

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

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Commonwealth Transportation Board
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Gerald Miller
Director, Program Coordination
Department of Transportation Planning
Metropolitan Washington Council of Governments

WHAT IS THE TRANSPORTATION PLANNING BOARD (TPB)?

- Federally designated Metropolitan Planning Organization (MPO) for the Region
- Members include:
 - Representatives of local governments in VA, MD, DC
 - State transportation agencies (VDOT, MDOT, DDOT)
 - VA, MD, and DC legislatures



TPB PLANNING AREA



- | Northern Virginia
- | District of Columbia
- | Suburban Maryland

- Approximately 3,000 square miles
- Over 5 million people
- Over 3 million jobs

KEY ROLES OF THE TPB

1. Federally required planning process
2. Forum for Regional coordination between and among three states
3. Technical resources for decision-making

FEDERALLY REQUIRED PLANNING PROCESS

Key Documents

I. Transportation Improvement Program (TIP)

- Updated annually
- 6 year horizon
- Must meet federal requirements:
 - Financial constraint
 - Air quality conformity
 - Public participation



FEDERALLY REQUIRED PLANNING PROCESS

Key Documents

2. Financially Constrained Long-Range Plan (CLRP)

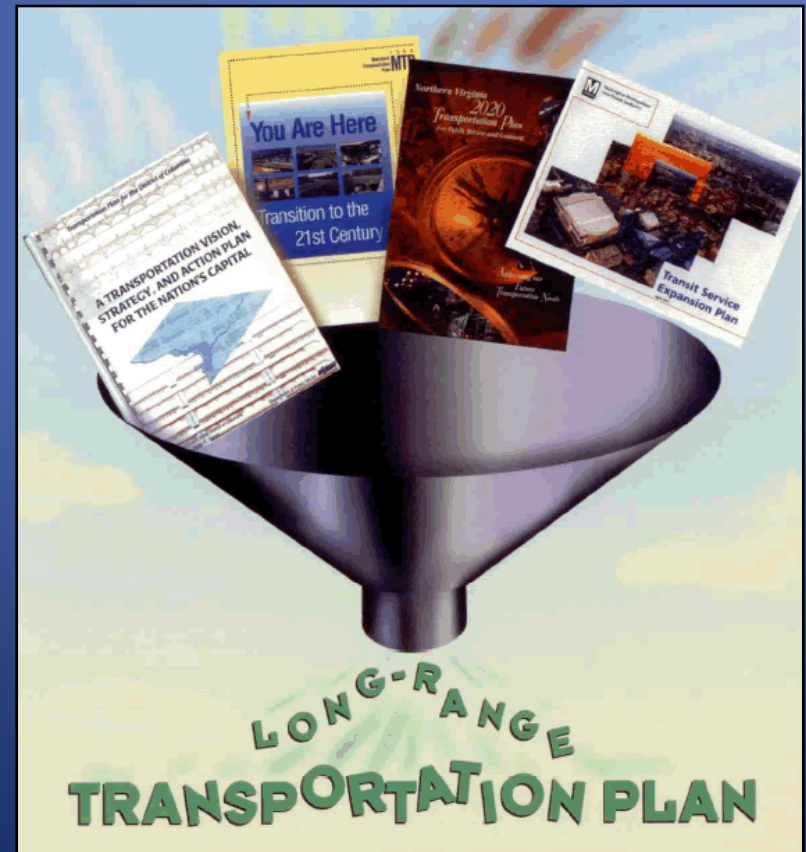
- Updated annually
- Over 750 different projects
- 20+ year horizon



TPB CONSTRAINED LONG RANGE PLAN

The **CLRP** puts a financial **squeeze** on state and other unconstrained long range plans.

- Not a wish list
- Projects must be “reasonably anticipated” to be funded
- CLRP must “conform” to air quality standards



Projects must be in **CLRP** to qualify for federal funds

TPB'S STAFF RESOURCES

- Staff technical expertise in:
 - Travel demand modeling
 - Travel monitoring
 - Forecasting
 - Public Involvement
 - GIS technical support
 - Air quality conformity
 - And more...

