 2020 for mobile source emissions, with further reductions thereafter. The data shows that estimated emissions are within the mobile source emissions budget of each pollutant for 2010, 2020, and 2030. Historical emissions reductions from the Clean Air Act Amendments of 1990 have been well documented in the past. Largely, these results reflect the impact of better vehicle standards, fleet turnover, and cleaner fuels.

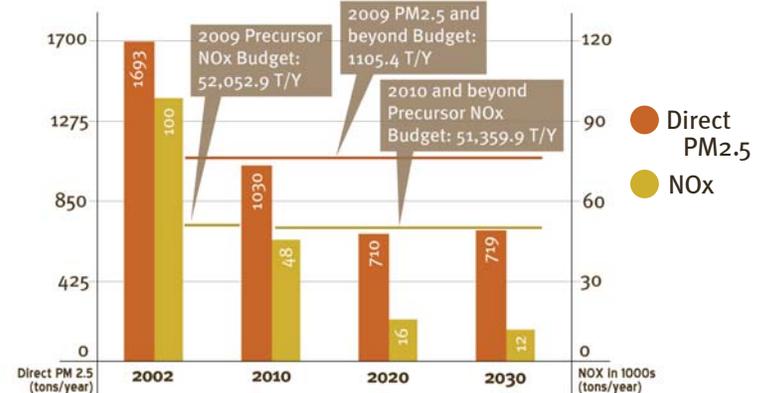
Volatile Organic Compounds (VOC) Emissions



