National Capital Region Transportation Planning Board

2009 CLRP & FY 2010-2015 TIP

Summary Brochure

As Adopted July 15, 2009, and Amended October 21, 2009

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

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

What is the TPB?

Transportation planning at the regional level is coordinated in the Washington area by the National Capital Region Transportation Planning Board (TPB). The TPB is staffed by the Department of Transportation Planning of the Metropolitan Washington Council of Governments (COG).

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

The TPB was created in 1965 by local and state governments in the Washington region to respond to a requirement of 1962 highway legislation for establishment of official Metropolitan Planning Organizations (MPOs). The TPB became associated with the Metropolitan Washington Council of Governments in 1966, serving as COG's transportation policy committee. In consultation with its technical committee, the TPB is responsible for directing the continuing transportation planning process carried on cooperatively by the states and local communities in the region.

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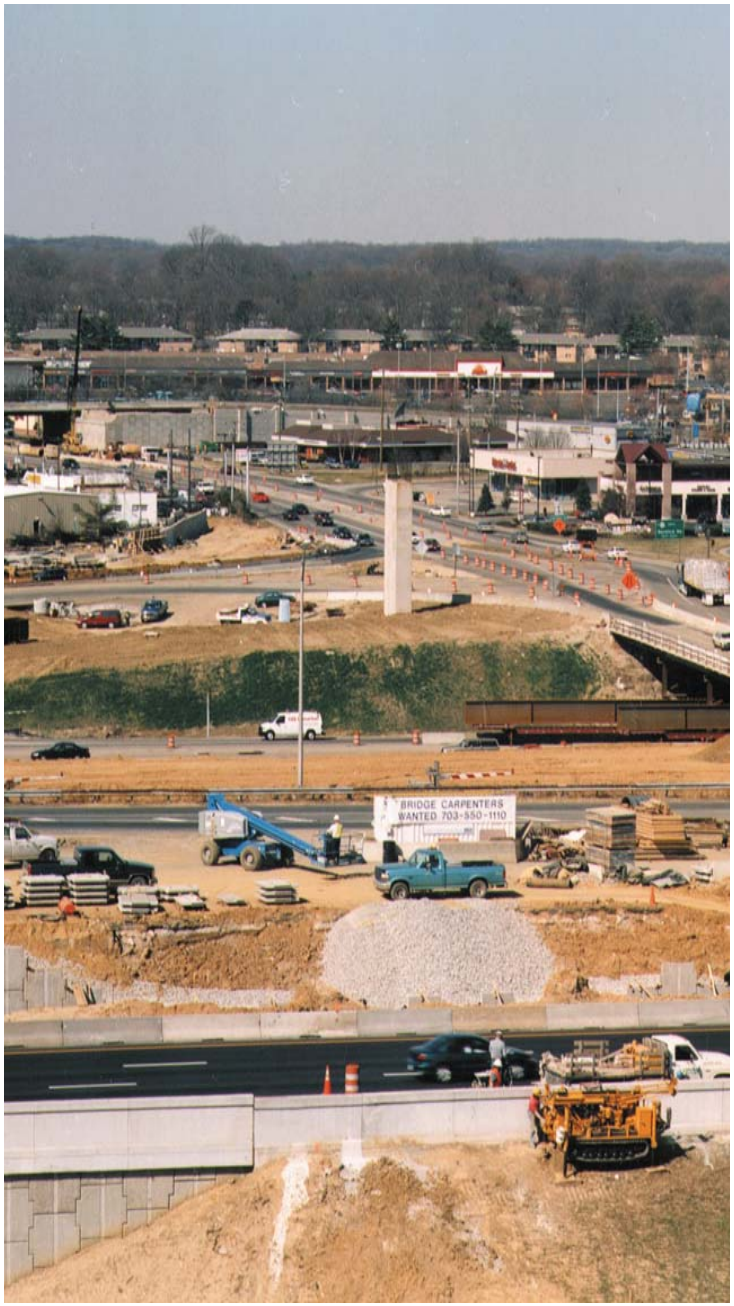
An Introduction to the CLRP and TIP



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.

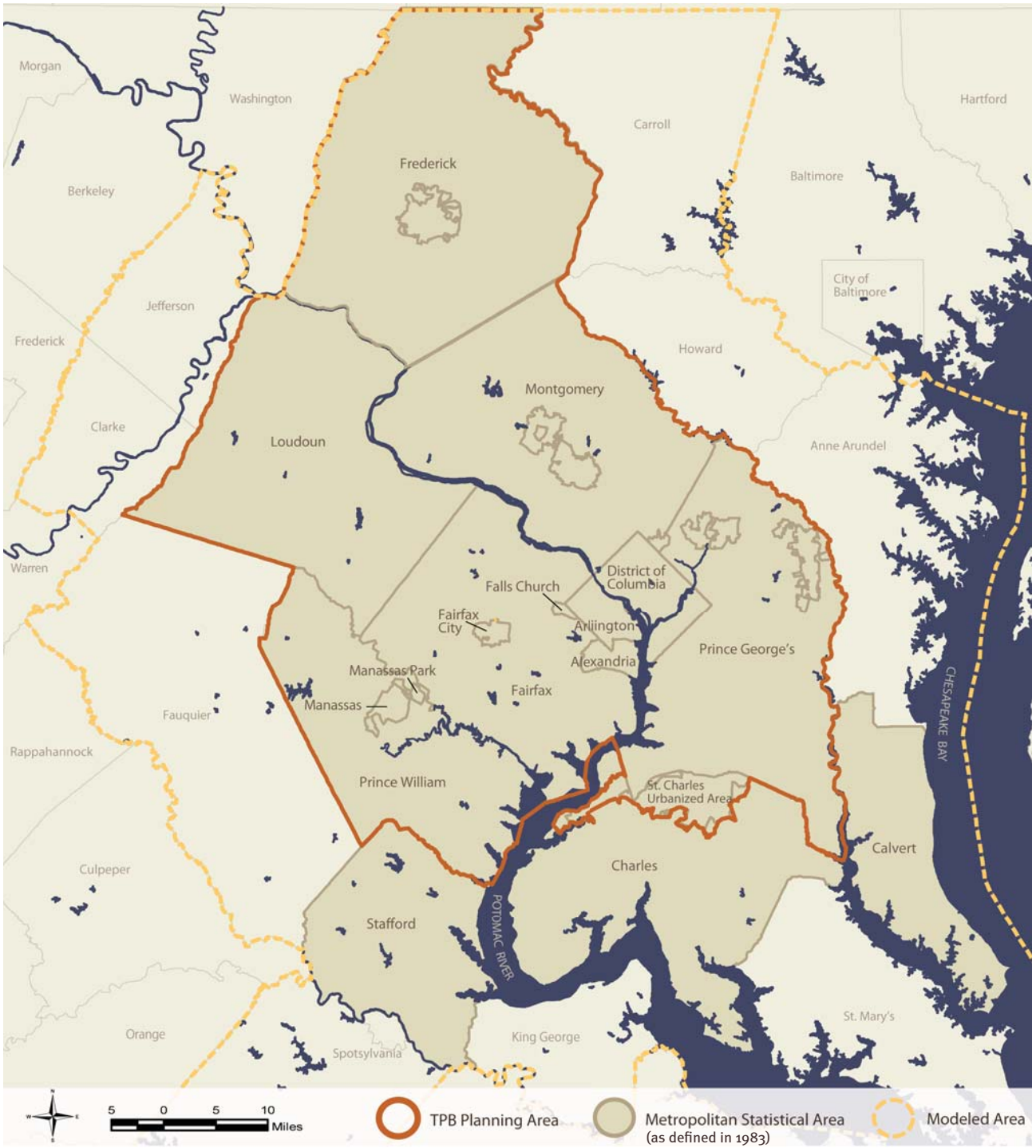
What is the TIP?

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.



The TPB Planning Area

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

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 28.

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 20.

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 2009 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

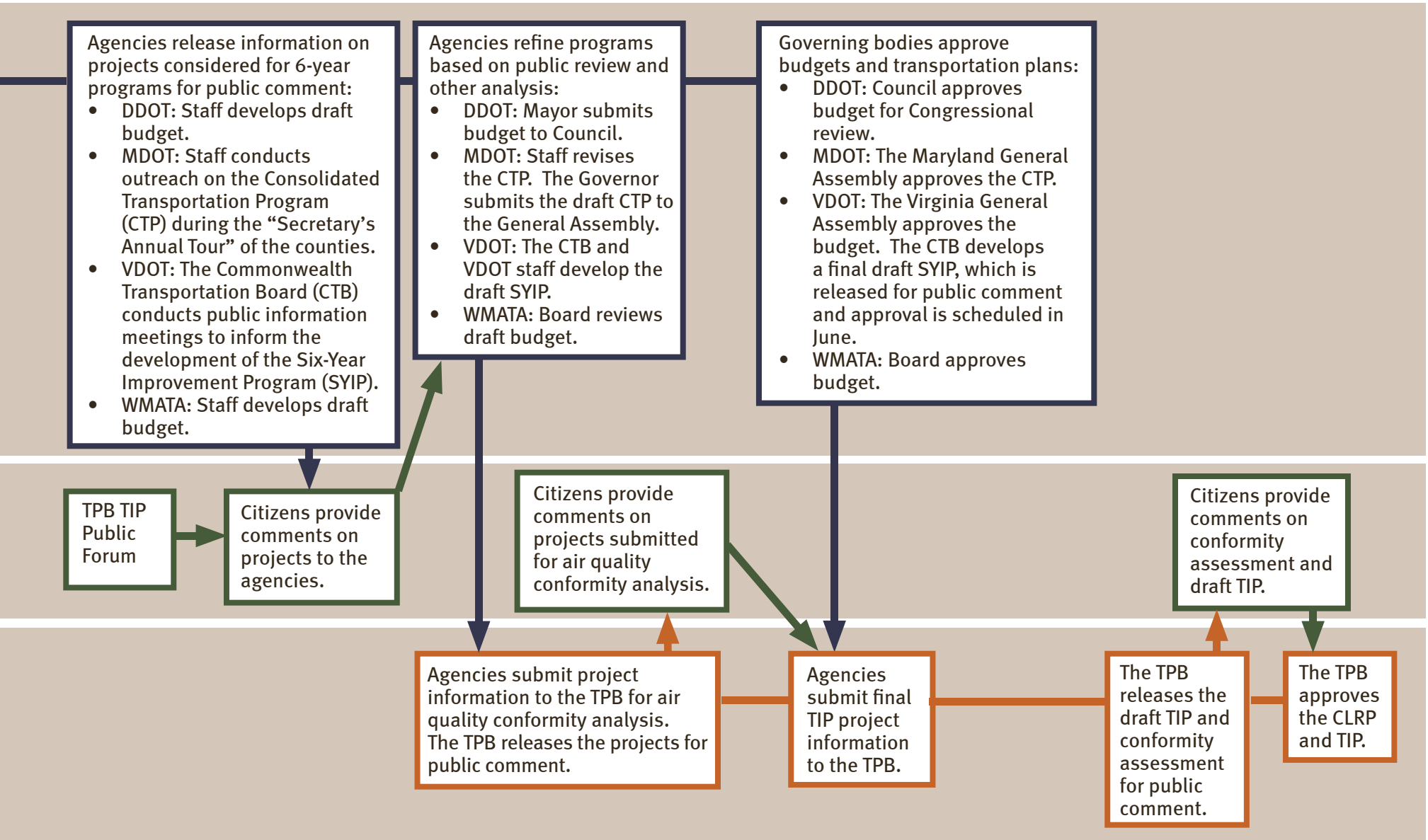
Agencies identify potential project priorities and develop draft 6-year programs, including preliminary financial analysis.