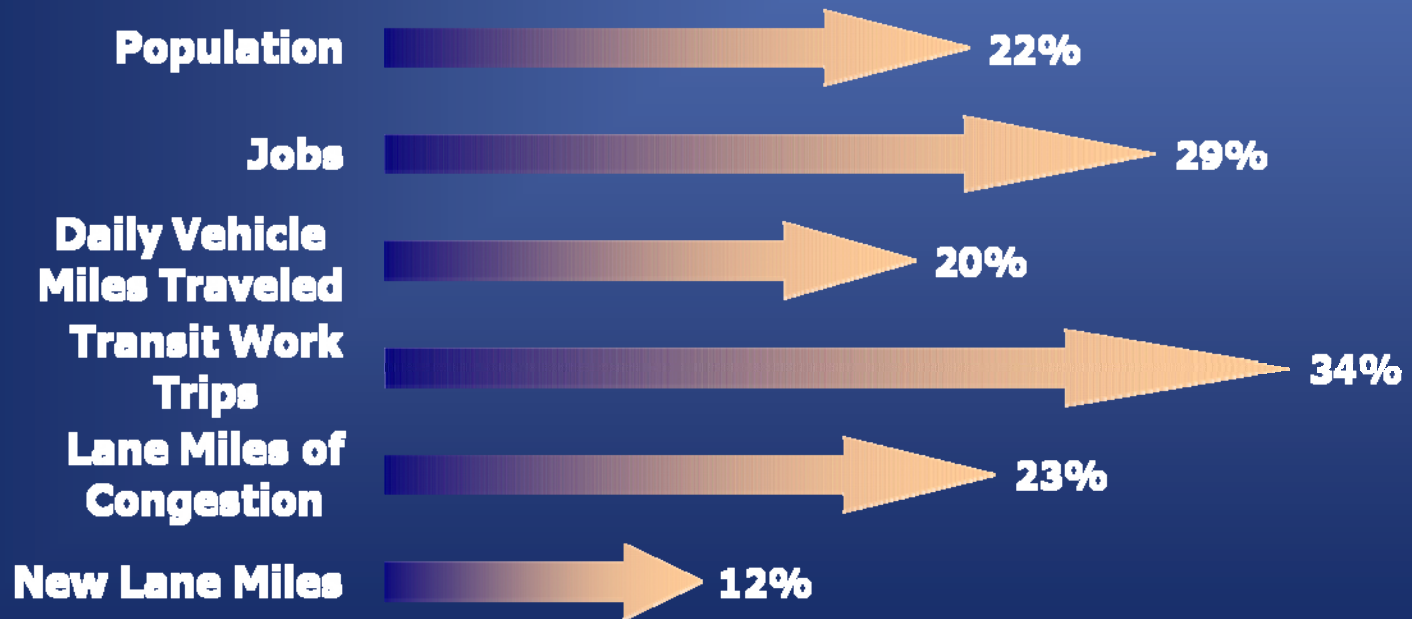


Transportation affects us all...
...and we're facing some significant challenges

GROWTH AND CONGESTION

The transportation system isn't keeping pace with growth

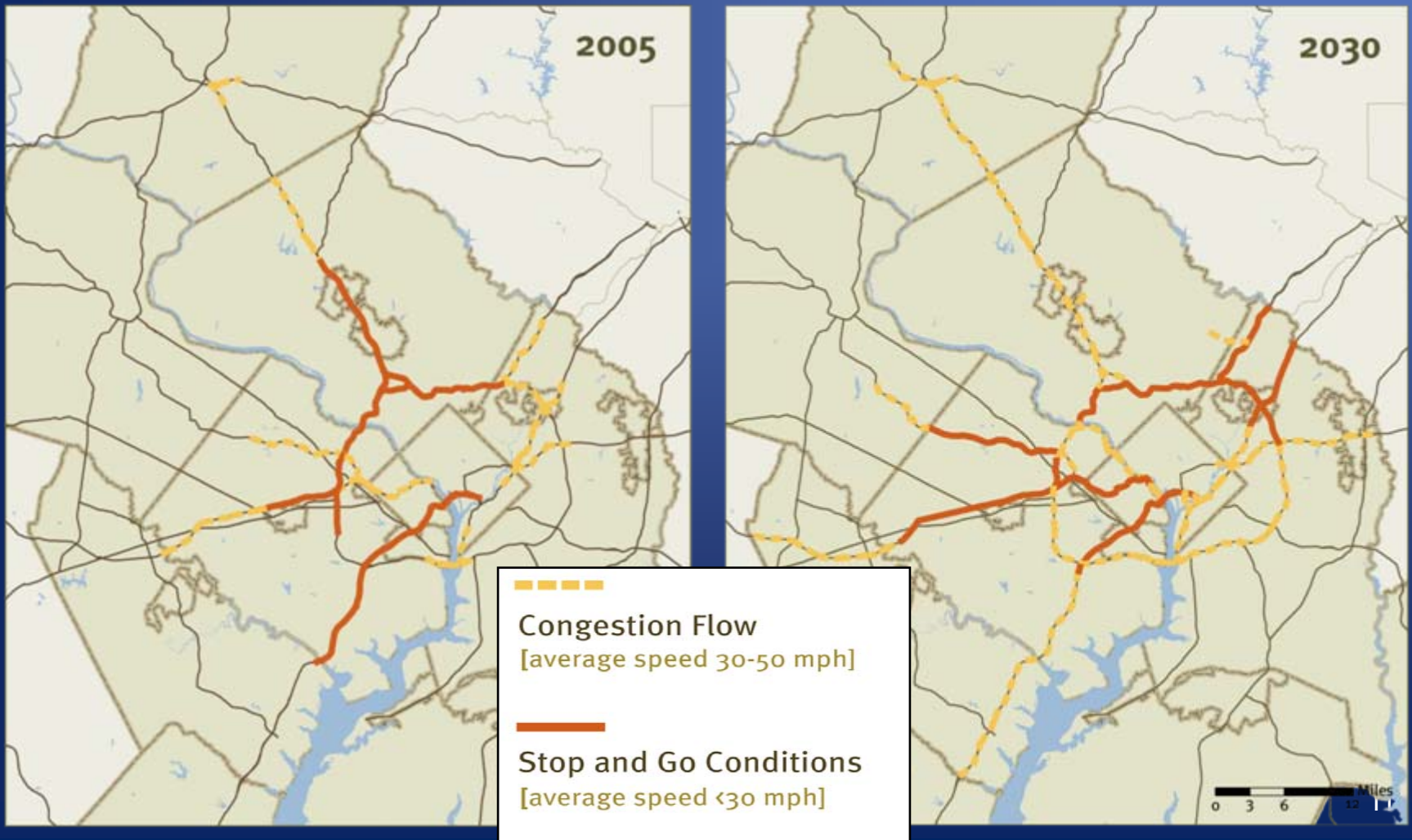
Forecast Trends 2009 - 2030



*Based on region's 2009 Constrained Long-Range Plan

ROAD CONGESTION

Evening Highway Congestion: 2005 and 2030



CONGESTION ON METRO

Morning Peak-Hour Transit Congestion: 2005 and 2030



WHAT IS THE TPB DOING IN PURSUIT OF REGIONAL GOALS?

Learning from Successful Recent Projects

Each of these projects
tapped funding from
Tolls



Intercounty Connector



Rail to Dulles



Beltway HOT Lanes

TPB REGIONAL PROGRAMS

- Metropolitan Area Transportation Operations Coordination (MATOC) Program
 - Commuter Connections
 - Street Smart Campaign
- Regional programs are administered by TPB and are jointly funded by 3 State DOTs



STREET
SMART

COMMUTER CONNECTIONS
A SMARTER WAY TO WORK

CURRENT CRITICAL ISSUES

2010 CLRP Update

- Several major projects removed or delayed due to funding constraints

Growth is Continuing

- Congestion increasing on roads and train platforms
- Growth is widespread, not concentrated

Funding is Tight

- Economic Recession
- States and local governments struggling to fund essential projects

Metro Funding Shortfall

- Funding is not sufficient for the transit agency to be able to do what people expect it to do

EMERGING CONTEXT, NEW OPPORTUNITIES

Changing Federal Context

- Funding and program opportunities
- New legislation
 - Possible focus on regional planning?
- Policy shifts
 - Federal Livability Initiative
 - Multi-modalism

EMERGING CONTEXTS, NEW OPPORTUNITIES

Emphasis on Multi-Modalism

- TPB Regional Priority Bus Network
 - \$60 million awarded under US DOT TIGER Program
- TIGER II Opportunities
- HUD Sustainable Communities Regional Planning Grant
- Focus on benefit-cost based planning



FINAL THOUGHTS

- TPB is an integral part of solving the National Capital Region's transportation challenges
- TPB looks forward to working with Commonwealth Transportation Board to determine solutions to these challenges