2016 AMENDMENT

CLRPP

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

SUMMARY BROCHURE

National Capital Region Transportation Planning Board
ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, comprehensive, and cooperative transportation planning process in the metropolitan area.

Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 22 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies.

The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

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Chief Author:
Benjamin Hampton

Other Contributors:
Andrew Austin
Sergio Ritacco
John Swanson
Lori Zeller
Abigail Zenner

Design:
Blue House Design
Photos courtesy of unsplash.com and pixabay.com

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Adopted November 16, 2016

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LOOKING AHEAD:
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The Financially Constrained Long-Range Transportation Plan—or CLRP, for short—is a federally required planning document that shows how the region plans to invest in its transportation system over the next 20 to 30 years.

The plan includes hundreds of regionally significant projects and programs aimed at facilitating the efficient movement of people and goods using a variety of transportation modes. The plan also outlines all anticipated spending on system operations and maintenance.

The TPB is responsible for developing and regularly updating the CLRP. However, it is the region’s local, state, sub-regional, and regional transportation agencies that develop and ultimately implement the projects in the plan, doing so in accordance with local plans and with input from the public.

**AT A GLANCE, THE CLRP:**
- Shows how the region plans to invest in its transportation system
- Includes hundreds of regionally significant projects and programs
- Outlines spending on system operations and maintenance
- Contains projects developed by local, state, sub-regional, and regional transportation agencies

**ANTICIPATED POPULATION & JOB GROWTH**

*Population and job estimates come from the COG Round 9.0 Cooperative Forecast*

- **Regional Population**
  - 2016: 5,458
  - 2040: 6,703
  - Increase: 23%

- **Regional Jobs**
  - 2016: 3,210
  - 2040: 4,152
  - Increase: 29%
A DIVERSE AND GROWING REGION

The National Capital Region, as defined by the federal government for the purposes of metropolitan transportation planning, includes the District of Columbia and 21 surrounding counties and cities in Suburban Maryland and Northern Virginia. It encompasses more than 3,500 square miles and a great diversity of development patterns, transportation needs, and economic interests. By 2040, an additional 1.4 million people will call the region home, putting added pressure on an already crowded transportation system.
REGIONAL POLICY FRAMEWORK
A regional policy framework developed by the TPB spells out regional goals, priorities, and needs that agencies are asked to consider when developing and submitting projects for inclusion in the CLRP.

The TPB Vision, adopted in 1998, is the backbone of that framework and serves as the official policy element of the CLRP. The Regional Transportation Priorities Plan, adopted in 2014, focuses attention on a handful of strategies with the greatest potential to advance regional goals rooted in the Vision.

The Call for Projects for the 2016 CLRP Amendment asked agencies to identify the regional goals and strategies that new projects being added to the plan help support or advance.

Read more about the regional policy framework at mwcog.org/CLRP

REGIONAL TRANSPORTATION PRIORITIES PLAN GOALS

1. Provide a **COMPREHENSIVE RANGE** of **TRANSPORTATION OPTIONS**

2. Promote a **STRONG REGIONAL ECONOMY**, Including a Healthy Regional Core and **DYNAMIC ACTIVITY CENTERS**

3. Ensure **ADEQUATE SYSTEM MAINTENANCE**, Preservation, and **SAFETY**

4. **MAXIMIZE** Operational Effectiveness and **SAFETY OF THE TRANSPORTATION SYSTEM**

5. Enhance **ENVIRONMENTAL QUALITY**, and **PROTECT** Natural and Cultural Resources

6. Support **INTER-REGIONAL** and **INTERNATIONAL** Travel and Commerce
FEDERAL REQUIREMENTS

Development of the CLRP is governed by a number of federal requirements which must be met in order for the plan to be approved and for federal transportation dollars to continue flowing to the region.

One key requirement is financial constraint, which means that the plan can only include projects for which funding is “reasonably expected to be available” in the future. As such, it is not a wish list of projects, but rather a picture of what transportation agencies expect to be able to afford.