Agency Process

Public Comment

TPB Process

Annual Programming Cycle



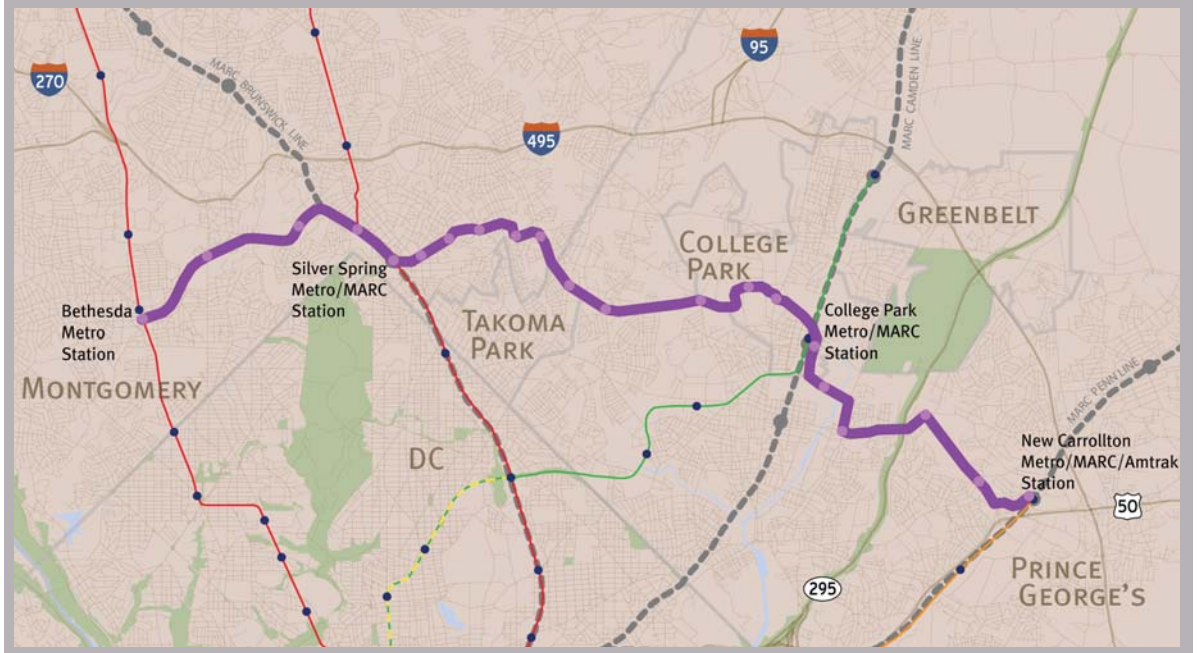
New Projects and Significant Changes

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

Purple Line, Bethesda to New Carrollton, 2018

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. Two projects (see p11) were changed to studies in order to accommodate acceptance of the Purple Line into the CLRP.



I-395, Return to L'Enfant traffic improvements, 2014

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 in conjunction with the Return to L'Enfant development project.

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

District of Columbia	Old Date	New Date	Map #
K Street Busway	2010	2017	2[T]
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 28/MD 198, widen, construct four, six lanes	2020	n/a	8[S]
MD 3 Crain Hwy, construct four lanes from US 50 to Anne Arundel County Line	2020	n/a	9[S]
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 Brookeville Bypass, construct two lanes from south to north of Brookeville.	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	57
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.)	Old Date	New Date	Map #
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 Loudoun 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[T]

Note: Map # refers to highway project listing (p12) unless noted as follows: [T] Denotes transit project (p14) [S] Denotes project reclassified as a study to accommodate Purple Line (p15)

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

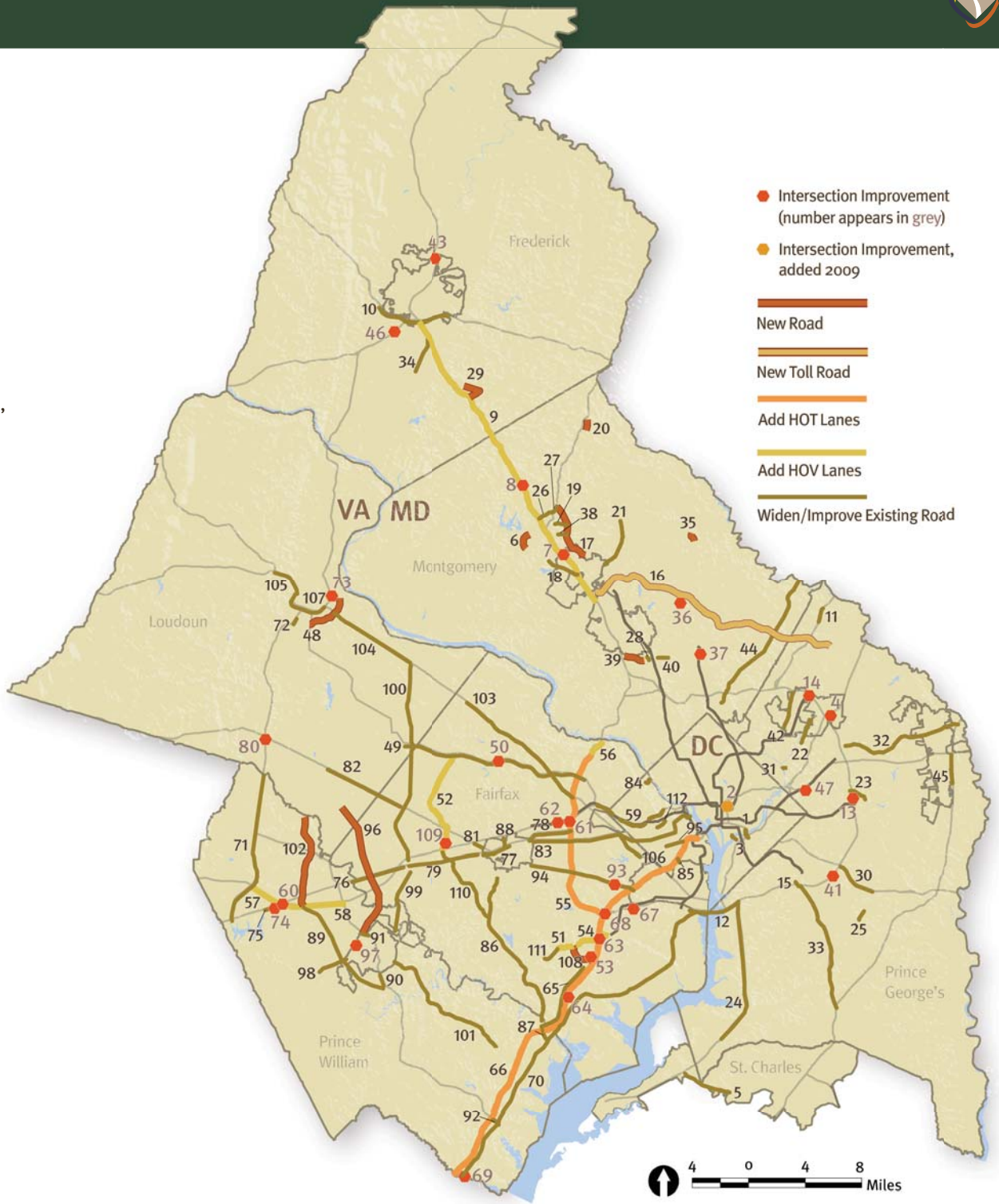
4 Baltimore Washington Parkway at MD 193, Intersection Improvement, 2025
5 Cross-County Connector, widen to 4 lanes, 2009
6 Father Hurley Blvd, construct, widen, 4, 6 lanes, 2011
7 I-270, interchange at Watkins Mill Road Ext., 2020
8 I-270, reconstruct interchange at MD 121, 2010
9 *I-270/US 15 Corridor, Shady Grove to I-70, widen and HOV or HOT, 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

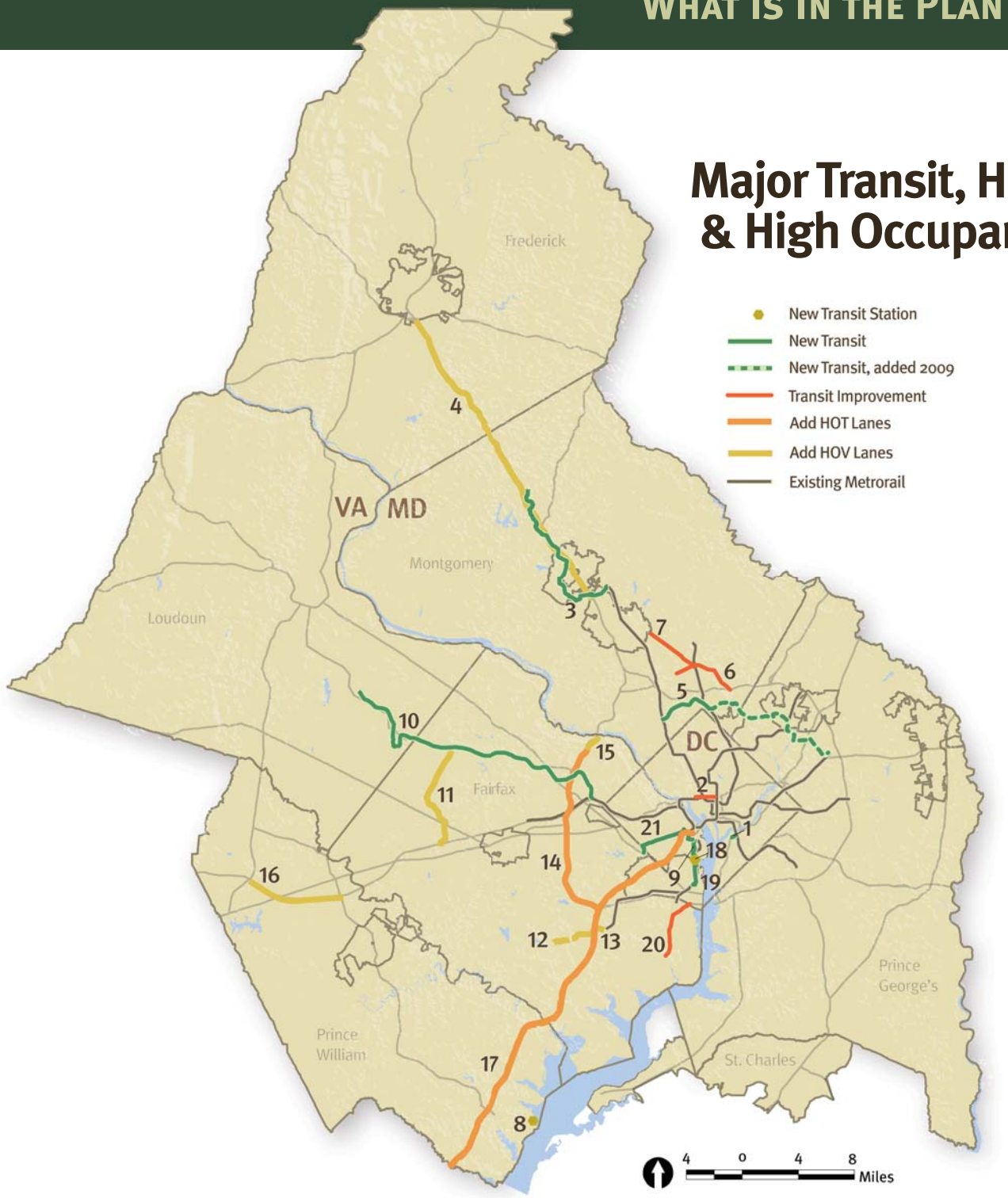
48 Battlefield Parkway, construct, widen, upgrade 4 lanes, 2009, 2010
49 *Dulles Access Road, widen to 6 lanes including interchange reconstruct at I-495, 2017*
50 Dulles Toll Road, reconstruct interchange at VA 674, 2012
51 Fairfax County Parkway HOV, construct 2 lanes, 2015
52 Fairfax County Parkway 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

