



METROPOLITAN
WASHINGTON COUNCIL
OF GOVERNMENTS

What's in the Plan for 2030?

The Regional Long-Range Transportation Plan
As Adopted October 19, 2005

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

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What is the Long-Range Transportation Plan?

The Financially Constrained Long-Range Transportation Plan, or CLRP, includes all regionally significant transportation projects and programs that are planned in the Washington metropolitan region over the next 25 years.

Hundreds of projects are included, ranging from simple highway landscaping to billion-dollar highway and transit projects. Some of these projects are scheduled for completion in the near future, whereas others are only in the initial planning stages. Some of the major projects in the plan are highlighted on page 4.

The projects and programs that go into the plan are developed cooperatively by governmental bodies and agencies represented on the National

Capital Region Transportation Planning Board (TPB). Each year the plan is updated to include new projects and programs, and analyzed to ensure that it meets federal requirements relating to funding and air quality.

Information on the performance of the currently adopted plan provides a helpful context when considering future plan updates. Pages 5 through 9 describe forecast changes in land use, travel conditions, air quality, and access to jobs, based on the plan that was adopted in 2005.

The major highway, transit, and high-occupancy vehicle improvements in the current plan are described on pages 10 through 13. Major studies in the plan are described on pages 14 and 15.

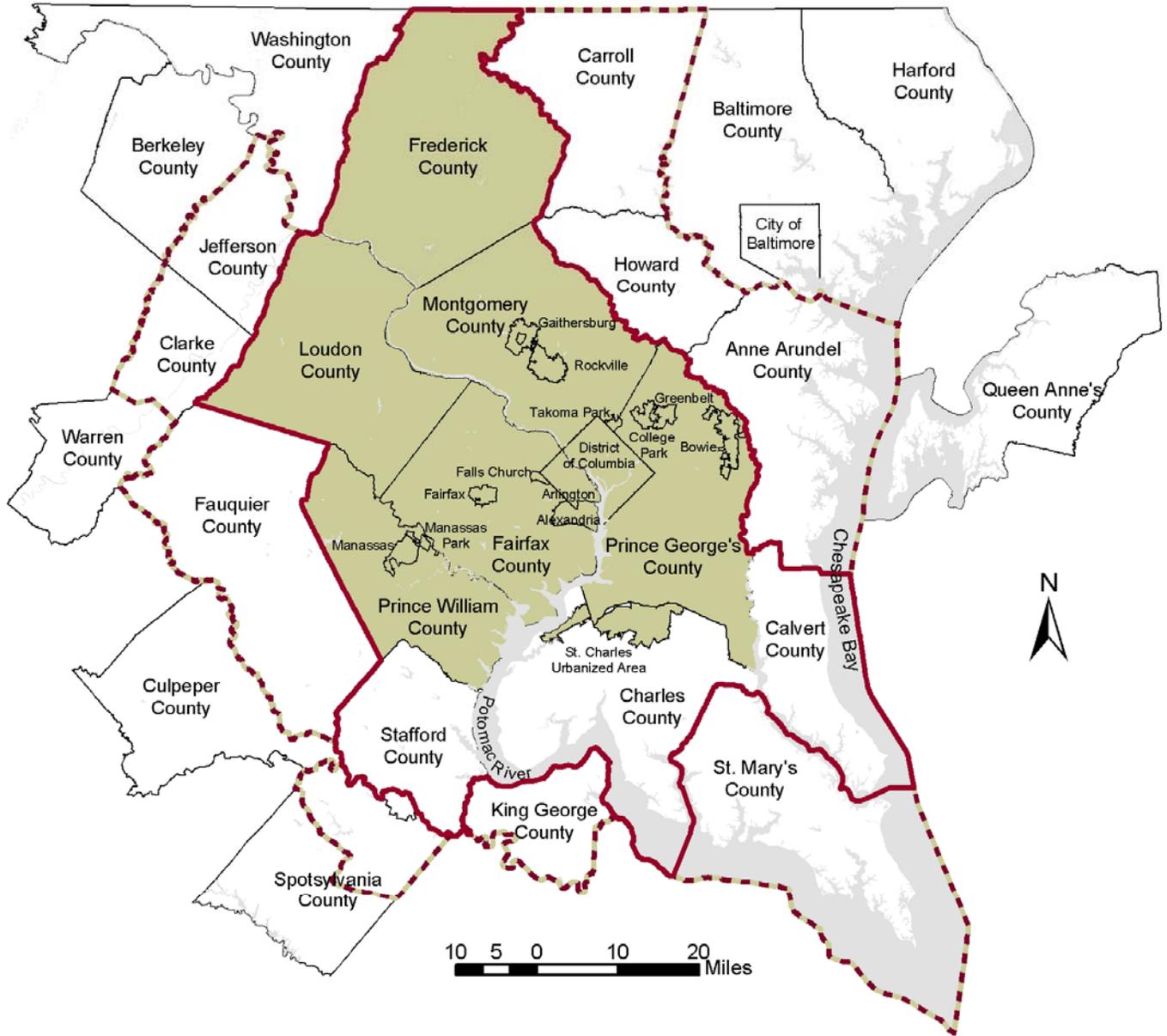
Page 16 contains information on how members of the public can comment on the plan, and the schedule for the 2006 plan update.



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

TPB Planning Area

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



-  TPB Planning Area
-  Washington, DC-MD-VA Metropolitan Statistical Area
-  Modeled Area
-  Consolidated Metropolitan Statistical Area

The TPB Vision Goals

Adopted in 1998, the Vision is the policy framework guiding the development of the plan. In addition to goals, the Vision includes a vision statement, strategies, and objectives. 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**.

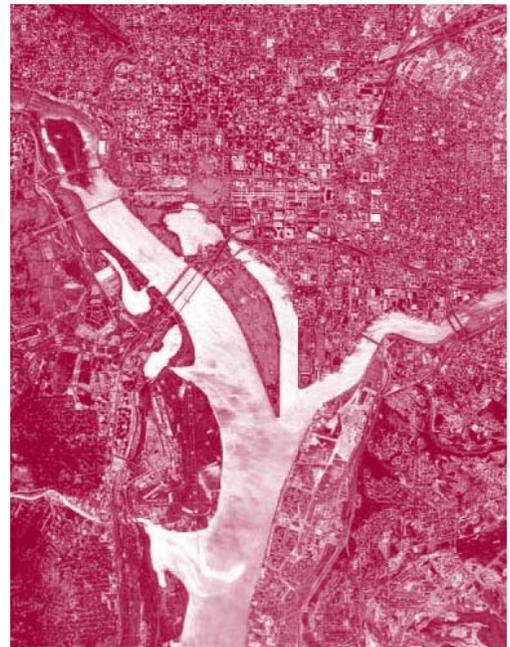
4. The Washington metropolitan region will use the **best available technology** to maximize system effectiveness.

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 inter-regional travel and commerce**.



Selected Project Highlights

The media and public interest groups have focused attention on a number of key projects that are included in the plan. Some of these projects are described below. See pages 10-15 for maps and full listings of the major highway, transit, and high-occupancy vehicle (HOV) improvements in the plan.