Nitrogen Oxide (NOx) Emissions



Particulate Matter and Precursor NOx Emissions

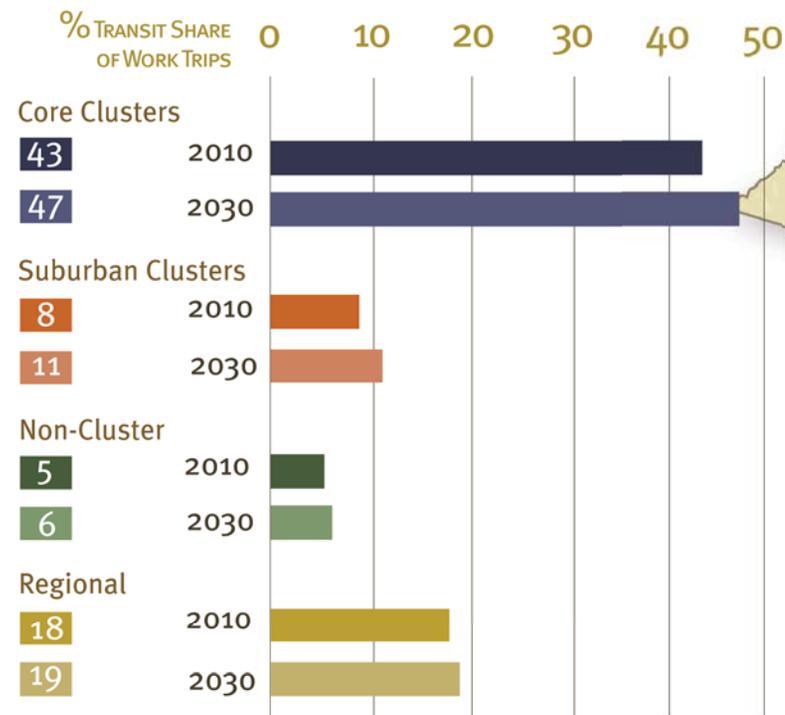




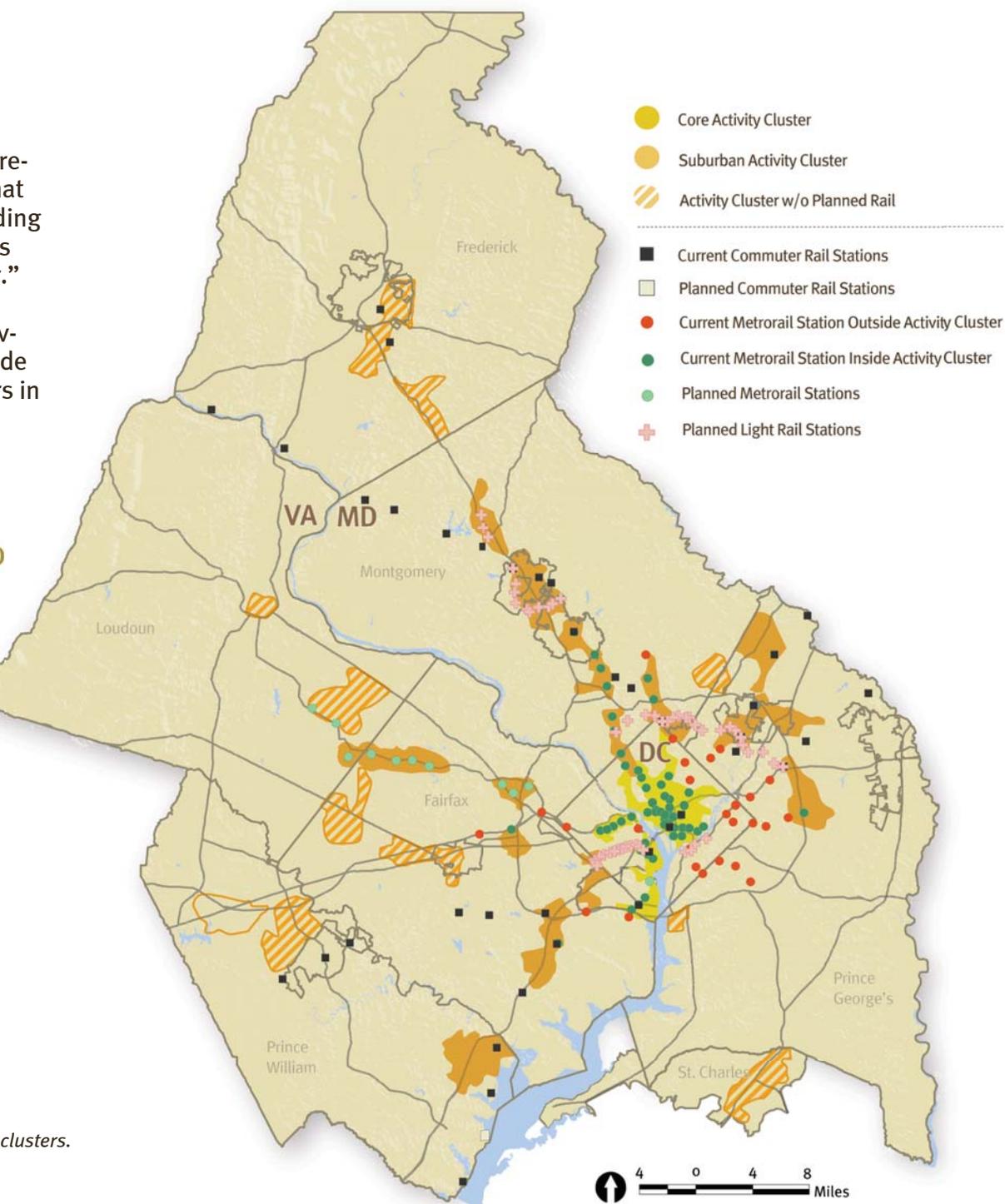
Activity Clusters

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 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.

Getting to Work with Transit



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



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 2009 and 2030, and accessibility by transit is forecast to increase more significantly. However, overall accessibility by transit will still remain less than by auto.