Note:
- 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) & High Occupancy/Toll (HOT) Improvements



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 or HOT, 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, 2020*
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

Note:
- 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 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

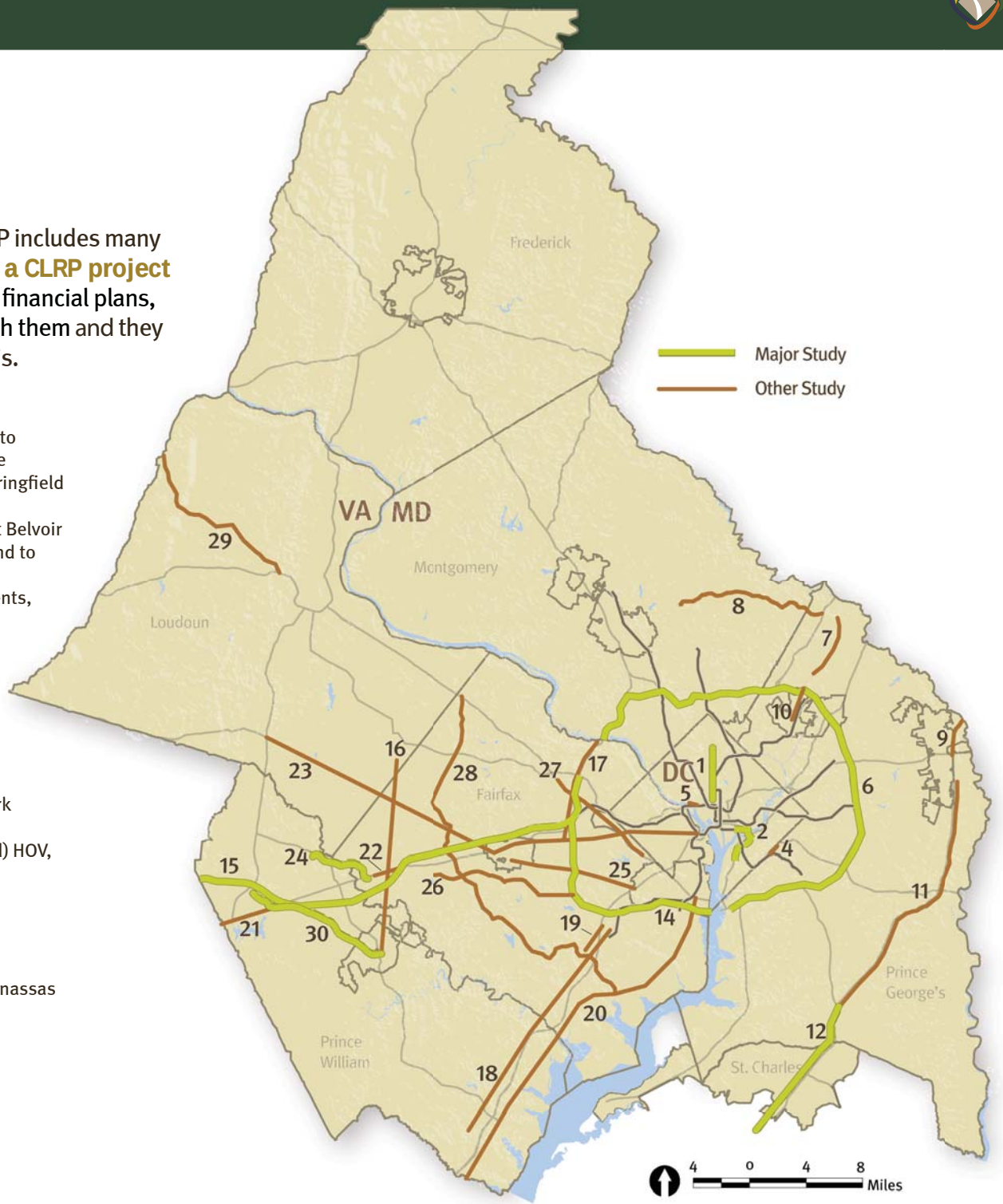
1 16th Street Rapid Bus, Military Road to Rhode Island Ave
2 Anacostia Street Car Project (Phases II - IV)
3 DC Circulator Bus (not mapped)
4 Southern Avenue
5 Whitehurst Freeway, Roosevelt Bridge

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

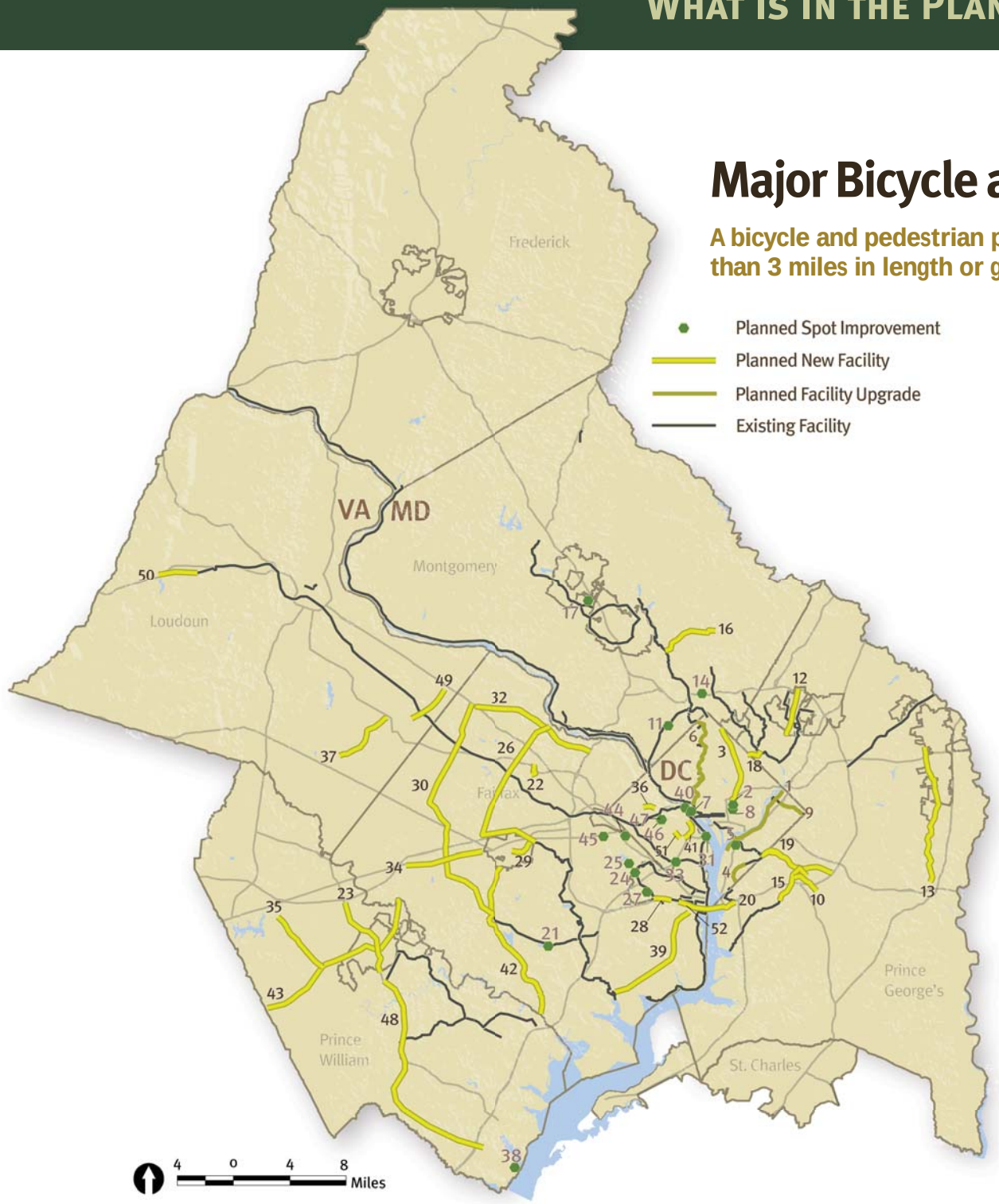
Virginia

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.