Beltway HOT Lanes (NEW for 2005)

- Two new lanes running 15 miles in each direction from the Springfield Interchange to Georgetown Pike.
- Free for carpools and open to other vehicles paying tolls.
- Financing will be arranged by a private contractor
- Cost: \$899 million
- Completion: 2010

Anacostia Light Rail

- Running 2.7 miles between Pennsylvania Ave., SE and Bolling Air Force Base.
- Cost: \$28 million
- Completion: 2008

K Street Busway

- Express bus lanes running 1.5 miles between 9th Street and Washington Circle, NW.
- Cost: \$30.3 million
- Completion: 2011

Corridor Cities Transitway

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

Intercounty Connector

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

Bi-County Transitway

- Commonly called the Purple Line. The 3.75-mile segment slated for construction in the current plan runs between Bethesda and Silver Spring.
- Cost: \$371 million
- Completion: 2012
- An eastern portion of the project, between Silver Spring and New Carrollton is included in the CLRP as a study.

Woodrow Wilson Bridge

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

Rail to Dulles

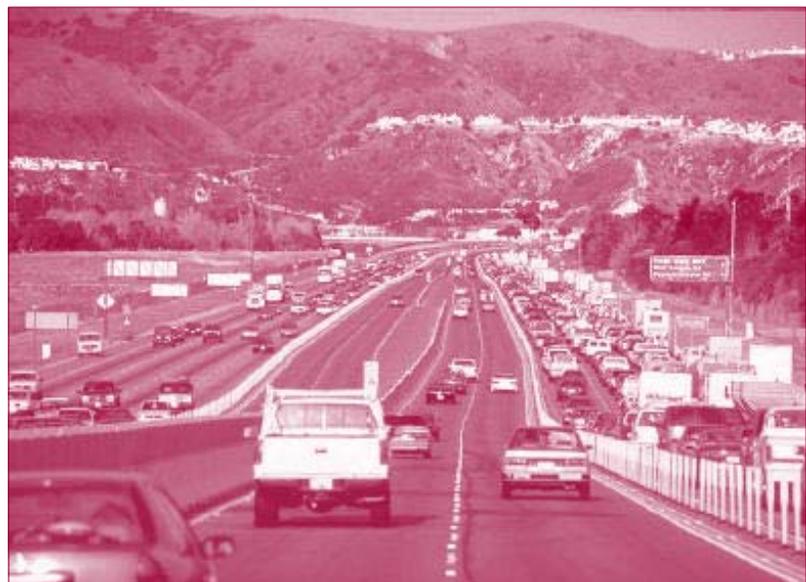
- A 23.1-mile extension of Metrorail to Dulles Airport and into Loudoun County.
- Cost: \$3.14 billion
- Completion: 2011 and 2015 (two phases)

Springfield Interchange

- One of the largest construction projects in the nation.
- Cost: \$700 million
- Completion: 2007 and 2015 (two phases)

Tri-County Parkway

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

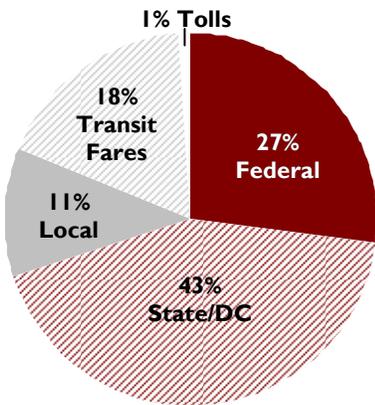


The Virginia DOT plans to build high occupancy/toll (HOT) lanes on 15 miles of the Beltway. Carpools will use the lanes for free, while others will pay a toll. Pictured above is a HOT lane configuration on SR 91 in Orange County, California.

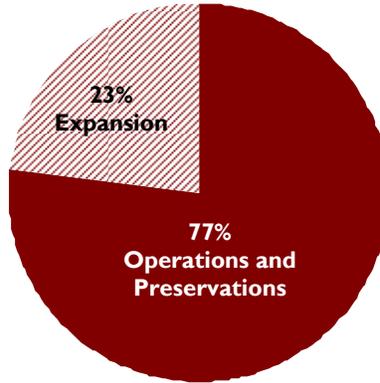
Federal Requirements

Federal law requires the long-range plan be based on revenue sources that are “reasonably expected to be available.” In other words, the plan is not a wish list; it reflects the reality of the region can afford to build and maintain over the coming decades.

Plan Revenues (2004-2030)
\$93.3 Billion
 (constant year 2004 dollars)



Plan Expenditures (2004-2030)
\$93.3 Billion
 (constant year 2004 dollars)



In 2003, the TPB estimated that 77% of available funding would be needed to maintain and operate the existing transportation system, leaving only 23% for expansion. Approximately 60% of the available funding will be spent on transit operations, preservation, and expansion,

and 40% on highway operations, preservation, and expansion. Because there is not enough funding to accommodate the increasing demand for transit in the regional core (the District of Columbia, Alexandria, and Arlington County), TPB travel forecasts cap transit ridership in these areas at 2010 levels.

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

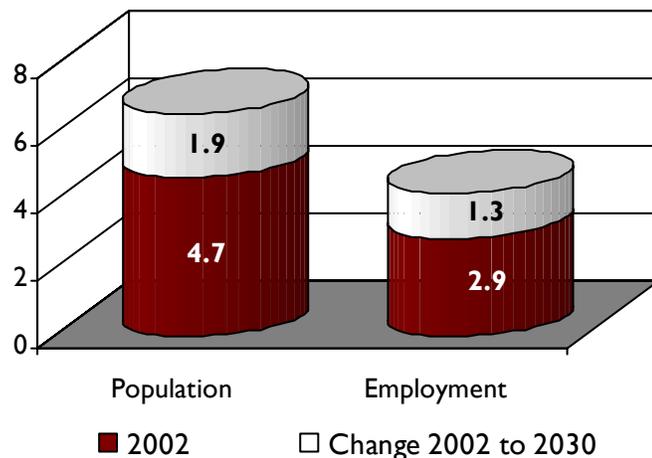
The plan update must go through a 30-day public comment period before the TPB finally approves it.

Metropolitan Growth

Economic prosperity in the Washington region is expected to continue over the 28 years. The region is forecast to grow by approximately 1.9 million people (a 40% increase) and 1.3 million jobs (a 45% increase) between 2002 and 2030.

Population and employment data in this brochure are from the Metropolitan Washington Council of Governments Cooperative Forecasts. The performance of the current plan was evaluated based on Round 7.0 forecasts.