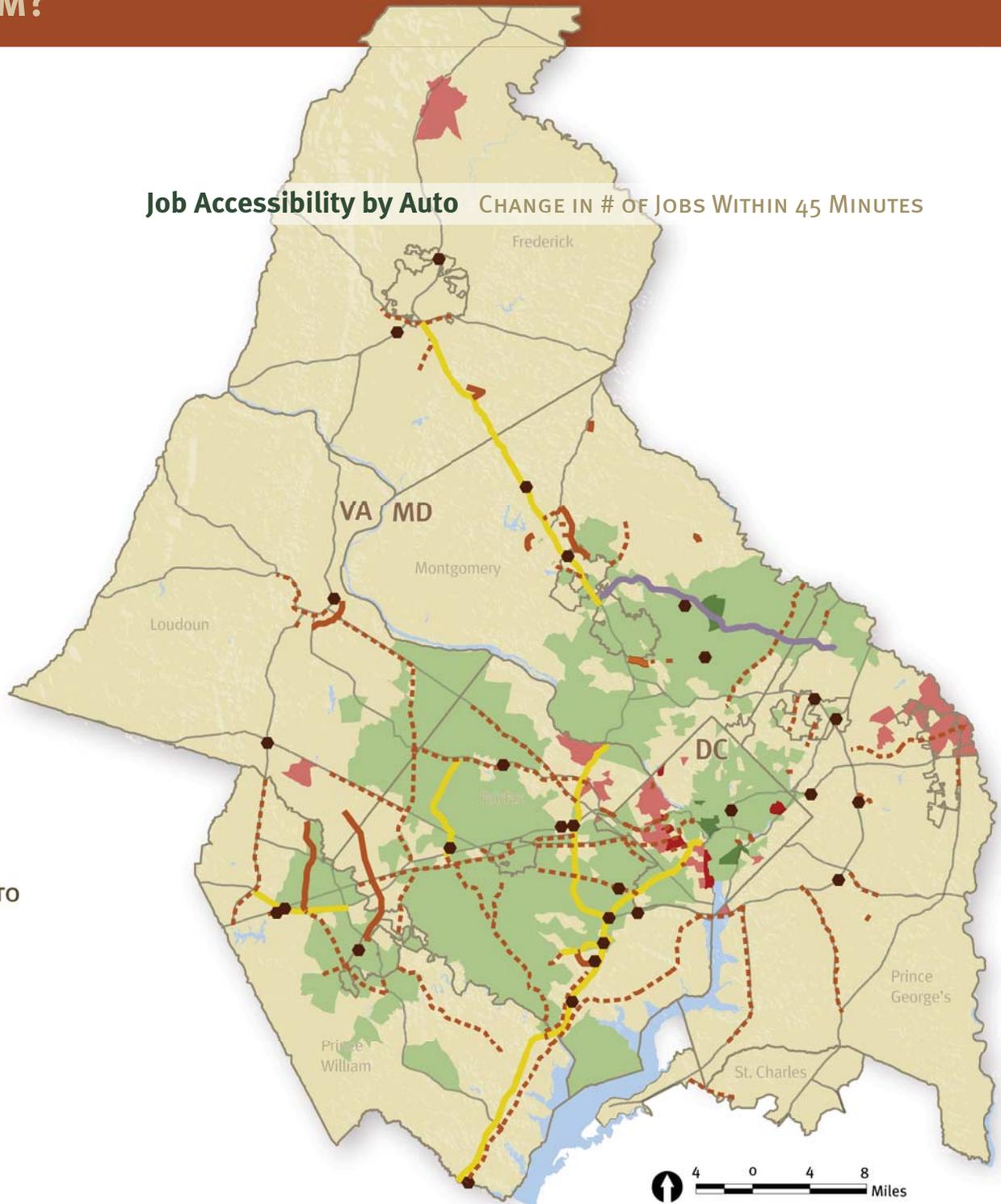
MAJOR HIGHWAY SYSTEM IMPROVEMENTS 2008 - 2030

- 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

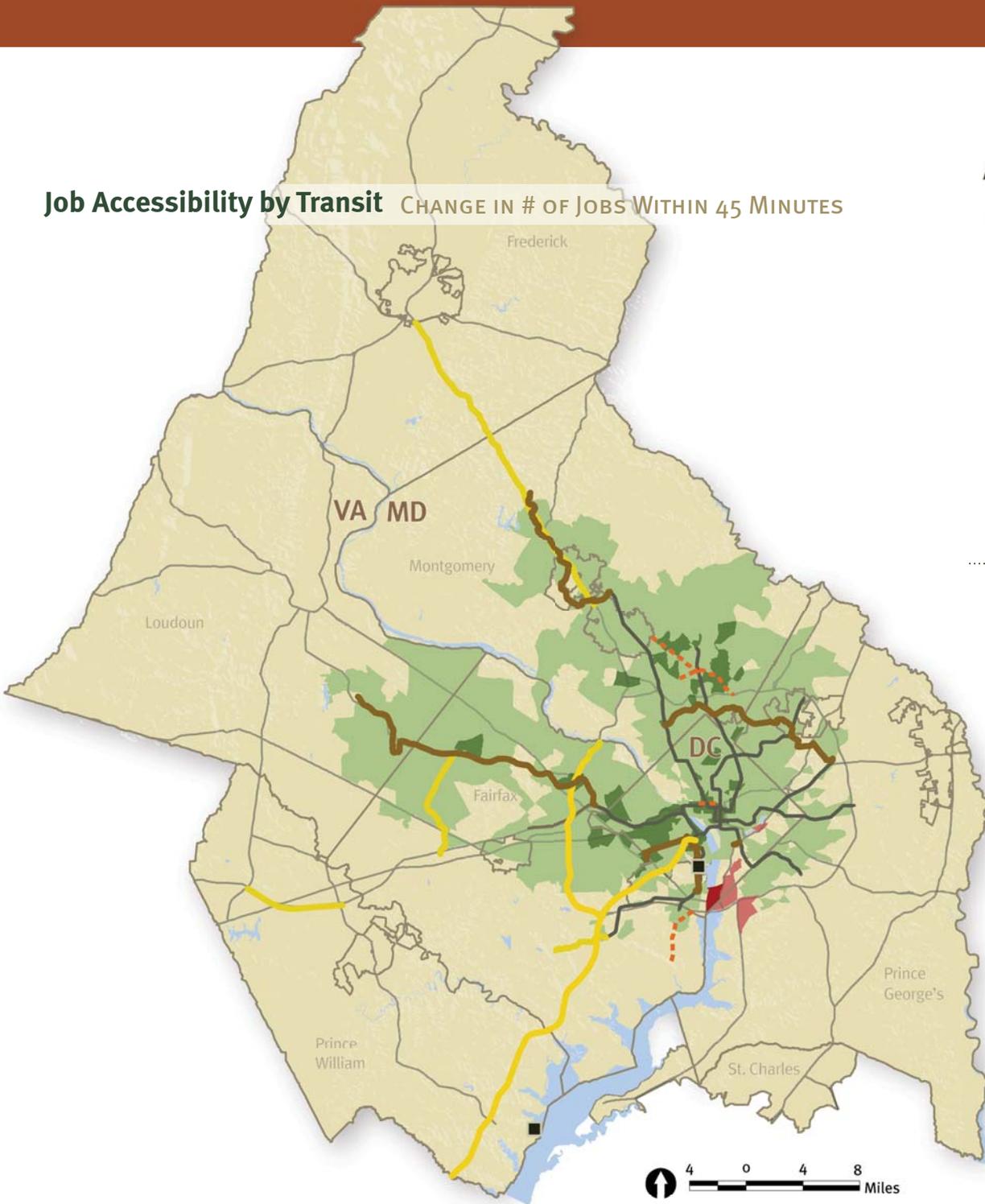
- Significant Loss (< -300,000)
- Moderate Loss (-300,000 to -100,000)
- Minimal Impact (-100,000 to 100,000)
- Moderate Gain (100,000 to 300,000)
- Significant Gain (> 300,000)