District of Columbia

1 Anacostia Riverwalk Trail, upgrade shared-use path
2 Construct Pedestrian Tunnel
3 Metropolitan Branch Trail, construct shared-use path
4 Oxon Run Trail Restoration, upgrade shared-use path
5 Pedestrian Bridge over Anacostia Freeway, construct pedestrian bridge
6 Rock Creek Park Trail Improvements, upgrade shared-use path
7 Theodore Roosevelt Bridge, construct pedestrian/bicycle bridge
8 Union Station Bike Station, bicycle parking
9 Watts Branch Trail, upgrade shared-use path

Maryland

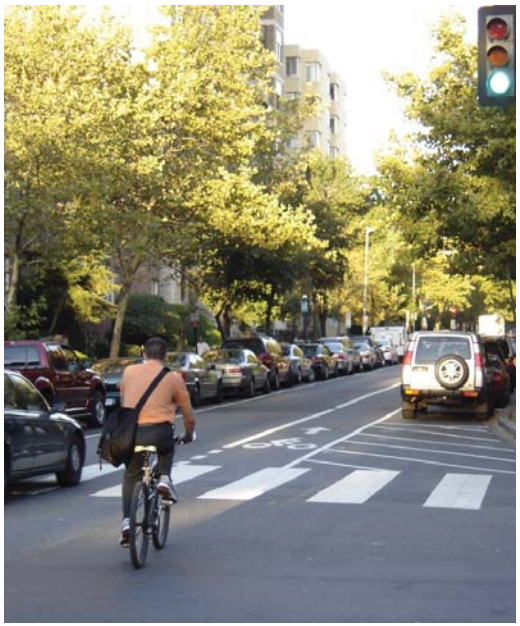
10 Auth Road Sidewalks and Bike lanes, construct sidewalks and bike lanes
11 Bethesda Bikeway and Pedestrian Facilities, streetscape improvements
12 College Park Trolley Trail, construct shared-use path
13 Collington Branch Trail, construct shared-use path
14 Forest Glen Pedestrian Bridge, construct bridge
15 Henson Creek Trail Extension, construct shared-use path
16 Matthew Henson Trail, construct shared-use path
17 Ped/Bike Bridge over I-270,construct pedestrian/bicycle bridge
18 Prince George's Connector, construct shared-use path
19 Suitland Parkway Trail, construct shared-use path
20 Woodrow Wilson Bridge, construct pedestrian/bicycle bridge

Virginia

21 Accotink Gateway Connector, construct shared-use path
22 Boundary Channel Bridge Trails, construct shared-use paths
23 Bus 234 Add Signalized Crosswalks, construct streetscape/pedestrian improvements

24 Chambliss Stream Crossing, construct pedestrian/bicycle bridge
25 Columbia Pike, construct shared-use path
26 Cross County Trail, construct shared-use path
27 Duke Street Pedestrian Bridge, construct pedestrian/bicycle bridge
28 Eisenhower Trail, construct shared-use path
29 Fairfax County Parkway Bridge, add crosswalks, crosswalk signals, sidewalk on bridge
30 Fairfax County Parkway Train, construct 8-mile shared-use path
31 George Washington Parkway Crossing, construct pedestrian/bicycle bridge
32 Georgetown Pike Multi-Use Trail, construct shared-use path
33 I-395 Shirlington Underpass, Four Mile Run Trail, construct pedestrian/bicycle bridge
34 Lee Highway, construct shared-use path
35 Linton Hall Road Widening, construct shared-use path
36 Old Dominion Drive, streetscape/pedestrian facilities
37 Old Ox Road Widening (Rt. 606), construct shared-use path
38 Potomac Avenue, streetscape/pedestrian improvements
39 Richmond Highway (US 1) Ped and Bike Improvements, construct pedestrian intersection improvement
40 Rosslyn Circle Crossing, streetscape/pedestrian improvements
41 Route 110 Trail, construct shared-use path
42 Route 123 Widening, construct shared-use path
43 Route 28 Trail Extension, construct shared-use path
44 US 50 Pedestrian Bridge, construct pedestrian/bicycle bridge
45 US 50 Pedestrian Improvements, construct streetscape/pedestrian improvements
46 VA 120 (Glebe Road) at 27th St., install crosswalks, pedestrian signals, refuge areas
47 VA 120 (Glebe Road) at N. Randolph St., streetscape/pedestrian facilities
48 VA 234 Bike Trail, construct shared-use path
49 VA 846 (Sterling Boulevard) Landscaping, streetscape/pedestrian improvements
50 W&OD Trail Extension, construct shared-use path
51 Washington Boulevard Trail Phase II, construct shared-use path
52 Woodrow Wilson Bridge, construct pedestrian/bicycle bridgestreetscape/pedestrian improvements

Note: There have been no additions or changes to these projects from the 2008 CLRP to the 2009 CLRP.

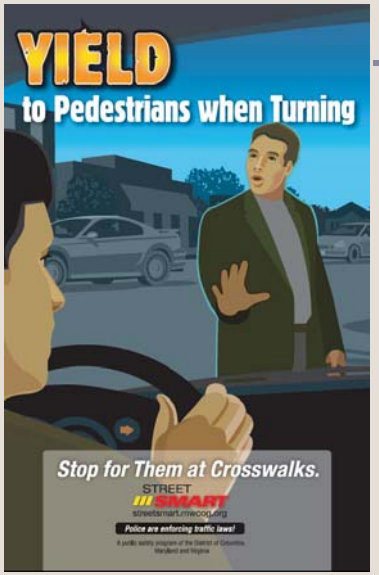


A **Bicycle and Pedestrian Plan** for the National Capital Region was adopted in 2006 by the National Capital Region Transportation Planning Board (TPB). The plan makes pedestrian safety a priority over vehicle movement, accommodates pedestrians and bicyclists in transportation projects (like the new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

STREET SMART

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

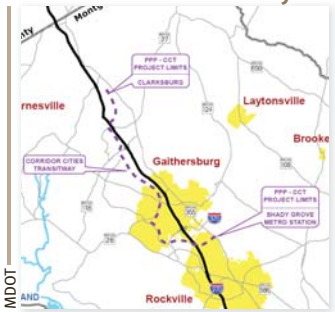
- Covers a 7.5-mile corridor. It includes four interchanges and two new drawbridges
- Cost: $822.5 million
- Completion: 2015

2 Purple Line

MDOT

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

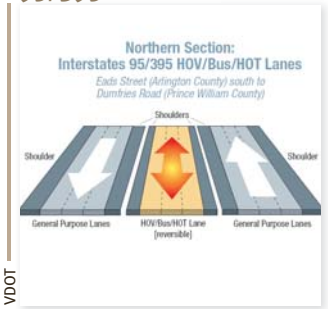
3 Corridor Cities Transitway



MDOT

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

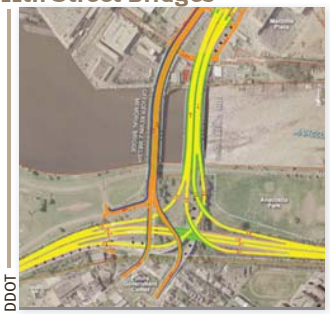
4 I-95/395 Hot Lanes



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

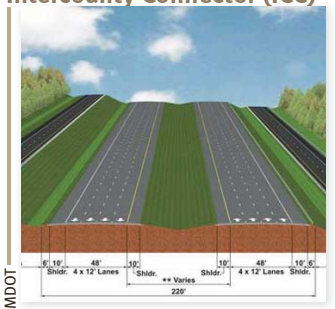
- Upgrade of the existing 11th Street bridges and ramps, connecting the Anacostia and Southeast Freeways
- Cost: $475 million
- Completion: 2013

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*

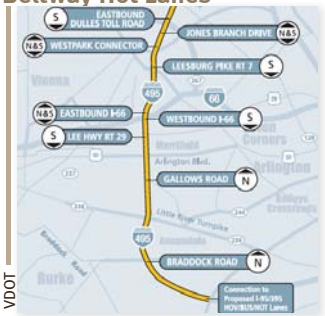
7 Intercounty Connector (ICC)



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

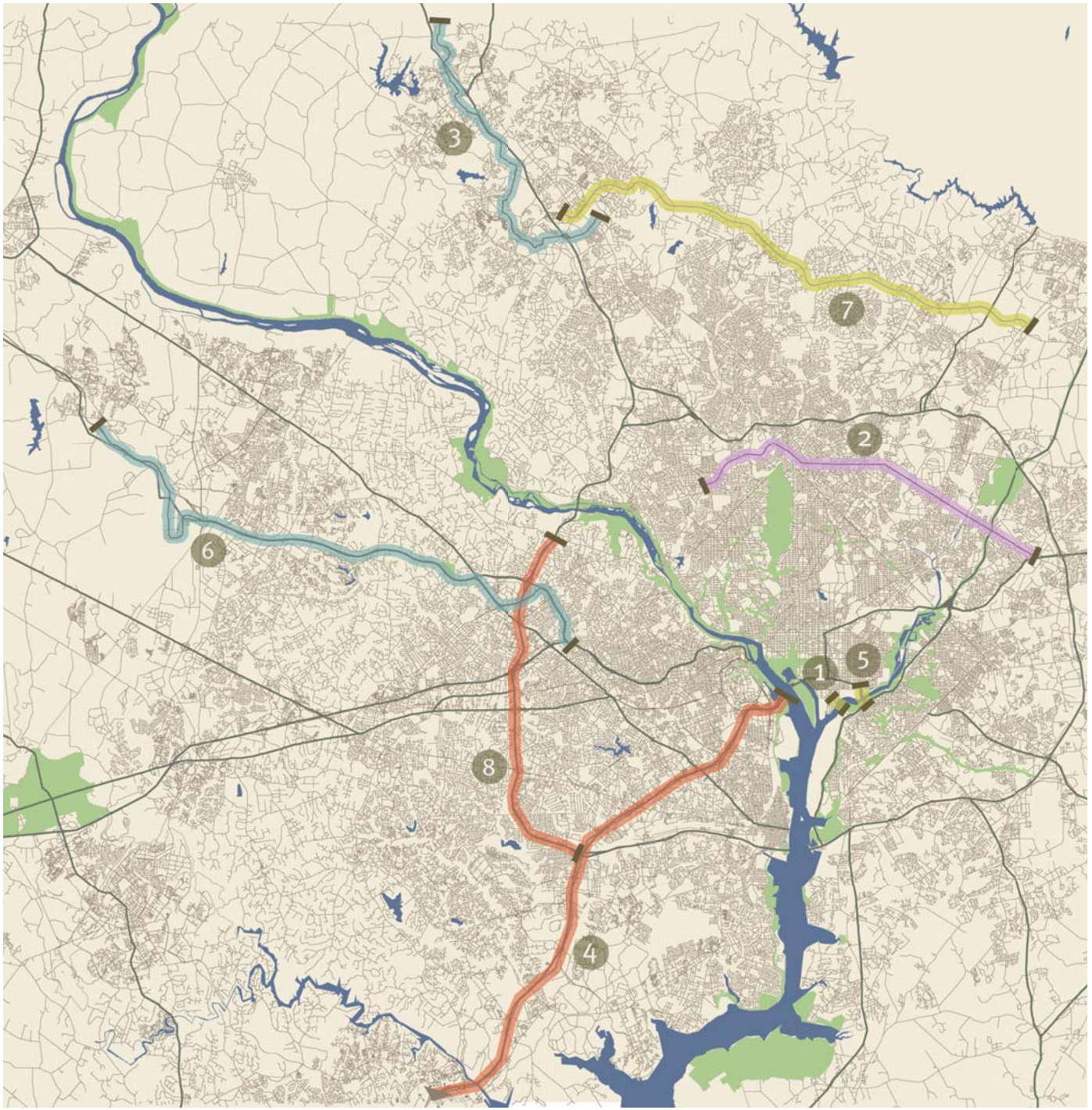
8 Beltway Hot Lanes



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

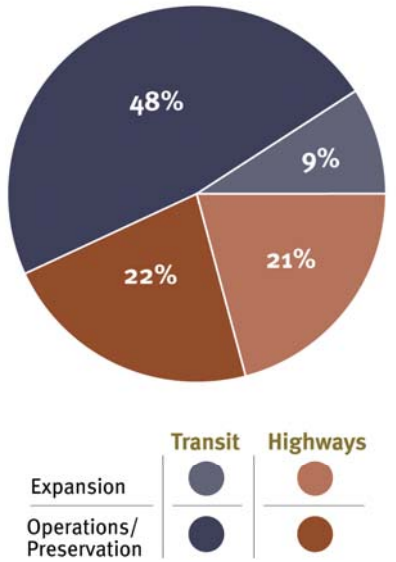
The Financial Plan

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.