The other key requirement is air quality conformity. Under federal law, forecasts of future vehicle-related emissions of certain air pollutants under the plan must remain below approved regional limits.

Federal law also requires that the CLRP be updated at least once every four years and with adequate opportunity for public comment. The TPB usually amends the CLRP annually and provides two 30-day public comment periods.

Get the full list of federal requirements at mwcog.org/CLRP.

$244 BILLION IN ANTICIPATED REVENUE AND SPENDING

The current CLRP anticipates about $244 billion in available revenue for transportation through 2040. The revenue will come from a variety of sources, including federal, state, and local governments, transit fares, and highway tolls.

The vast majority of spending will go toward operating and maintaining the region’s transportation system. About $42 billion, or 17 percent, will go toward new or expanded roads or transit facilities.

<table>
<thead>
<tr>
<th>Source</th>
<th>Revenue</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>State/DC</td>
<td>$98 B</td>
<td>(40%)</td>
</tr>
<tr>
<td>Local</td>
<td>$42 B</td>
<td>(17%)</td>
</tr>
<tr>
<td>Private &amp; Other</td>
<td>$8 B</td>
<td>(3%)</td>
</tr>
<tr>
<td>Fares &amp; Tolls</td>
<td>$58 B</td>
<td>(24%)</td>
</tr>
<tr>
<td>Federal</td>
<td>$38 B</td>
<td>(16%)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$244 billion</strong></td>
<td></td>
</tr>
</tbody>
</table>

* Figures are rounded
## WHAT'S IN THE PLAN

### MAJOR HIGHWAY PROJECTS

Almost all planned highway construction in the CLRP involves widening or upgrading existing roads rather than building new facilities. In all, the CLRP adds nearly 1,200 lane-miles of roadway, including more than 200 lane-miles of toll lanes that incentivize ridesharing and transit use.

**District of Columbia**

1. I-295—reconstruct interchange at Malcolm X Blvd, 2014 ($158M)
2. I-395—remove 3rd St SB exit ramp, reconfigure 3rd St SB entrance and 2nd St NB exit ramps, reconnect F St between 2nd and 3rd St, 2016 ($27M)
3. South Capitol St—convert to 6 lane urban blvd, incl. Franklin Douglas Bridge Reconstruction, 2015, 2016 ($823M)
4. Southeast Blvd—downgrade and construct urban blvd, 2015 ($80M)