Metropolitan Growth in Population and Employment (2002-2030)
 (Millions)



Travel Growth and Congestion

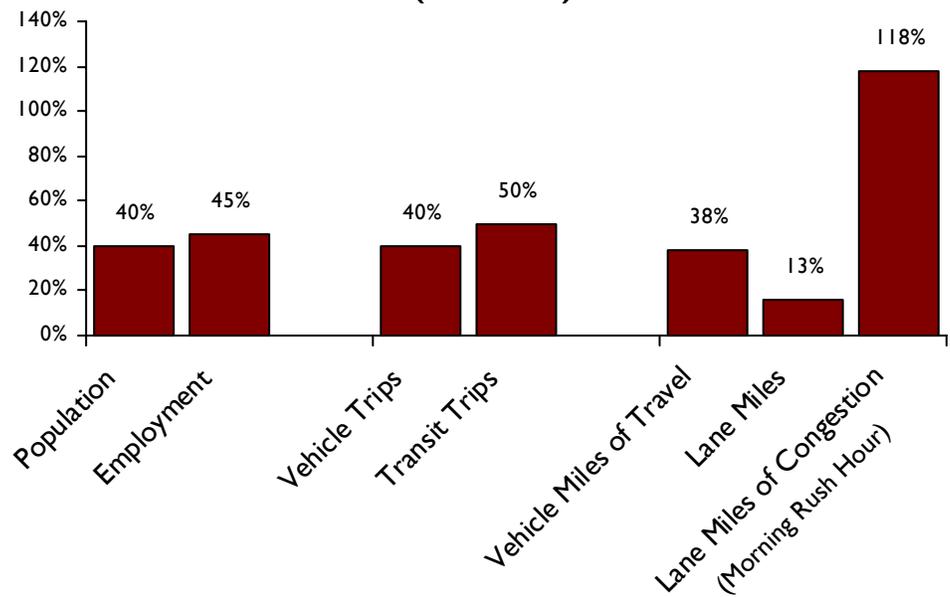
Over the next 28 years, a significant increase in population and jobs will lead to additional vehicles, trips, and congestion on the region's transportation system. Vehicle miles of travel (VMT), which is a measure of how much people drive, is increasing faster than new freeway and arterial lane miles slated for construction in the plan.

Air Quality

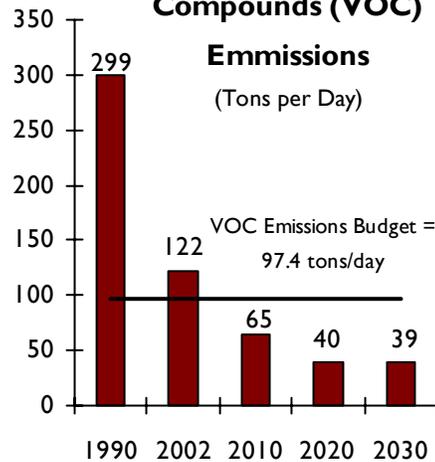
The Washington region currently does not meet national air quality standards for ground-level ozone. Sometimes called smog, ozone is formed on hot summer days when volatile organic compounds (VOCs) and nitrogen oxides (NOx) combine in sunlight. Motor vehicles, as well as power plants and other sources,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

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

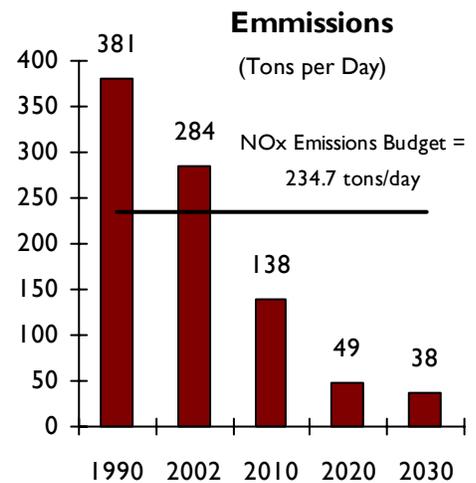
Land Use and Travel Forecasts (2002-2030)



Volatile Organic Compounds (VOC) Emissions



Nitrogen Oxides (NOx) Emissions



Additional information about the plan is available at www.mwcog.org/transportation

Activity Clusters

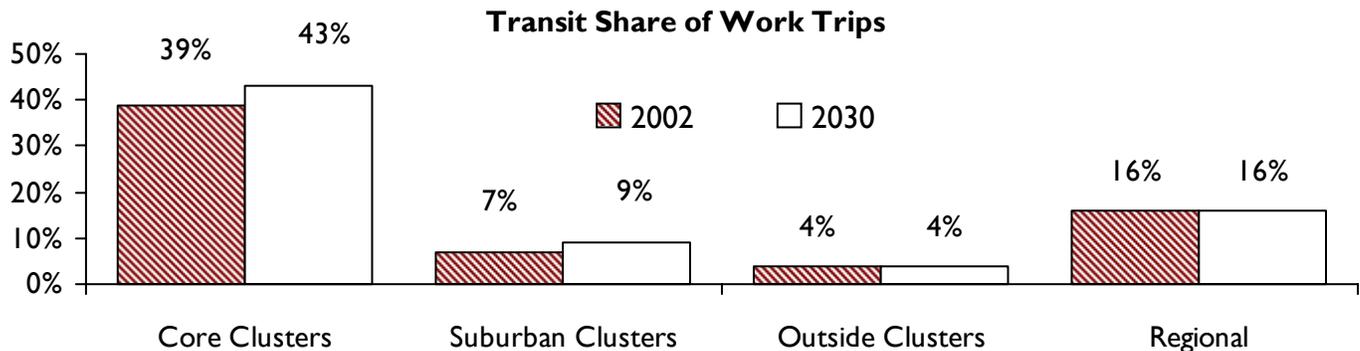
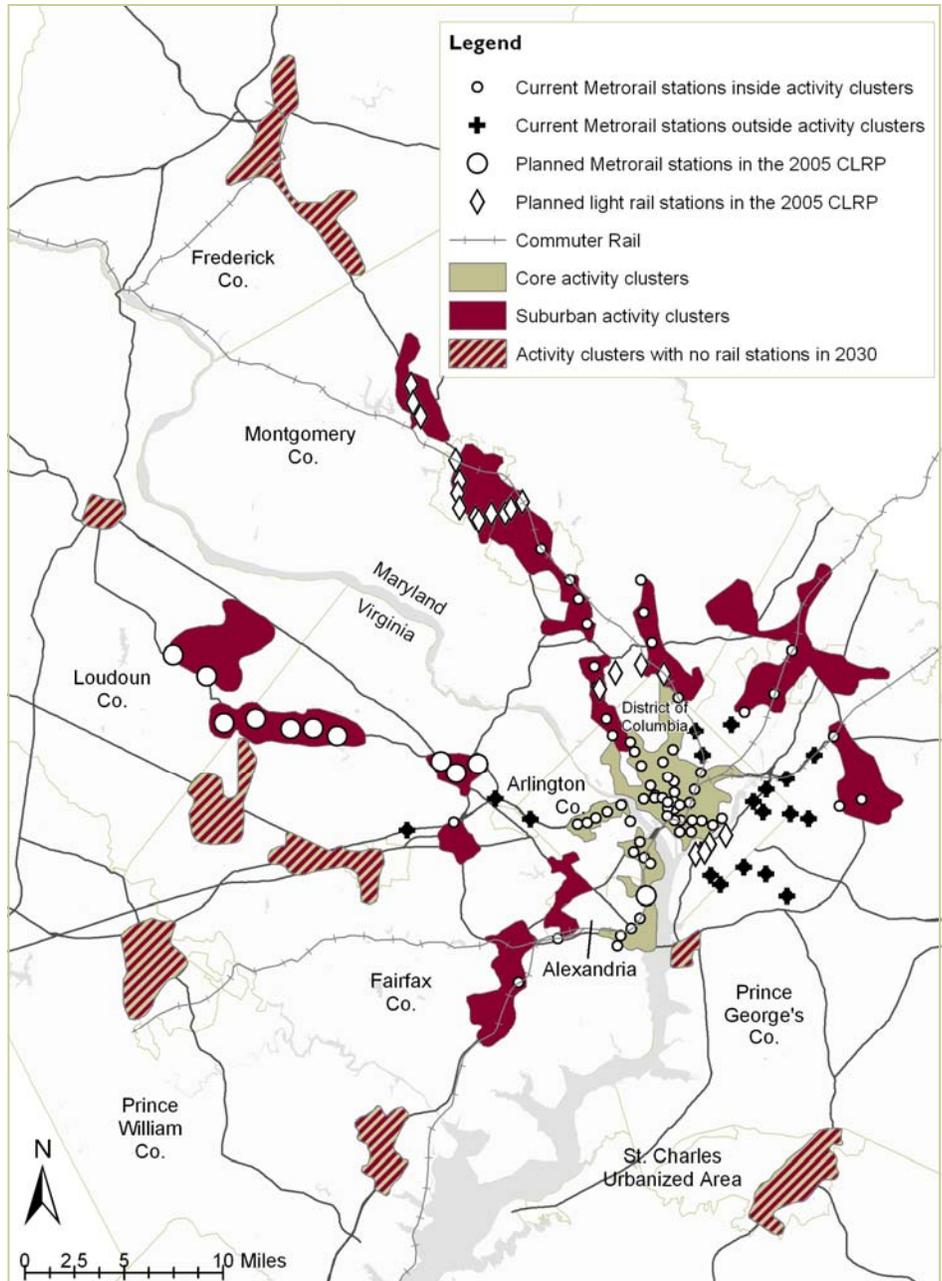
Activity Clusters and Rail Transit Facilities