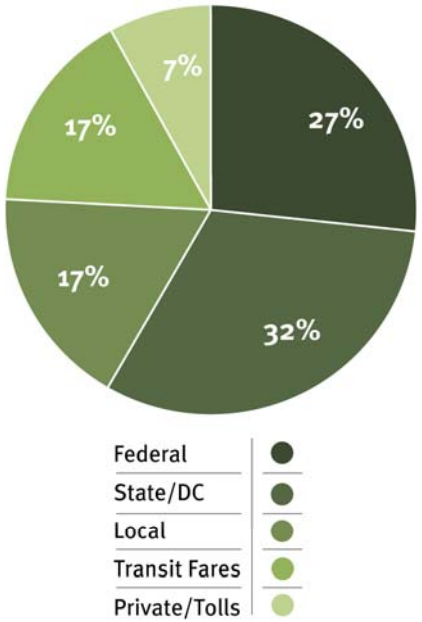
Transit Ridership is Constrained

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

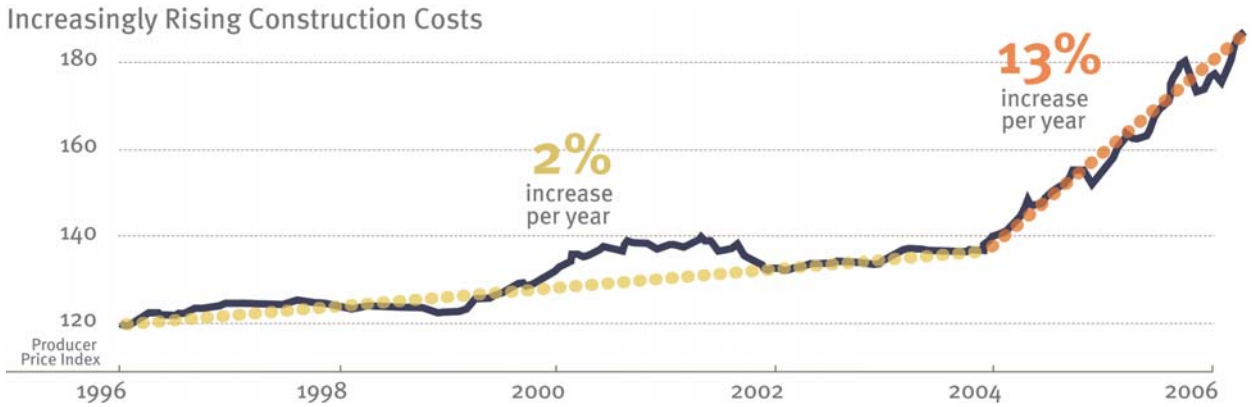


CLRP Revenues 2007-2030
$161.2 Billion



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).



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 primary reasons for the steep decline seen in the outer years of the TIP. First, there are a few high-cost projects that are expected to be complete within the next four years; I-95/395 HOT Lanes in 2014; the first phase of the Dulles Corridor Metrorail project in 2014; the Intercounty Connector in 2012; and HOT Lanes on the Beltway in 2013, 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 the amount of funding in the FY 2010-2015 TIP compared to the three most recent TIPs. Funding levels in the current TIP are actually slightly higher than last year's TIP and on par with recent trends in programming.

FIGURE 1

TIP Funding by Fiscal Year

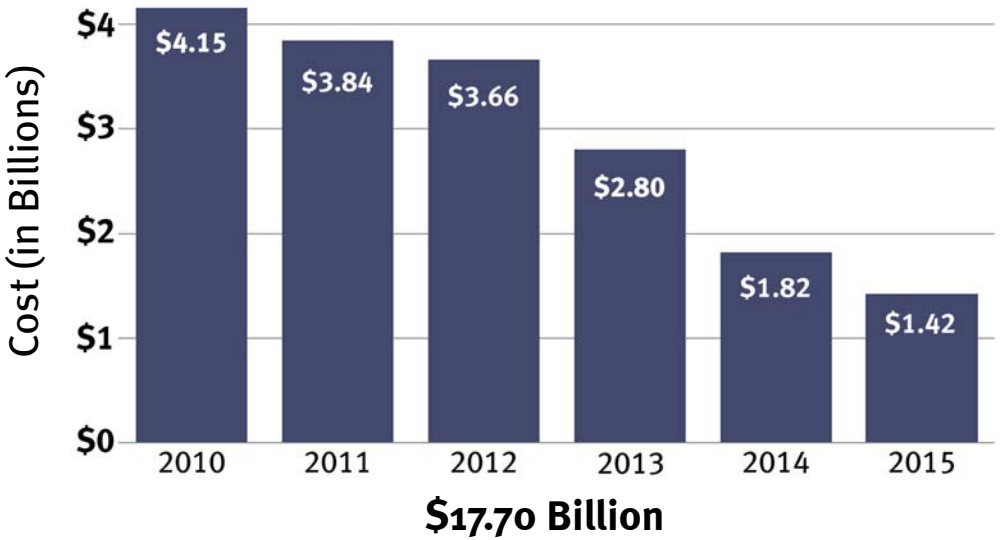
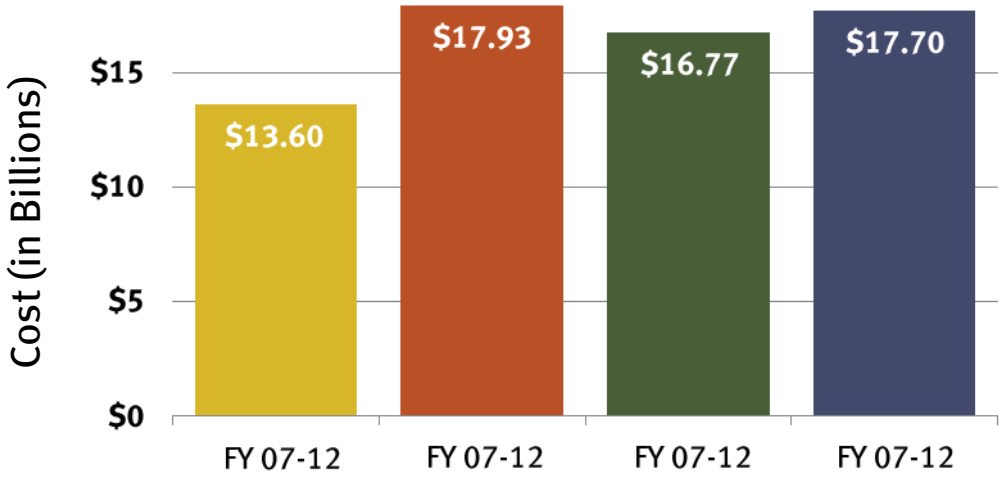


FIGURE 2

FY 2010-2015 Compared to Previous TIPs



Financial Analysis of the TIP

Just over 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 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