**Maryland**

6. I-270/US-15 widen including HOV, 2030 ($5.5B)
7. I-70—widen to 6 lanes with interchange at Meadow Rd, 2020 ($128M)
8. I-95/I-495—interchange at Malcolm X Blvd, 2015, 2016 ($158M)
9. I-95—I-495—Branch Avenue Metro access improvements, construct 8 lanes, 2017 ($128M)
10. I-270—interchange at Watkins Mill Rd Ext, 2018 ($129M)
11. Baltimore Washington Parkway (MD-295)/MD-193 (Greenbelt Rd)—intersection improvement, 2020, 2025 ($8.5M)
12. Suitland Pkwy—interchange at Rena/Forestville Rd, 2025 ($2.8M)
13. US-1 (Baltimore Ave)—reconstruct 4 lanes, 2030 ($39M)
15. US-50 (John Hanson Hwy)—westbound ramp to Columbia Park Rd, 2025 ($64M)
16. US-301—widen Governor Harry Nice Memorial Bridge, 2030 ($850M)
17. MD-3 (Robert Crain Hwy)—widen to 6 lanes, 2030 ($399M)
18. MD-4 (Pennsylvania Ave)—widen to 6 lanes with interchanges at Dower House Rd and Westphalia Rd, 2022, 2035 ($350M)
19. MD-4 (Pennsylvania Ave)—interchange at Suitland Pkwy, 2022, 2035 ($157M)
20. MD-5 (Branch Ave)—upgrade, widen to 6 lanes including interchanges, 2017, 2030 ($1.4B)
21. MD-27 (Ridge Rd)—widen to 6 lanes, 2020 (TBD)
22. MD-28 (Norbeck Rd)/MD-198 (Spencerville Rd)—widen to 4, 6 lanes, 2025 ($354M)
23. MD-85 (Buckeystown Pk)—widen to 4, 6 lanes, 2020, 2025 ($243M)
24. MD-97 (Brookeville Bypass)—construct 2 lane bypass, 2018 ($37M)
25. MD-117 (Clapper Rd)—widen to 4 lanes, 2025 ($77M)
26. MD-118 (Germantown Rd)—widen to 4 lanes, 2020 ($4.0M)
27. MD-124 (Woodfield Rd)—widen to 6 lanes, 2020 ($134M)
28. MD-197 (Collington Rd)—widen to 4/5 lanes, 2025 ($107M)
29. MD-202 (Landover Rd)—Largo Town Center Metro Access Improvement, reconstruct 6 lanes, 2025 ($20M)
30. MD-210 (Indian Head Hwy)—upgrade to 6 lanes and interchange improvement, 2019, 2030 ($558M)
31. MD-223 (Woodard Rd)—widen to 4 lanes, 2017, 2020 ($2.8M)
32. MD-450 (Annapolis Rd)—widen to 4 lanes, 2020 ($65M)
33. MD County Hwy Extension (M-83)—construct 4, 6 lanes, 2025 ($203M)
34. Middlebrook Rd Extended—construct 4 lanes, 2025 ($16M)
35. Montrose Pkwy East—construct 4 lanes, 2022 ($120M)
36. I-66 HOT (Inside Beltway)—revise operations from HOV 2+ to HOT during peak hours and bus service, 2017, 2021, 2040 ($375M)
37. I-66 HOT (Outside Beltway)—widen to 6 lanes (3 general purpose, 2 HOT, and 1 auxiliary) and bus service, 2021, 2040 ($2.1–3.1B)
38. I-66 HOT—widen to 8 lanes, HOV in additional lanes during peak, includes interchange reconstruction at US-15, 2016 ($132M)
39. I-66—construct HOT ramps to access Vienna Metro Sta, 2021 ($35M)
40. I-66—construct 1 lane in each direction, 2020, 2040 ($59M)
41. I-95/Fairfax County Pkwy—enhanced interchanges for BRAC, 2025 ($57M)
42. I-95/I-495—reconstruct interchange at Van Dorn St, 2015 ($40M)
43. I-395 HOT—additional lane and revise operation from HOV 3+ during peak to HOT 3+, 2019 ($220M)