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

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

The map to the right shows the location of current and planned Metrorail and light rail stations relative to the activity clusters. The chart below shows that transit mode share is high in activity clusters, particularly core clusters in the District of Columbia, Alexandria, and Arlington.

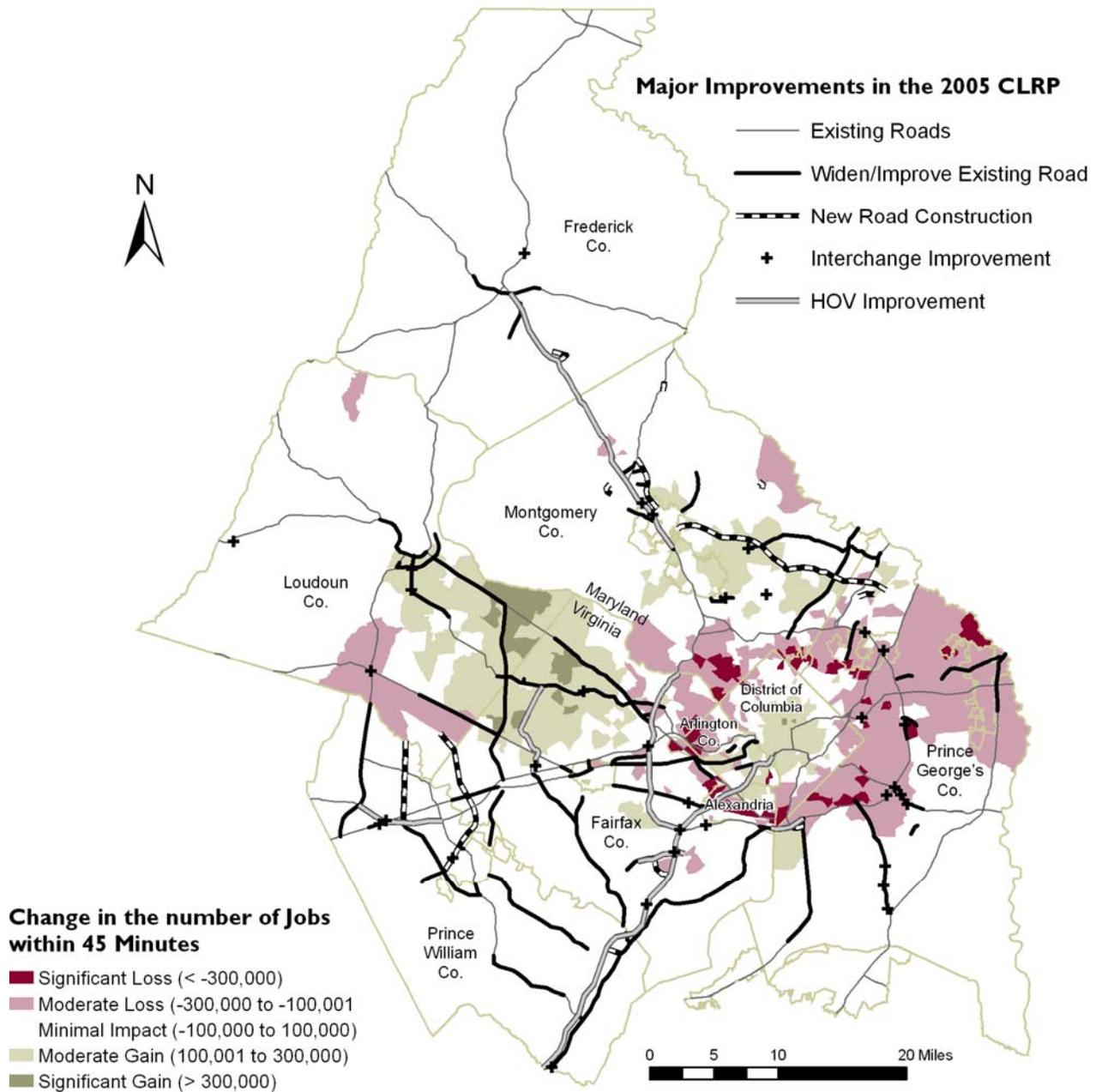
In 2002, 38% of the region’s households were located in activity clusters. By 2030, this number will increase to 40%. The concentration of jobs in activity clusters will remain steady at 70%. The fastest growth is forecast for the suburban clusters.