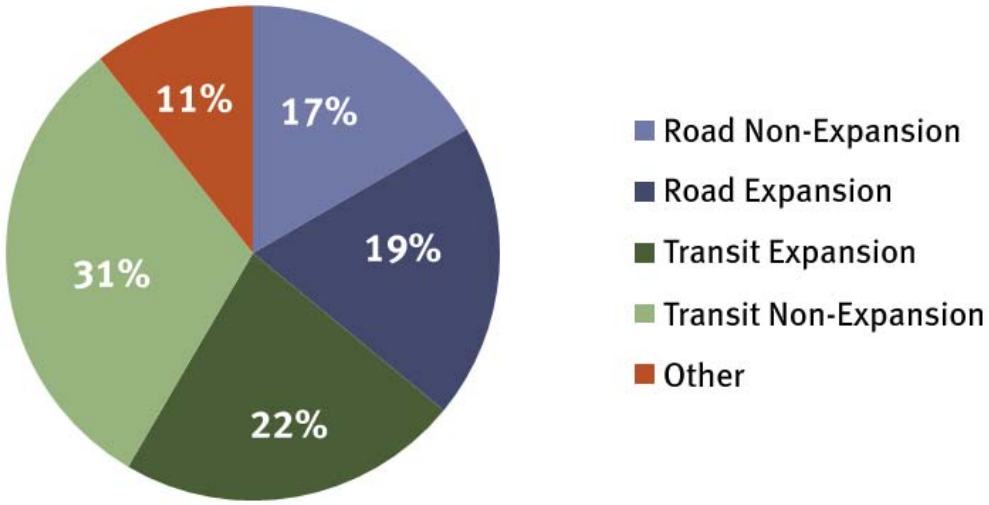


Figure 4

FY 2010-2015 Funding Sources

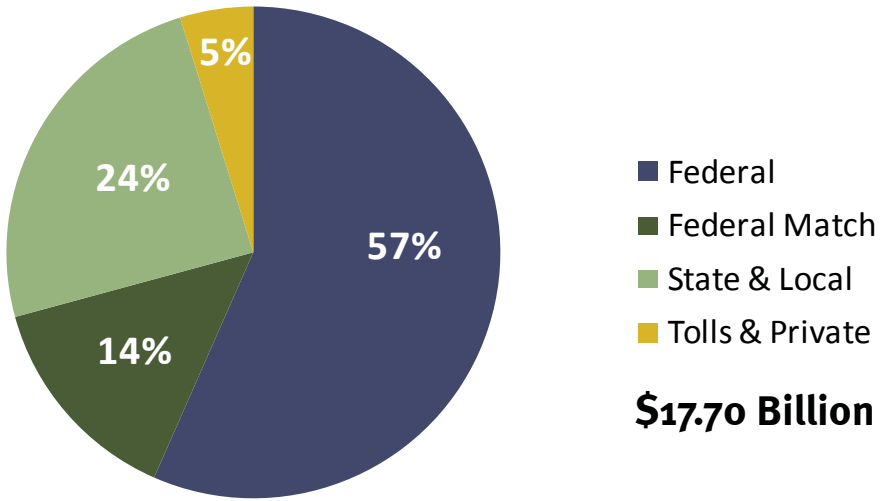


FIGURE 5

TIP Funding by Jurisdiction/Agency

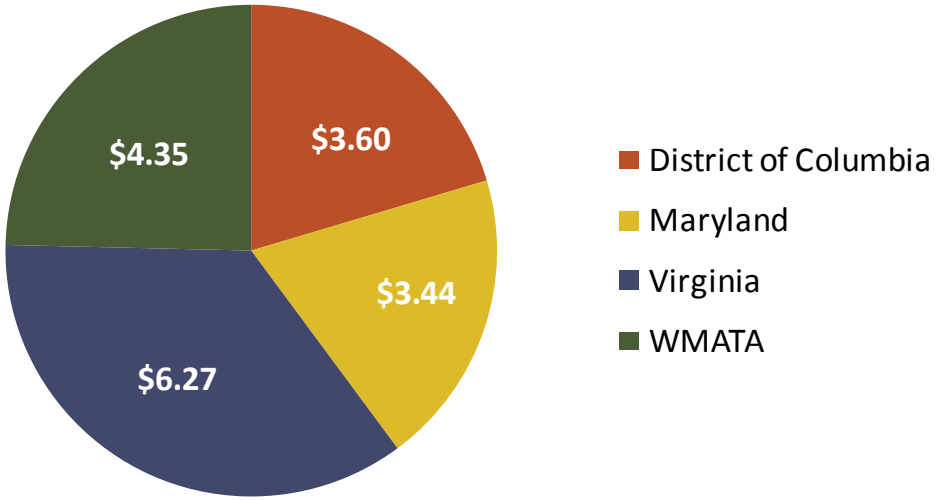


Figure 5 shows that funding is pretty evenly divided among the District of Columbia, Maryland and the Washington Metropolitan Area Transportation Authority (WMATA) with a slightly larger amount programmed in Virginia. Again, this is likely due to the presence of several "big-ticket" projects in Virginia such as the HOT lanes on the Capital Beltway and on I-95/I-395 and the Dulles Corridor Metrorail project. As an agency, WMATA's focus is no longer on new construction projects (adding to the system), but rather on maintenance and rehabilitation of their existing system and replacement and expansion of their fleet of rail cars and buses.

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.

Funding identified for bicycle and pedestrian projects in the FY 2010-2015 TIP increased by $4.7 million over last year's TIP.

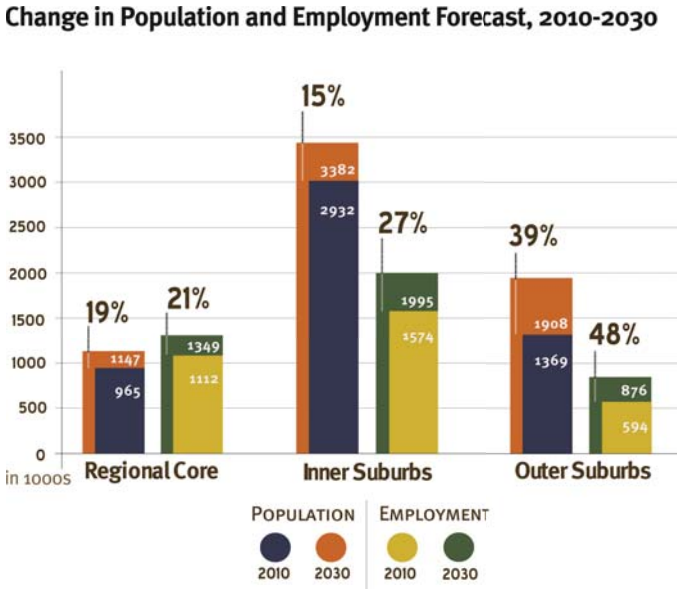
Metropolitan Growth

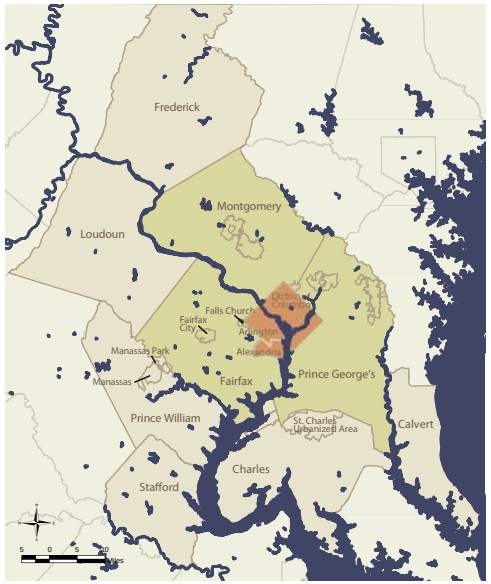
Information on how the region is expected to develop is essential for forecasting transportation conditions and the plan's performance. The Washington region's **population and employment are expected to continue growing over the coming decades.** The region is forecast to grow by nearly 1.2 million 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.





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.

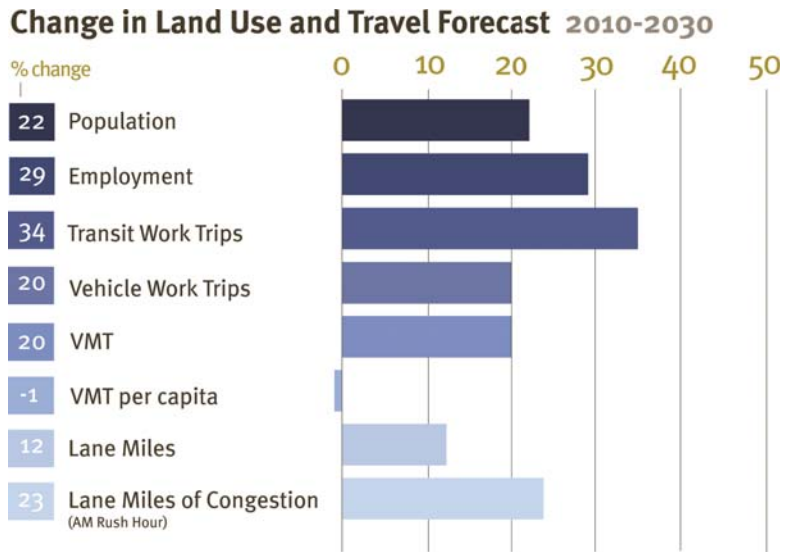
Travel Demand

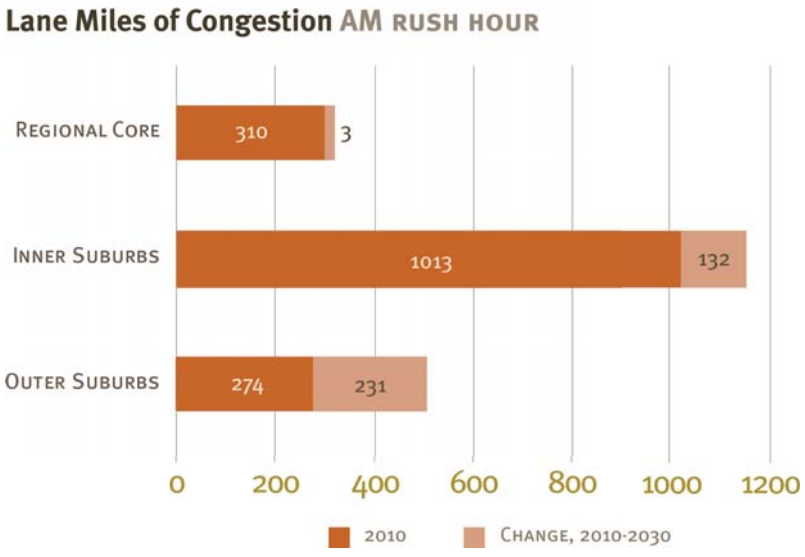
Over the next two decades, rising population and jobs will lead to additional vehicles, trips and congestion on the region's transportation system. While vehicle miles of travel (VMT) per capita, which is a measure of how much people drive, is actually forecast to decline slightly, overall VMT is increasing 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.