44. I-395—construct new SB lane, 2018 ($59M)
45. I-495—construct 4 HOT lanes, 2025, 2030 ($889M)
46. I-495 Auxiliary Lanes—construct 2 auxiliary lanes in both directions, 2030 ($63M)
47. I-495—interchange at VA 267, 2030 ($42M)
48. Dulles Toll Rd (VA-267)—Collector-Distributor Road WB, 2037 ($62M)
49. Dulles Toll Rd (VA-267)—Collector-Distributor Road EB, 2036 ($124M)
50. Dulles Toll Rd (VA-267)—interchange at New Boone Blvd Ext, 2037 ($79M)
51. Dulles Toll Rd (VA-267)—interchange at Greensboro Dr/Tyo Rd, 2036 ($28M)
52. Dulles Greenway (VA-267)—interchange at Hawling Farm Blvd, 2016 ($850K)
53. Dulles Access Rd (VA-267)—widen to 6 lanes including interchange reconstruct at I-495, 2017 ($4M)
54. US-1 (Jefferson Davis Hwy)—widen to 6 lanes, 2030 ($58M)
55. US-1 (Richmond Hwy)—widen to 6 lanes, 2016, 2025 ($37M)
56. US-1 (Richmond Hwy)—widen to 6 lanes, 2024, 2030 ($23M)
57. US-1 (Richmond Hwy)—widen to 6 lanes, 2016, 2021 ($23M)
58. US-1 (Richmond Hwy)—widen to 6 lanes, 2019, 2021, 2035 ($125M)
59. US-15 (South King St)—widen to 4 lanes, 2017 ($9.4M)
60. US-15 (James Madison Hwy)—widen to 4 lanes, 2017, 2024, 2040 ($52M)
61. US-29 (Lee Hwy Parallel) McGraws Corner Dr—construct 4 lanes, 2020 ($2M)
62. US-29 (Lee Hwy)—widen to 5 lanes, 2030 ($255M)
63. US-29 (Lee Hwy)—widen to 3, 6 lanes, 2017, 2025 ($130M)
64. US-50 (Lee Jackson Memorial Hwy)—widen to 6 lanes, 2025 ($100M)
65. US-50 (Arlington Blvd)—widen to 6 lanes during peak, 2016, 2021, 2040 ($52M)
66. VA-7/US-15 Bypass (Harry Byrd Hwy)—widen to 6 lanes, 2020 ($31M)
67. VA-7 (Leesburg Pke)—widen to 6 lanes, 2021 ($71M)
68. VA-7 (Leesburg Pke)—widen to 6, 8 lanes, 2021, 2025, 2035 ($49M)
69. VA-7 (Leesburg Pke)—widen to 6 lanes, 2025 ($34M)
70. VA-28 (Sully Rd) HOV, widen to 8-10 lanes, HOV in additional lanes during peak, 2016, 2021, 2025, 2040 ($100M)
71. VA-28 (Nokesville Rd)—widen to 4 or 6 lanes, 2016, 2018, 2020, 2040 ($11M)
72. VA-123 (Chain Bridge Rd)—widen to 8 lanes, 2021 ($22M)
73. VA-123 (Gordon Blvd)—widen to 6 lanes, 2022 ($3.0M)
74. VA-123 (Ox Road)—widen to 6 lanes, 2023 ($11M)
75. VA-236 (Little River Tpke)—widen to 6 lanes, 2025 ($58M)
76. VA-286 (Fairfax County Pkwy)—widen to 6 lanes, HOV north of I-66 during peak, 2035 ($296M)
77. VA-289 (Franconia/Springfield Pkwy)—HOV lanes with interchange at Neuman St, 2025 ($16M)
78. VA-294 (Prince William Pkwy)—widen to 6 lanes, 2040 ($9.2M)
79. VA-638 (Pohick Rd)—widen to 4 lanes, 2025 ($12M)
80. VA-638 (Rolling Rd)—widen to 4 lanes, 2020 ($31M)
81. Battlefield Pkwy—construct 4 lanes, 2020 ($45M)
82. Manassas Bypass (VA-234 Bypass)—construct 4 lanes, 2030 ($96M)
83. Manassas Battlefield Bypass—construct 4 lanes and close portions of US-29 (Lee Hwy) and VA-234 (Sudley Rd), 2030, 2035 ($4.5M)