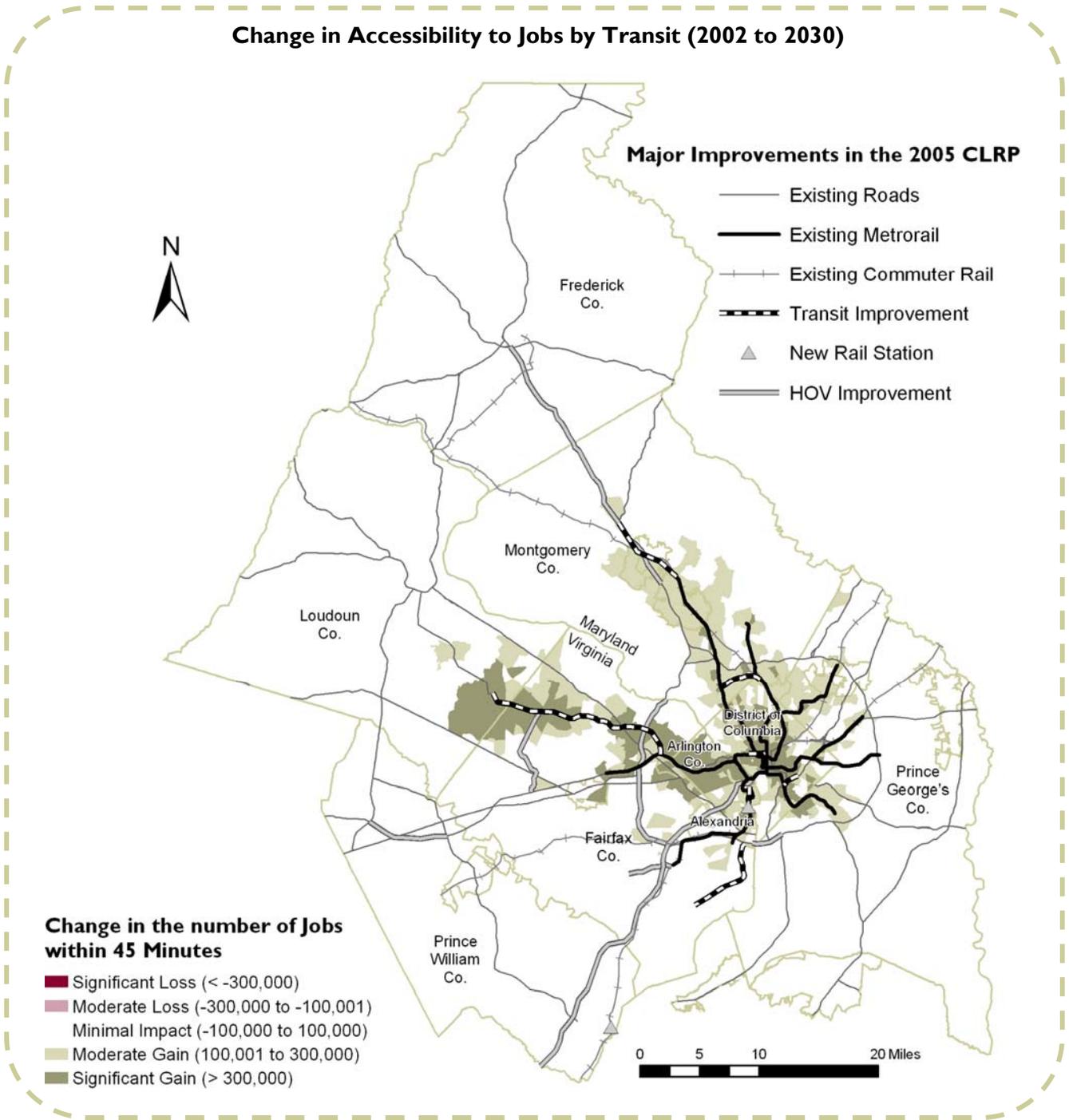
Accessibility to Jobs

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

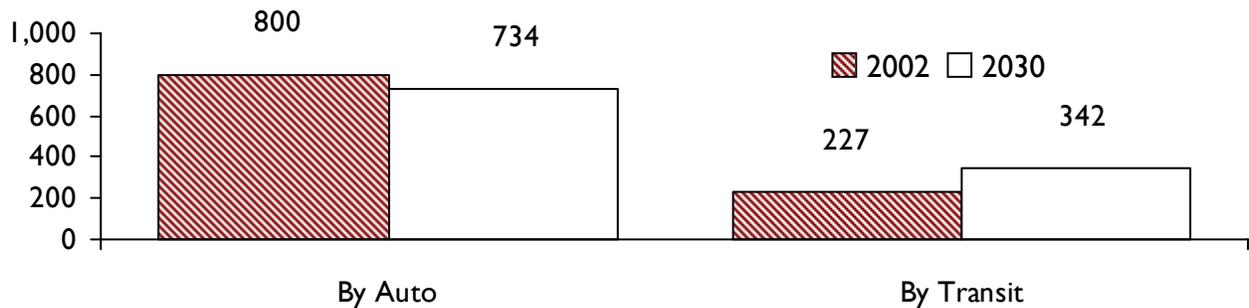
Change in Accessibility to Jobs by Auto (2002 to 2030)



Change in Accessibility to Jobs by Transit (2002 to 2030)