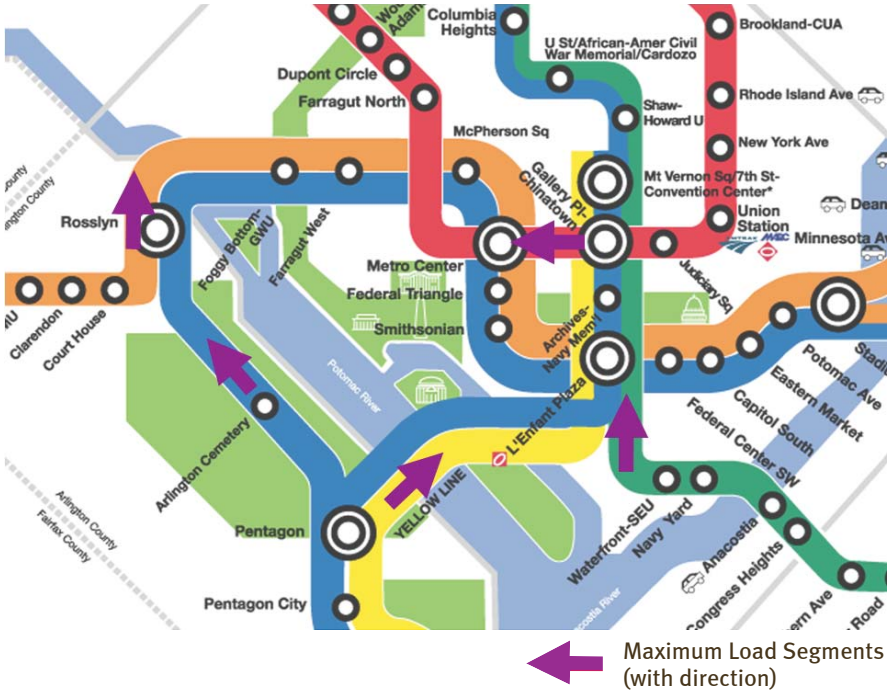
Congestion

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	●	●	●	●	●	●

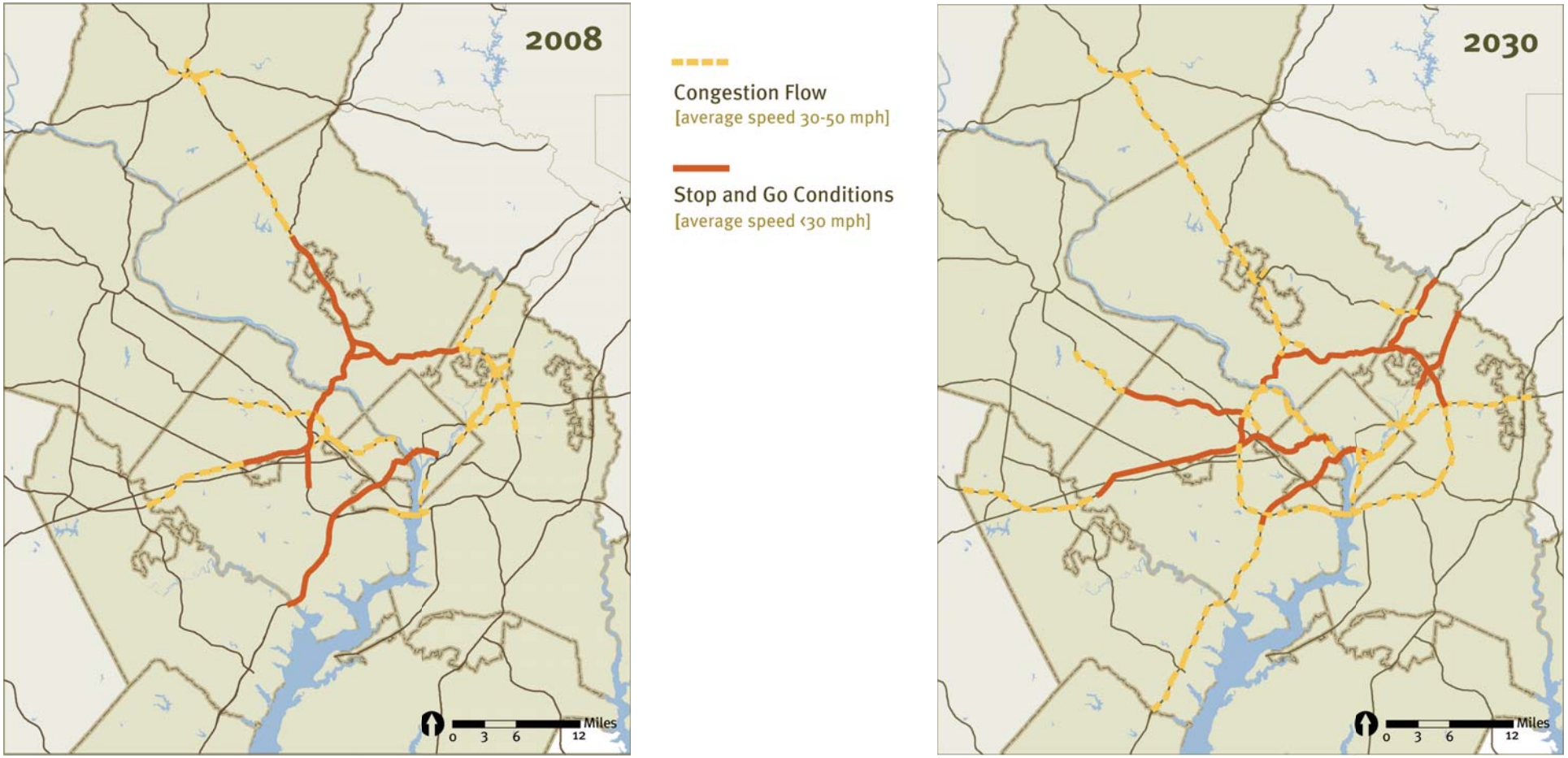
● Congested (‹100 people/car)
● Highly Congested (100-120 people/car)
● Exceeds Capacity (›120 people/car)

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.



Air Quality: Mobile Source Emissions

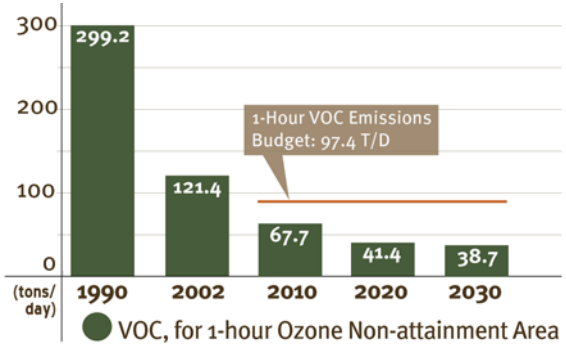
Under the Clean Air Act, the CLRP is required to conform to regional air quality improvement goals. Before the CLRP can be approved, the TPB must approve a "conformity determination" showing that anticipated vehicle emissions will conform to emissions ceilings (called "mobile emissions budgets") contained 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.

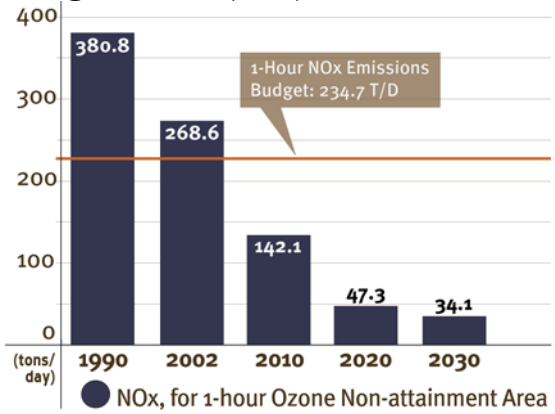
The long-term trend shows continuing reductions in emissions from mobile sources.

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.

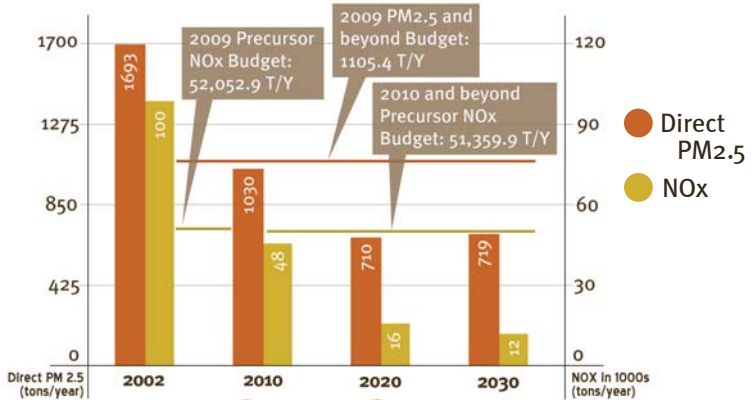
Volatile Organic Compounds (VOC) Emissions



Nitrogen Oxide (NOx) Emissions



Particulate Matter and Precursor NOx Emissions

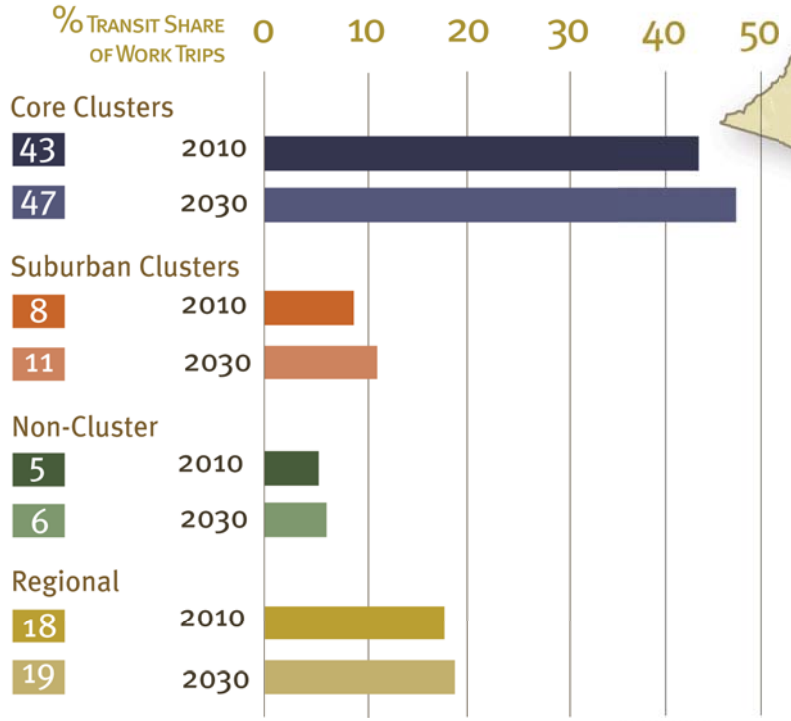


Activity Clusters

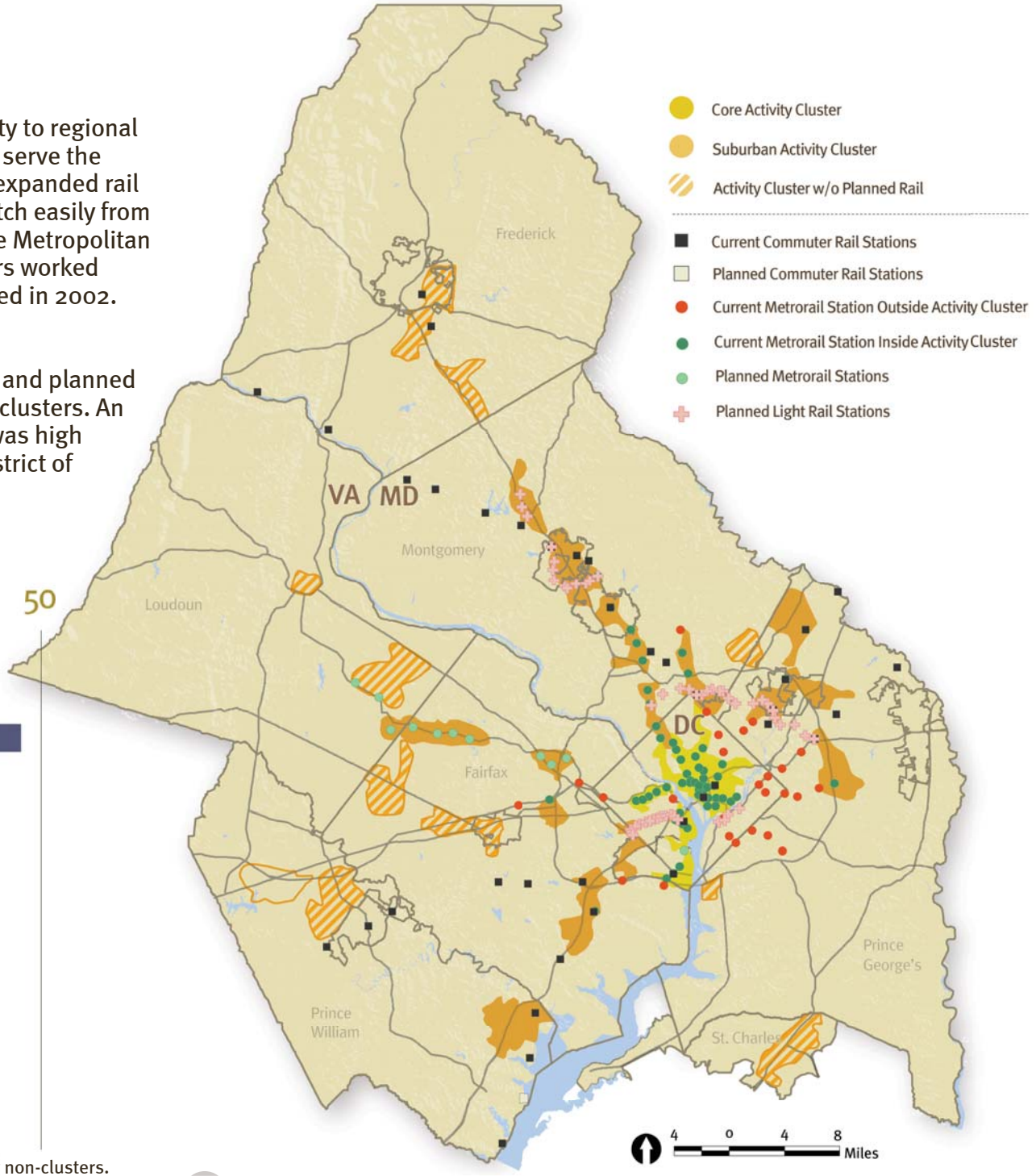
The TPB Vision calls for the region to "Give high priority to regional planning and funding for transportation facilities that serve the regional core and regional activity centers, including expanded rail service and transit centers where passengers can switch easily from one transportation mode to another." The TPB and the Metropolitan Washington Council of Governments Board of Directors worked cooperatively to develop activity center maps published in 2002. Related centers are grouped into clusters.