Projects in bold are new in the 2016 CLRP Amendment

**ADDITIONAL LANE-MILES OF ROADWAY**

<table>
<thead>
<tr>
<th>System</th>
<th>Existing (lane-miles)</th>
<th>CLRP (additional lane-miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freeways / Expressways</td>
<td>3,572 mi</td>
<td>+467 mi</td>
</tr>
<tr>
<td>Arterials</td>
<td>13,362 mi</td>
<td>+715 mi</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>16,934 mi</strong></td>
<td><strong>+1,182 mi</strong></td>
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</table>

**Tolled Lane-Miles**

<table>
<thead>
<tr>
<th>System</th>
<th>Existing (lane-miles)</th>
<th>CLRP (additional lane-miles)</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>394 mi</td>
<td>+213 mi</td>
</tr>
</tbody>
</table>

What’s in the Plan 9
**Maryland**

1. I-270/US-15 widen including HOV, 2030 ($5.5B)

**Virginia**

2. I-66 HOT (Inside Beltway), revise operations from HOV 2+ to HOT during peak hours and bus service, 2017, 2021, 2040 ($375M)
3. I-66 HOT (Outside Beltway)—widen to 6 lanes (3 general purpose, 2 HOT, and 1 auxiliary) and bus service, 2021, 2040 ($2.1–3.1B)
4. I-66 HOV, widen to 8 lanes, HOV in additional lanes during peak, includes interchange reconstruction at US-15, 2016 ($132M)
5. I-66—construct HOV ramps to access Vienna Metro Sta, 2021 ($35M)
6. I-495—construct 4 HOT lanes, 2025, 2030 ($899M)
7. I-395 HOT—addional lane and revise operation from HOT 3+ during peak to HOT 3+, 2019 ($220M)
8. Dulles Toll Rd (VA-267)—Collector-Distributor Road WB, 2037 ($62M)
9. Dulles Toll Rd (VA-267)—Collector-Distributor Road EB, 2036 ($124M)
10. Dulles Toll Rd (VA-267)—interchange at New Boone Blvd Ext, 2037 ($79M)
11. Dulles Toll Rd (VA-267)—interchange at Greensboro Dr/Tyo Rd, 2036 ($28M)
12. Dulles Greenway (VA-267)—intersection at Hawling Farm Blvd, 2018 ($850K)
13. VA-286 (Fairfax County Pkwy)—widen to 6 lanes, HOV north of I-66 during peak, 2035 ($296M)
14. VA-289 (Franconia/Springfield Pkwy)—HOV lanes with interchange at Neuman St, 2025 ($16M)
15. VA-28 (Sully Rd) HOV—widen to 8–10 lanes, HOV in additional lanes during peak, 2016, 2021, 2025, 2040 ($100M)

Projects in bold are new in the 2016 CLRP Amendment.
MAJOR TRANSIT PROJECTS

Most of the major transit projects in the CLRP will add new transit lines and facilities. In all, the CLRP includes 76 miles of new Metro, light rail, streetcar, bus rapid transit, and commuter rail. It also includes four major HOV- or HOT-lane facilities that will provide infrastructure for increased express bus transit service.

District of Columbia
1. DC Streetcar, 2016, 2017, 2020, 2022 ($822M)
2. DC Dedicated Bicycle Lane Network, 2016, 2017 (not mapped) ($800K)
3. 16th Street Bus Priority Improvements, 2021 ($6.0M)
4. Tiger Grant Bus Priority Improvements (not mapped: DC, MD, and VA) ($110M)

Maryland
5. Corridor Cities Transitway BRT—from Shady Grove to COMSAT, 2020 ($545M)
6. MARC—Increase trip capacity and frequency along all commuter rail lines, 2029 ($1.1B)
7. Purple Line—Bethesda to New Carrollton, 2020 ($2.4B)
8. Silver Spring Transit Center, 2017 ($122M)

Virginia
10. Metro Silver Line (Dulles Corridor Metrorail Project)—Phase 2, 2020 ($5.6B)
11. Duke St Transitway—King St Metro to Fairfax County line, 2024 ($3.0M)
12. Potomac Shores VRE Station, 2017 ($75M)
13. Potomac Yard Metro Station, 2021 ($268M)
14. US-1 BRT from Huntington Metro Station to Woodbridge, 2030 ($1B)
15. US-1 bus right turn lanes, 2035 ($37M)
16. West End Transitway—Van Dorn St Metro to Pentagon Metro, 2019 ($100M)
17. VRE—Gainesville-Haymarket Extension, 2022 ($190M)
18. VRE—Reduce headways along the Manassas and Fredericksburg Lines, 2020 ($977M)
19. I-495 HOT Lane Express Bus Service ($255M)
20. I-66 HOT Lanes Project ($255M)

MAJOR TRANSIT PROJECTS

Projects in bold are new in the 2016 CLRP Amendment

1 This cost reflects the full anticipated cost of the VRE System Plan 2040, which includes several other major project elements in addition to this headway-reduction project.
2 This project is part of the larger I-66 HOT Lanes project, therefore its precise cost is not currently available.
The CLRP can be analyzed to see how well it accommodates rising travel demand resulting from population and job growth and how it supports or advances key strategies in the Regional Transportation Priorities Plan. The results of this analysis can help decisionmakers and the public better understand what changes to current plans and funding might be needed to achieve different future outcomes.