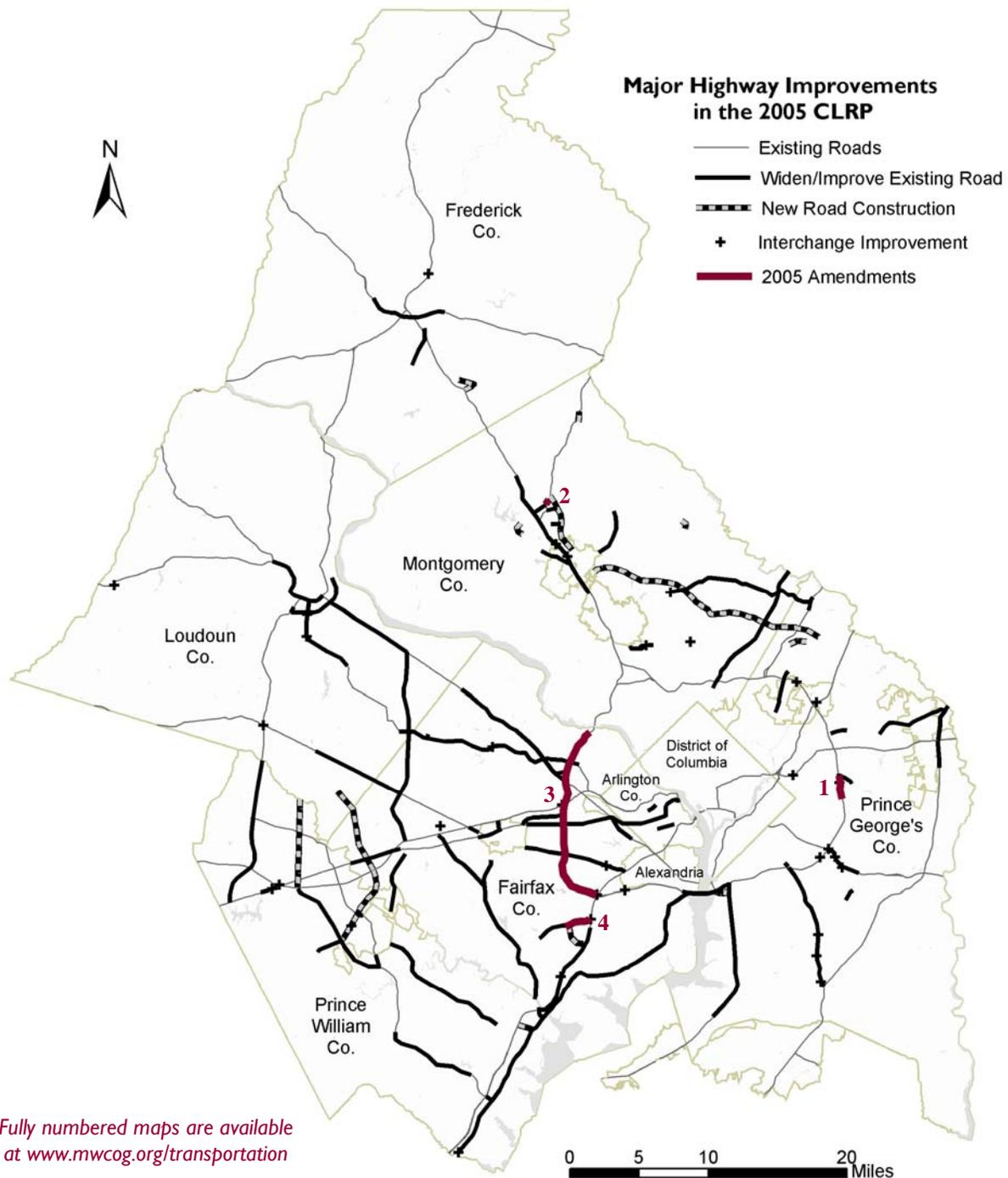


Number of Jobs Accessible to the Average Resident Within 45 Minutes (Thousands)



Major Highway Improvements in the Plan

The following pages describe the major projects in the plan. Almost all highway projects in the plan involve widening or upgrading of existing roads, rather than building new facilities. New lanes are planned for some of the region's busiest commuting arteries, and a few new major highways will provide cross-suburban links in Virginia and Maryland.



Major Highway Improvements in the Plan

2005 Amendments

1. Add auxiliary lanes to the interchange at the Capital Beltway and Arena Drive
2. Widen MD 27 between Brink Road and Skylark Road
3. Widen the Capital Beltway by adding High-Occupancy/Toll (HOT) lanes between the Springfield Interchange and VA 123
4. Upgrade VA 7900

Maryland

1. I-70, widen to 4, 6 lanes, 2005, 2010
2. I-95, interchange and CD lanes at Contee Road, 2015
3. I-95/495, interchange at Arena Drive, 2010
4. I-95/495, interchange at Greenbelt Metro, 2015
5. I-270, reconstruct interchange at MD 117, including Park & Ride lot, 2004
6. I-270, interchange at Watkins Mill Rd., 2025
7. US 1, reconstruct, widen to 6 lanes, 2015, 2025
8. US 15, interchange at MD 26, 2010
9. US 29, upgrade, including intersections/interchanges, 6 lanes, 2005, 2006, 2015, 2020, 2025
10. US 50, westbound ramp to Columbia Park Road, 2025
11. US 301, upgrade, widen to 6+2 lanes, 2030
12. MD 3, widen, construct 6 lanes, 2030
13. MD 4, widen to 6 lanes, upgrade with interchanges at Westphalia Road, Suitland Parkway and Dower House, 2010
14. MD 5, upgrade, widen to 4, 6 lanes, interchange upgrades, 2010, 2015
15. MD 28/MD 198, widen, construct 4, 6 lanes, 2025
16. M-83, construct 4, 6 lanes, 2015, 2020
17. MD 85, widen to 4, 6 lanes, 2025
18. MD 97, upgrade intersection at MD 28, 2015
19. MD 97, upgrade intersection at Randolph Road, 2015
20. MD 97, construct 2 lanes, 2015
21. MD 117, widen to 4, 6 lanes, 2015
22. MD 118, widen, construct 6 lanes, 2015
23. MD 124, widen to 6 lanes, 2010
24. MD 124 extended, construct 2 lanes, 2007
25. MD 202, reconstruct 6+2 lanes, 2015
26. MD 210, upgrade 6 lanes, 2015
27. MD 212, construct 4 lanes, 2005
28. MD 223, widen to 4 lanes, 2007
29. MD 355, reconstruct 6 lanes, construct interchange at Montrose/Randolph Road,

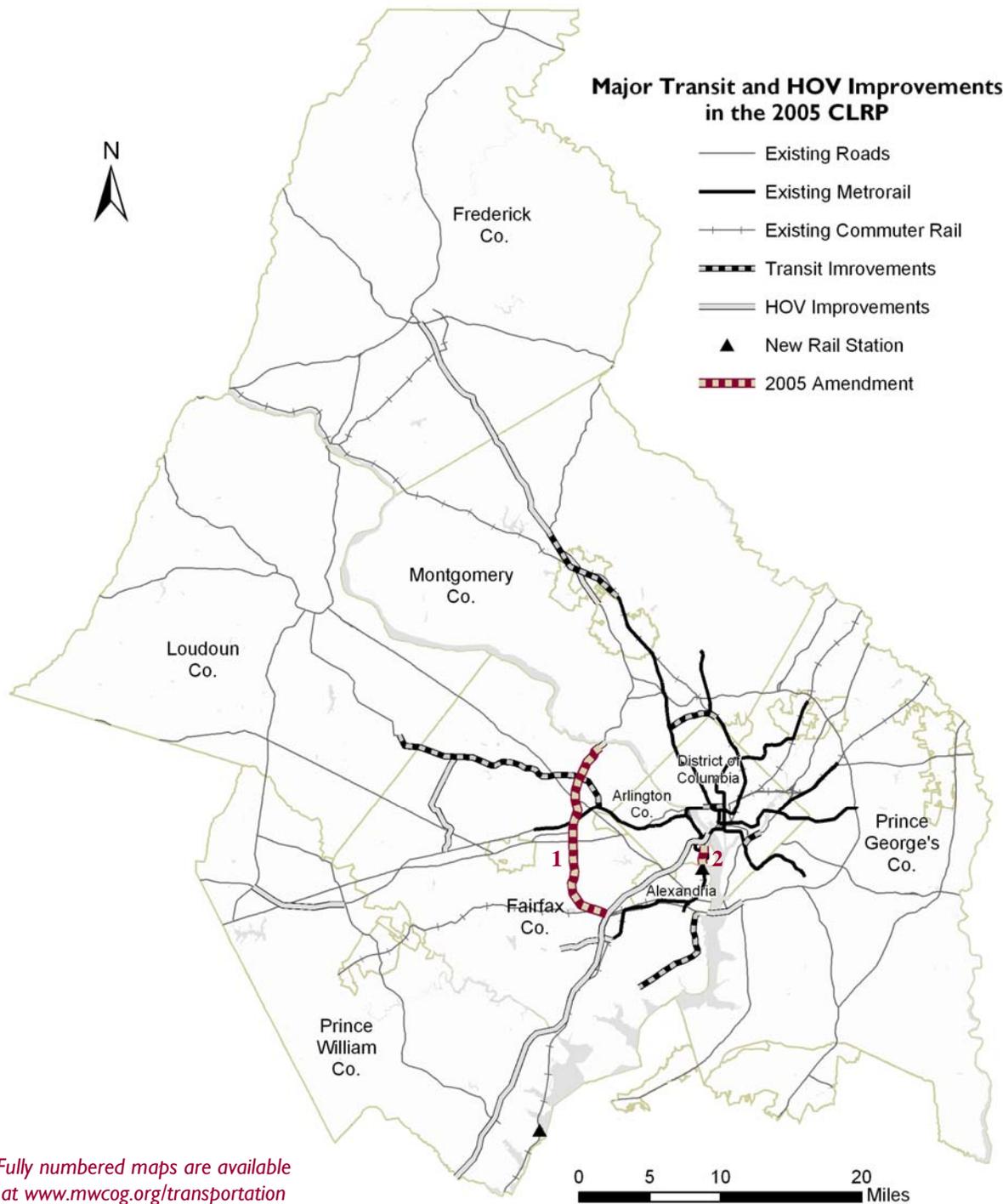
- 2015
30. MD 355/MD 80, Urbana Bypass, construct 4 lanes, 2005
31. MD 414 Extended, widen, construct 4 lanes, 2008
32. MD 450, widen to 5 lanes, 2005
33. MD 450, widen to 4, 6 lanes, 2006, 2025
34. Baltimore/Washington Parkway, southbound ramp from Greenbelt Road, 2025
35. Branch Avenue Metro Access, construct 8 lanes, 2010
36. Father Hurley Blvd., construct, widen, 4, 6 lanes, 2010, 2011
37. Inter-county Connector, construct 6 lanes, 2010
38. Middlebrook Road Extended, widen, construct 6 lanes, 2015
39. Montrose Parkway East, construct 4 lanes, 2010, 2015
40. Randolph Road, widen to 5 lanes, 2015
41. Suitland Parkway, interchange at Rena/Forestville Road, 2025