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

Getting to Work with Transit



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



Job Accessibility

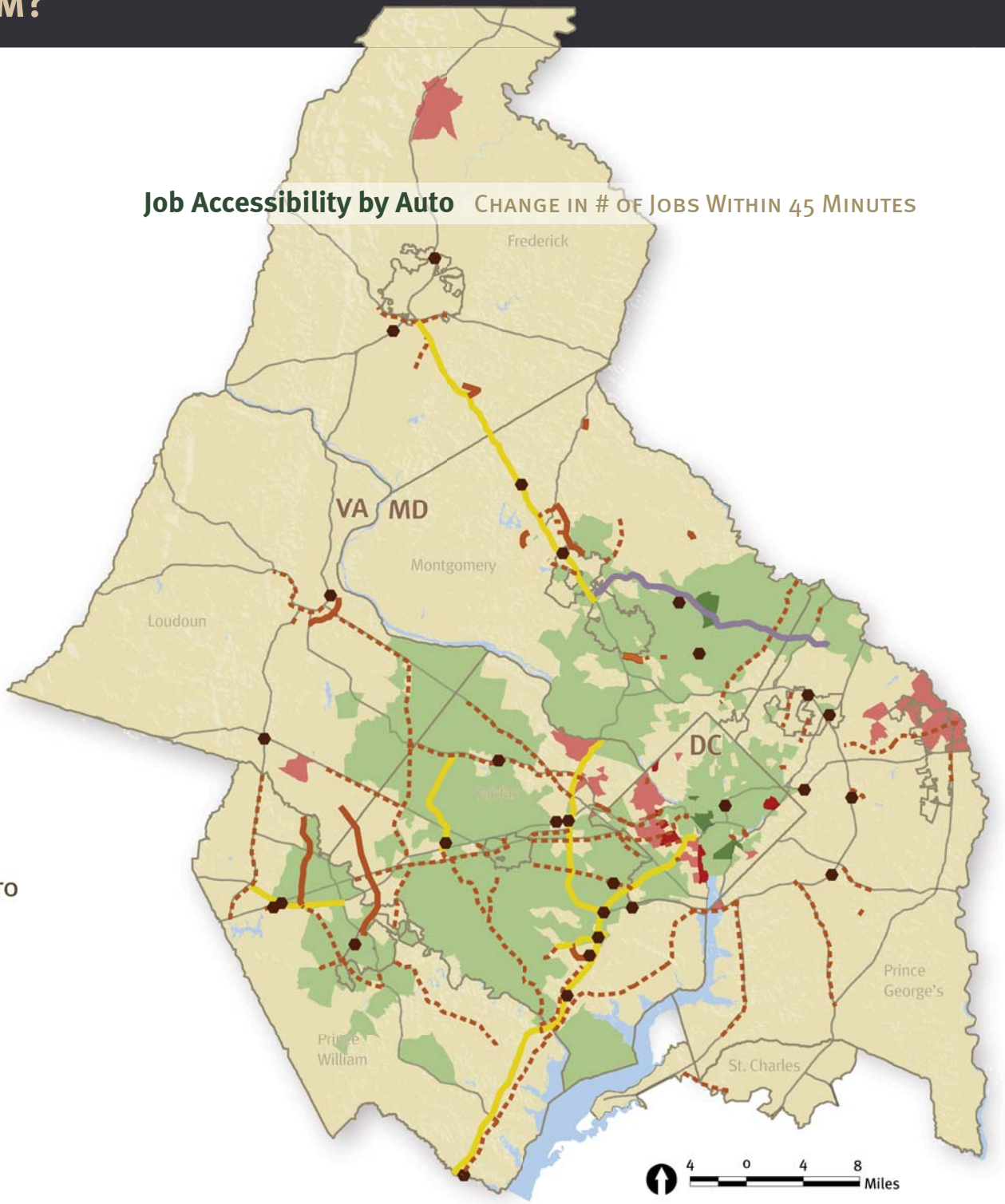
Another way to measure the performance of the plan is by accessibility to jobs by auto and transit. The maps show that the average accessibility to jobs by auto is expected to rise slightly between 2010 and 2030, and accessibility by transit is forecast to increase more significantly. However, overall accessibility by transit will still remain less than by auto.

Major Highway System Improvements 2009 - 2030

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

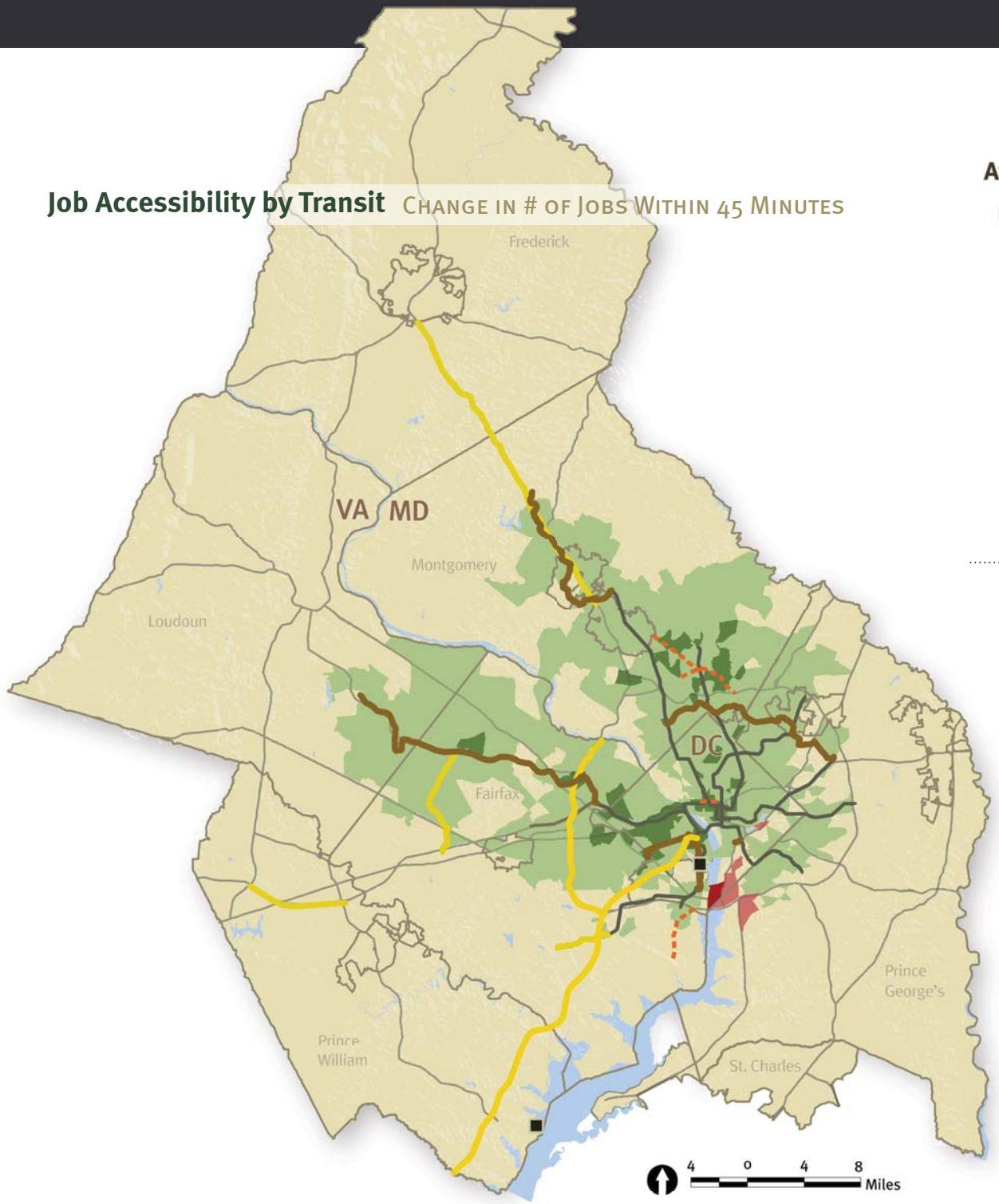
Change in # of Jobs within 45 Minutes by Auto

- 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)

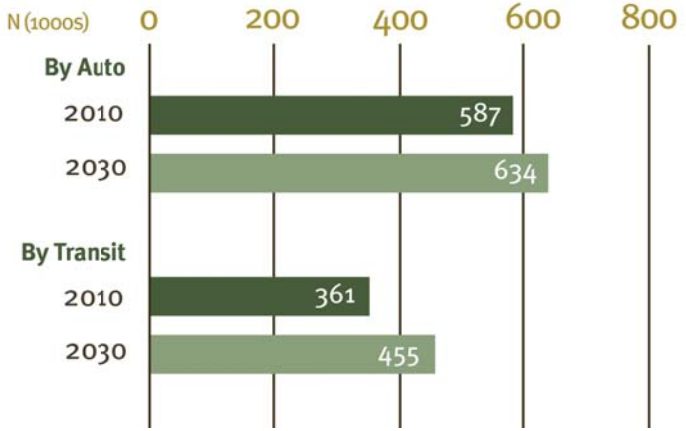


Job Accessibility by Transit

Change in # of Jobs Within 45 Minutes



Average Number of Jobs Accessible Within 45 Minutes



Major Transit System Improvements 2009 - 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

- 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)

Contact the National Capital Region Transportation Planning Board (TPB)

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

Write: National Capital Region Transportation Planning Board
777 North Capitol Street NE
Suite 300
Washington, DC 20002-4239

Call: (202) 962-3262, TDD: (202) 962-3213

Email: TPBPublicComment@mwcog.org

Click: www.mwcog.org/transportation/publiccomment

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

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@mwcog.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.

- October
- November
- December

2009

2010

- January
- February
- March
- April
- May
- June
- July
- August
- September
- October
- November

October 15, 2009
TPB hosted public outreach planning session on CLRP and TIP

October 21, 2009 *
TPB released Call for Projects

April 15, 2010
Plan and Transportation Improvement Program (TIP) project submissions are released for public comment

May 16, 2010
Public comment period ends

May 19, 2010 *
TPB reviews public comments and is asked to approve project submissions for inclusion in the air quality conformity analysis

October 14, 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

November 14, 2010
Public comment period ends for draft documents

November 17, 2010 *
TPB reviews public comments and responses to comments, and is presented the draft plan, TIP and air quality conformity assessment for adoption

*** 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