**SYSTEM MAINTENANCE**

Maintenance of our transportation system is vital. The Priorities Plan identified maintenance of our roadways and transit systems as the region’s top transportation priority. That means taking care of day-to-day maintenance and repair activities as well as rehabilitating or completely replacing aging infrastructure.

The CLRP financial analysis, required every four years and last conducted in 2014, includes a full funding commitment for operations and state of good repair for roads and transit.

**WHAT’S IN THE PLAN:**

- $79 billion for major rehabilitation or complete replacement of aging road and transit infrastructure
- Another $123 billion for operating the system, including routine maintenance like repaving roadways and servicing transit vehicles.

**CLRP EXPENDITURES (2015–2040)** Total: $244 Billion (figures are rounded)

Operations includes routine maintenance like repaving roadways and servicing transit vehicles

- **Highways**
  - Expansion $27 B (27%)
  - State of Good Repair $48 B (49%)
  - Operations $24 B (24%)
  
- **Transit**
  - State of Good Repair $31 B (21%)
  - Operations $99 B (68%)
  - Expansion $15 B (11%)

- **Total**
  - $99 billion | (40% of total expenditures)
  - $145 billion | (60% of total expenditures)
EXPANDED TRANSIT CAPACITY

Adding more capacity to the existing transit system and adding new, cost-effective transit options were key elements in the Priorities Plan’s call for moving more people more efficiently. The current CLRP would do both, giving more people access to transit and resulting in significant increases in transit ridership.

Transit will be more widely available and more people will use it...

WHAT’S IN THE PLAN:

- 76 miles of new high-capacity transit, including Metro, light rail, streetcar, bus rapid transit, and commuter rail (a 26% increase from today)
- Significantly expanded capacity on MARC and VRE commuter rail

WHAT WE GET:

- 36% increase in daily transit ridership (370,000 more trips)
- 31% increase in the number of jobs accessible by transit

PERCENTAGE OF POPULATION AND JOBS IN PROXIMITY TO HIGH-CAPACITY TRANSIT

“Proximity” defined as within one mile of rail or within a ½ mile of BRT

“High-capacity transit” defined to include Metrorail, commuter rail, streetcar, light rail or bus rapid transit.
... but the system will be crowded and most people will still drive.

That growth in ridership will be a mixed blessing, though. Transit crowding will still be a problem, especially on Metro lines to and through the downtown core. The latest CLRP does not include Metro’s $6-billion proposal to, among other things, run all eight-car trains and expand its busiest downtown stations to handle more riders.

And, even with these gains in ridership, most trips in the region will still be by made by car. Our transit investments will generally keep pace with regional growth, but the reality that driving is the dominant mode of travel in our region is not expected to change.

WHAT WE GET:

- Metro will not have the funding to implement Metro 2025, a proposal to alleviate crowding on its busiest lines and at its busiest stations
- Virtually no change in overall transit mode share is expected, though a slightly greater share of work trips will be made by transit
TARGETED CONGESTION RELIEF

About 8 in 10 daily trips in our region are made by private automobile, and that’s a number that isn’t likely to change much between now and 2040. The Priorities Plan says that makes it important to find ways to squeeze the most capacity out of our existing road network.

The CLRP includes nearly 100 major projects aimed at expanding roadway capacity, many targeted in areas with the worst back-ups. Even with these improvements, congestion is expected to get significantly worse through 2040.

The region will add nearly 1,200 lane-miles of roadway capacity but congestion will still get substantially worse.