Job Accessibility by Auto CHANGE IN # OF JOBS WITHIN 45 MINUTES

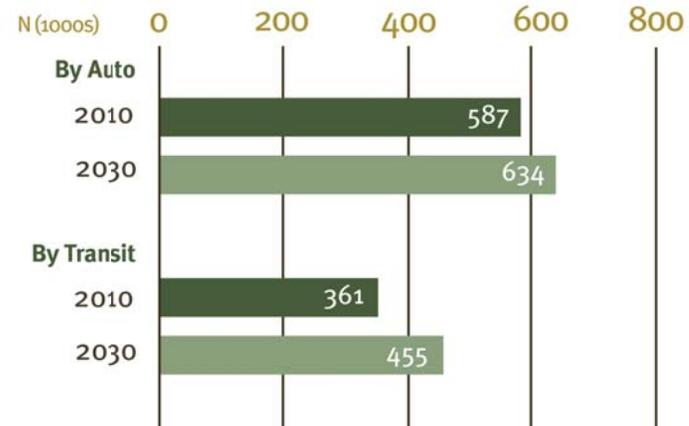




Job Accessibility by Transit CHANGE IN # OF JOBS WITHIN 45 MINUTES



Average Number of Jobs Accessible Within 45 Minutes



MAJOR TRANSIT SYSTEM IMPROVEMENTS 2008 - 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)

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@mwkog.org

Click: www.mwkog.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.



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
www.mdot.state.md.us
Maryland Transit Administration
MTAInfo@mdot.state.md.us
State Highway Administration
shaadmin@sha.state.md.us

Virginia

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

WMATA

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

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





Schedule for the 2010 CLRP and FY 2011-2016 TIP Update

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

| | |
|-------------|---|
| SEPTEMBER | October 15, 2009 TPB hosted public outreach planning session on CLRP and TIP |
| OCTOBER | |
| NOVEMBER | October 21, 2009 * TPB released Call for Projects |
| DECEMBER | |
| 2009 | |
| 2010 | |
| JANUARY | March 11, 2010 Plan and Transportation Improvement Program (TIP) project submissions are released for public comment |
| FEBRUARY | |
| MARCH | April 10, 2010 Public comment period ends April 21, 2010 * TPB reviews public comments and is asked to approve project submissions for inclusion in the air quality conformity analysis |
| APRIL | |
| MAY | September 9, 2010 Draft plan, TIP and air quality conformity assessment released for public comment and TPB Citizen Advisory Committee hosts a public meeting on the draft CLRP and TIP |
| JUNE | |
| JULY | October 9, 2010 Public comment period ends for draft documents October 20, 2010 * 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



NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 NORTH CAPITOL STREET NE | SUITE 300
WASHINGTON DC 20002-4239
(202) 962 3200
WWW.MWCOG.ORG

PRINTED ON RECYCLED PAPER