Virginia

42. I-66/I-495, reconstruct interchange, 2013
43. I-66, reconstruct interchange at US 29, 2011
44. I-95, Woodrow Wilson Bridge, build 12 lane bridge, 2009
45. I-95, widen to 12 lanes, 2011
46. I-95, widen to 8 lanes, 2010
47. I-95, reconstruct interchange at VA 642, 2010
48. I-95, construct interchange at VA 7900, 2015
49. I-95, reconstruct interchange at VA 613, 2015
50. I-95/I-395/I-495, interchange reconstruction with access ramps to I-495 HOV, 2007, 2015
51. US 1, widen to 6, 7 lanes including interchange at VA 123, 2005, 2007, 2008, 2009, 2015
52. US 1, widen to 8 lanes, 2025
53. US 1, reconstruct interchange at Russell Road, 2010
54. US 15, widen to 4 lanes, 2006, 2020
55. US 15, widen to 4 lanes, 2007
56. US 29, widen to 6 lanes, 2015, 2020
57. US 29, widen to 6 lanes, 2010, 2012
58. US 29, widen to 6 lanes, 2011
59. US 29, widen to 5, 6 lanes, 2011
60. US 29, interchange at VA 55, 2011
61. US 50, reconstruct 6 lanes including interchanges, 2007, 2010, 2015, 2020
62. US 50, widen to 6 lanes, 2020
63. US 50, widen 3, 8 lanes, 2020
64. US 50, widen to 6 lanes, 2010, 2012
65. US 50, reconstruct intersection at VA

- 609, 2005
66. US 50, construct round-about at US 15, 2010
67. VA 7, Leesburg Pike, widen to 6, lanes, 2020
68. VA 7, Leesburg Pike, widen to 6, 8 lanes, 2005, 2009, 2012, 2013
69. VA 7, upgrade with interchanges, 2005, 2015
70. VA 7/US 15 Bypass, widen to 6 lanes, 2015
71. VA 7, widen, upgrade 6 lanes, 2015
72. VA 7, intersection improvement, 2006
73. VA 28, widen to 6 lanes, 2025
74. VA 28, widen to 6, 8 lanes, with interchanges, 2005, 2006, 2008, 2015
75. VA 28, widen to 6 lanes, 2015
76. VA 411, (Tri-County Parkway), construct 4, 6 lanes, 2015, 2020
77. VA 123, widen to 8 lanes, ramps at Dulles Toll Road, 2013, 2010
78. VA 123, widen to 6 lanes, 2010
79. VA 123, widen, reconstruct 6 lanes, 2005, 2006, 2010, 2015, 2020
80. VA 123, widen to 6 lanes, 2008, 2015
81. VA 234, widen, upgrade 6 lanes, including interchange at US 1, 2011
82. VA 234, widen to 4 lanes, 2006, 2010
83. VA 234, widen to 4 lanes, 2010
84. VA 234 Bypass, widen/upgrade, 6 lanes, 2012
85. VA 234 Bypass, widen, upgrade, construct 4, 6 lanes, 2010, 2012
86. VA 234, widen to 5 lanes, 2006
87. VA 236, widen to 4, 6 lanes, 2008, 2020
88. VA 236, reconstruct intersection at Braddock Road, 2006
89. VA 244, reconstruct 4 lanes, 2010
90. VA 3000, widen to 6 lanes, 2025
91. VA 3000, construct 4 lanes, 2005
92. VA 7100, widen to 6 lanes, 2015
93. VA 7100, widen, construct 2, 6 lanes, 2007, 2015
94. VA 7100, interchange at Fair Lakes Parkway, 2010
95. Battlefield Parkway, construct, widen, upgrade 4 lanes, 2005, 2006, 2010
96. Dulles Access Road, widen to 6 lanes including interchange reconstruct at I-495, 2005, 2010
97. Dulles Toll Road, reconstruct interchange at VA 674, 2012
98. Dulles Greenway, construct interchanges at VA 653, Battlefield Parkway, 2005
99. Dulles Greenway, widen to 6 lanes, 2005, 2006
100. Elden Street/Centreville Road, widen to 6 lanes, 2006
101. Wilson Blvd., reconstruct 4 lanes, 2010

Major Transit and High-Occupancy Vehicle (HOV) Improvements in the Plan



Major Transit and HOV Improvements in the Plan

2005 Amendments

1. Widen the Capital Beltway by adding High-Occupancy/Toll (HOT) lanes between the Springfield Interchange and VA 123
2. Construct a new busway between Crystal City Metro Station and Potomac Yard in Arlington