WHAT’S IN THE PLAN:

- Nearly 1,200 lane-miles of additional roadway capacity (a 7% increase from today)
- More than 200 lane-miles of tolled highways that incentivize ridesharing and transit use

WHAT WE GET:

- 66% more congested lane-miles of roadway at peak hour
- 74% more vehicle-hours of delay
- 47% longer average one-way trip times
- No improvement in the number of jobs accessible by auto

CONGESTED LANE-MILES (AM PEAK HOUR)

2016: 1,684
2040: 2,795
Increase: 66%

AVERAGE NUMBER OF JOBS ACCESSIBLE BY AUTOMOBILE (in 1000s)

2016: 881
2040: 876
Decrease: 1%

CHANGE IN ACCESS TO JOBS BY AUTOMOBILE

Change in # of Jobs within 45 Minutes
- 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

How the Plan Performs
**ACTIVITY CENTERS**

Concentrating residential and commercial development in dense, mixed-use Activity Centers is a strategy that the Priorities Plan says can help reduce peoples’ reliance on driving to meet their daily needs. Connecting Activity Centers with high-capacity transit options can also help. Current forecasts of regional growth show that the majority of new people and jobs will locate in Activity Centers and that the projects in the CLRP will connect more centers with high-capacity transit.

**Most new growth will be in Activity Centers and more centers will be connected by high-capacity transit.**

**WHAT WE GET:**
- 60% of new households and 75% of new jobs will be located in Activity Centers
- 69% of Activity Centers will be connected by high-capacity transit

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**POPULATION AND JOB GROWTH IN ACTIVITY CENTERS**

Population and job estimates come from the COG Round 9.0 Cooperative Forecast

Inside of Activity Centers (60%)

Outside of Activity Centers (40%)

**Population**

1,240,000 New People

**Jobs**

Inside of Activity Centers (75%)

Outside of Activity Centers (25%)

940,000 New Jobs
AIR QUALITY AND GREENHOUSE GASES

The Washington metropolitan area currently does not meet federal air quality standards for ground-level ozone. Therefore, it must show through a detailed technical analysis that future vehicle-related emissions of the two key ingredients in the formation of ozone—nitrogen oxides (NOx) and volatile organic compounds (VOCs)—are expected to remain below approved regional limits.

The latest air quality analysis of the CLRP showed that NOx and VOC emissions are expected to drop steadily through 2040 and remain well below currently approved limits. These drops are expected to occur mainly as cars and trucks meeting tougher new federal fuel and vehicle efficiency and other emissions standards enter the region’s vehicle fleet, and as changes are made to the formulation of vehicle fuel.

Emissions of both criteria pollutants are expected to drop steadily between now and 2040.

The TPB also forecasts future greenhouse gas emissions under the CLRP. Total vehicle-related emissions are forecast to drop 24 percent between now and 2040. Since the region’s population is forecast to grow during that time, emissions on a per-capita basis are forecast to drop even more—by about 45 percent.

Total and per capita greenhouse gas emissions are forecast to drop by 2040.
The TPB will soon begin its next major four-year update of the CLRP as required by federal law. The update will include revised estimates of available revenue through the horizon year of the plan. It will also include a new “unconstrained” element that identifies projects for which funding has not yet been identified.

The purpose of the new “unconstrained” plan element is two-fold. First, it will help quantify and highlight the region’s unmet transportation funding needs. The element will spell out hundreds of projects that local jurisdictions have identified as priorities in their local plans but that remain unfunded.

Second, the element will provide a foundation from which the region can identify a limited number of key priority projects to rally regional leaders and the public behind in order to secure funding for the investments. The 2018 CLRP Update must be adopted by the TPB by the end of 2018. The TPB is currently developing a plan for involving the public in the update process.
HOW TO GET INVOLVED IN THE TRANSPORTATION PLANNING PROCESS

SUBMIT COMMENTS DURING CLRP PUBLIC COMMENT PERIODS
The TPB gathers public input on the development of the CLRP during two formal 30-day public comment periods and through two citizen-led committees. Submit comments via one of the avenues below:

- www.mwcog.org/TPBcomment
- TPBcomment@mwcog.org
- (202) 962-3262
- 777 North Capitol Street NE, Suite 300
  Washington DC 20002
- At the beginning of the monthly TPB meeting

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

Visit transportationplanninghub.org to get more information about local and state decision-making processes, including opportunities to get involved.