District of Columbia

1. Anacostia Demonstration Rail Line (CSX Shepherd Branch), 2008
2. K Street Busway, 2011

Maryland

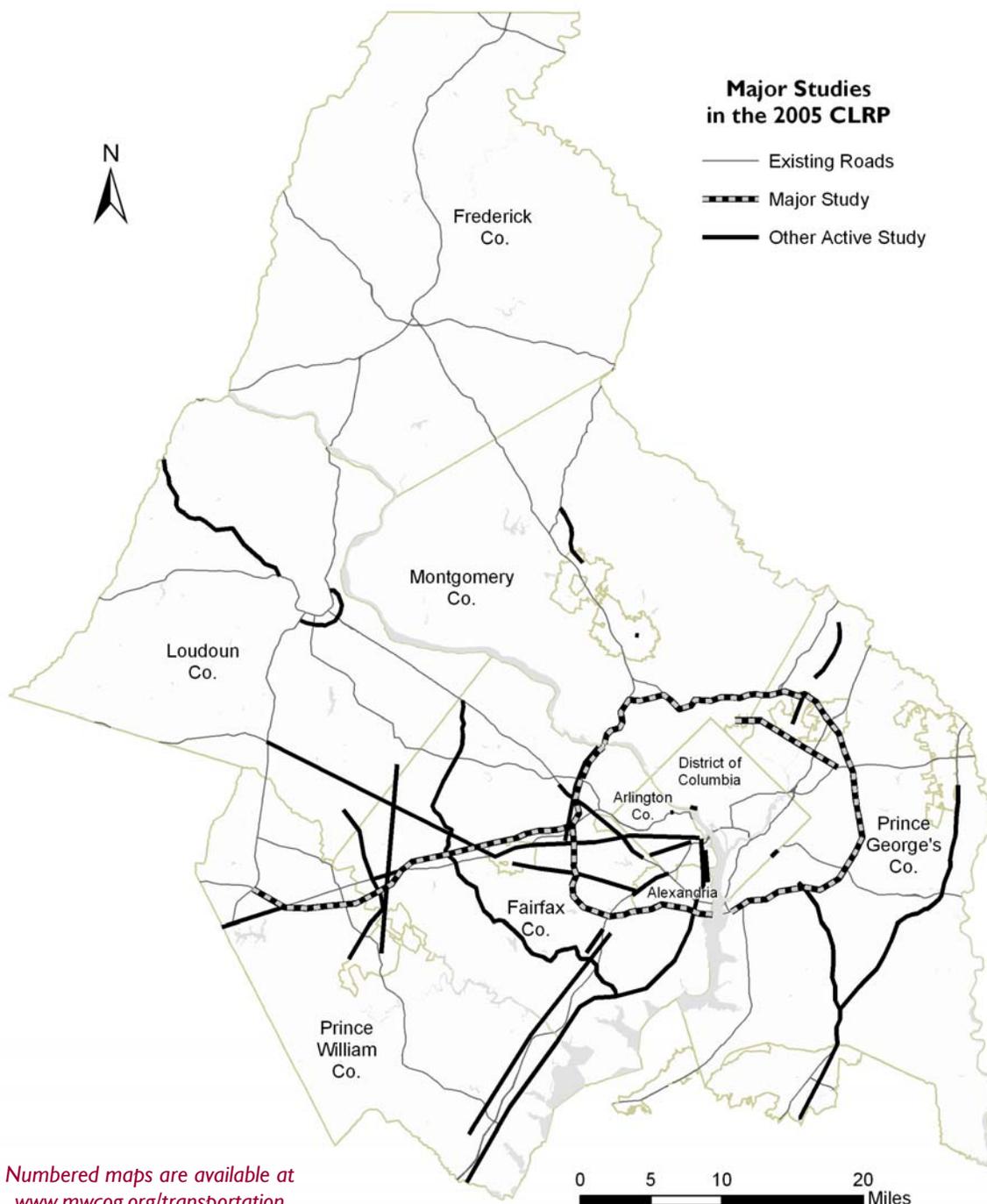
1. I-270/US 15 Corridor, HOV, 2025
2. Georgetown Branch Trolley, 2012
3. Bi-County Transitway, Bethesda to Silver Spring, 2012
4. Corridor Cities Transitway, from Shady Grove to COMSAT, 2012, 2020
5. Southern Maryland Bus Initiative (not shown), 2010

Virginia

1. I-66 HOV, includes interchange reconstruction at US 15, 2006, 2010, 2015
2. I-95 HOV, extend HOV lanes from Quantico Creek to Stafford County line, 2015 and re-stripe to 3 lanes from Quantico Creek to I-495/I-395 intersection, 2010
3. I-395 HOV, restripe to 3 lanes, 2010
4. I-495 HOV, 2011, 2012, 2013
5. US 1, widen for bus right turn lanes, 2025
6. US 1 Transit Improvements, 2005
7. Franconia/Springfield Parkway HOV, 2010
8. Dulles Corridor Rapid Transit, 2011, 2015
9. Fairfax County Parkway HOV, widen, upgrade, 6 lanes, 2010, 2015
10. Fairfax County Parkway HOV, construct 2 lanes, 2015
11. Potomac Yard Metrorail station, 2015
12. VRE Cherryhill Station, 2006
13. Woodrow Wilson Bridge/I-95, HOV, 2009

Major Studies in the Plan

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



Major Studies in the Plan

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

District of Columbia

- 1. Southern Avenue
- 2. Whitehurst Freeway
- 3. Downtown Circulator Bus System (not shown)

Maryland

- 1. I-95/I-495, Capital Beltway, from American Legion Bridge to Woodrow Wilson Bridge
- 2. US 301
- 3. MD 28 Rockville Town Center Interchanges
- 4. M-83
- 5. Bi-County Transitway, Silver Spring to New Carrollton
- 6. University of Maryland Connector
- 7. MD 201 Extended
- 8. Southern Maryland Mass Transportation Analysis

Virginia

- 1. I-66, east bound ramp from US 29
- 2. I-66, HOV and transit service improvements
- 3. Metrorail, I-95 from Springfield to Potomac Mills
- 4. I-395 ramp connections
- 5. I-495/I-95 Capital Beltway, HOV and transit service improvements from Woodrow Wilson Bridge to American Legion Bridge
- 6. US 1 transit improvements, including light rail and priority bus
- 7. US 1, light rail, King Street Metro to Pentagon
- 8. US 29 improvements
- 9. US 50, transit service improvements
- 10. VA 7, transit service improvements
- 11. VA 9 improvements
- 12. VA 236 priority bus
- 13. Columbia Pike Transit Alternatives Analysis
- 14. Tri-County Parkway
- 15. Battlefield Parkway
- 16. Transitway from Crystal City to Potomac Yard
- 17. People Mover from Fort Belvoir Proving Grounds to Franconia/Springfield
- 18. Techway Study from Dulles Toll Road to Maryland line (not shown)
- 19. Light rail from Manassas to Dulles
- 20. Metrorail, Dunn Loring to American Legion Bridge
- 21. VA 7100, priority bus



How to Comment on the Plan

Send your comments to the National Capital Region Transportation Planning Board

Write: 777 North Capital Street NE
Suite 300
Washington, DC 20001-4239
Call: (202) 962-3262
E-mail: TPBPublicComment@mwkog.org



Comment online

www.mwkog.org/transportation/publiccomment

Give comments at TPB meetings

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

For more information call TPB Public Involvement Coordinator John Swanson at 202-963-3295

Schedule for the 2006 Plan Update

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

***December 21, 2005**

TPB releases Call for Projects

February 9, 2006

Plan and TIP project submissions released for public comment

March 12, 2006

Public comment period for project submissions ends

***March 15, 2006**

TPB reviews public comments and approves project submissions for inclusion in the air quality conformity analysis

September 14, 2006

Draft plan, TIP, and air quality conformity determination released for public comment and inter-agency review

October 14, 2006

Public comment period ends for draft documents

***October 18, 2006**

TPB reviews public comments on draft documents and responses to comments, and adopts the air quality conformity determination and updated plan and TIP

*TPB Meeting

