



NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD (TPB)

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What is the National Capital Region Transportation Planning Board?

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
- Washington Metropolitan Area Transit Authority

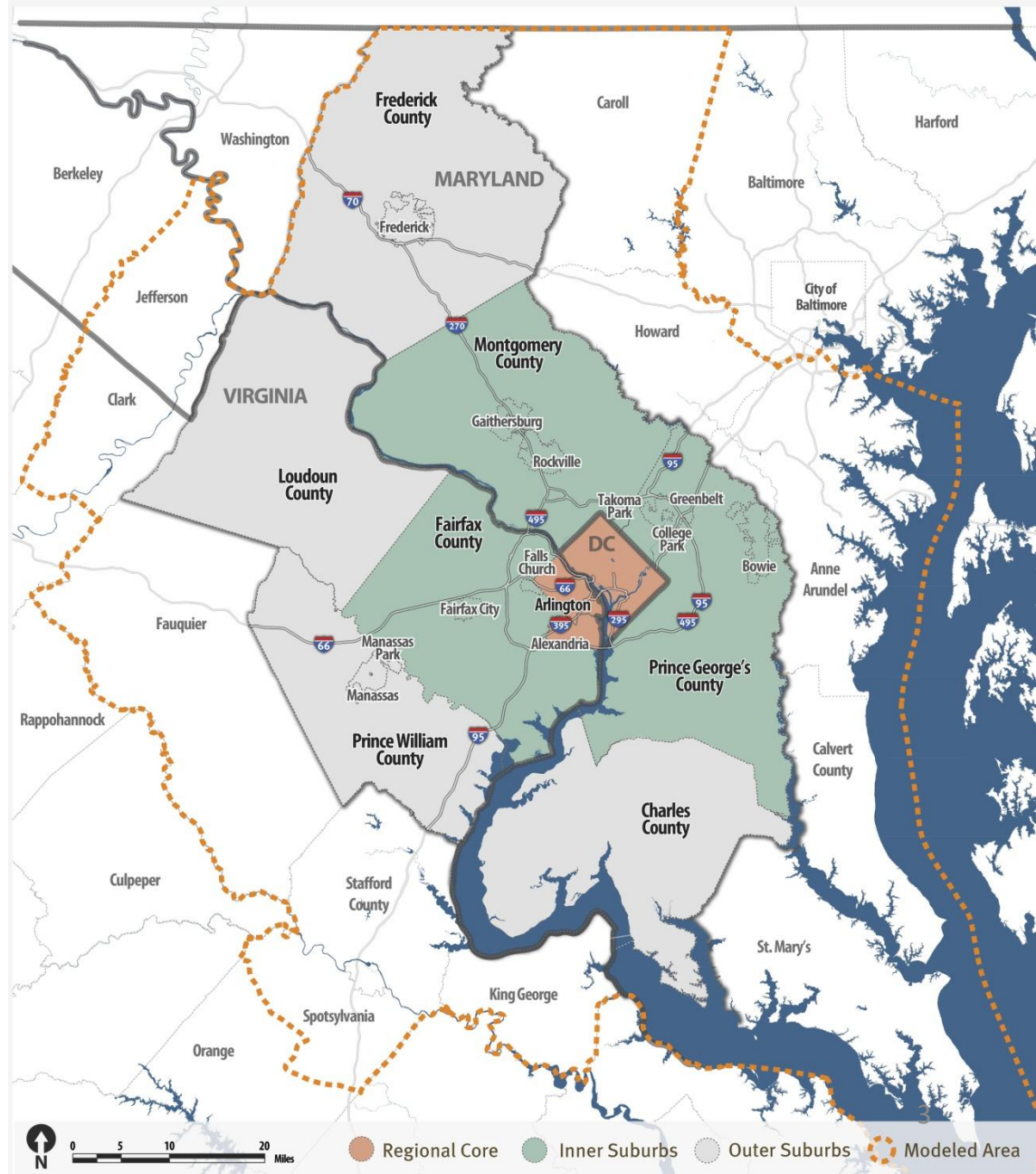


TPB Planning Area

Includes:

Northern Virginia
District of Columbia
Suburban Maryland

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



TPB Issues in Focus:

1. Federally required planning process - 2012 Financially Constrained Long-Range Plan (CLRP) performance analysis
2. Implementation of MAP-21 Programs

Federally Required Planning Process

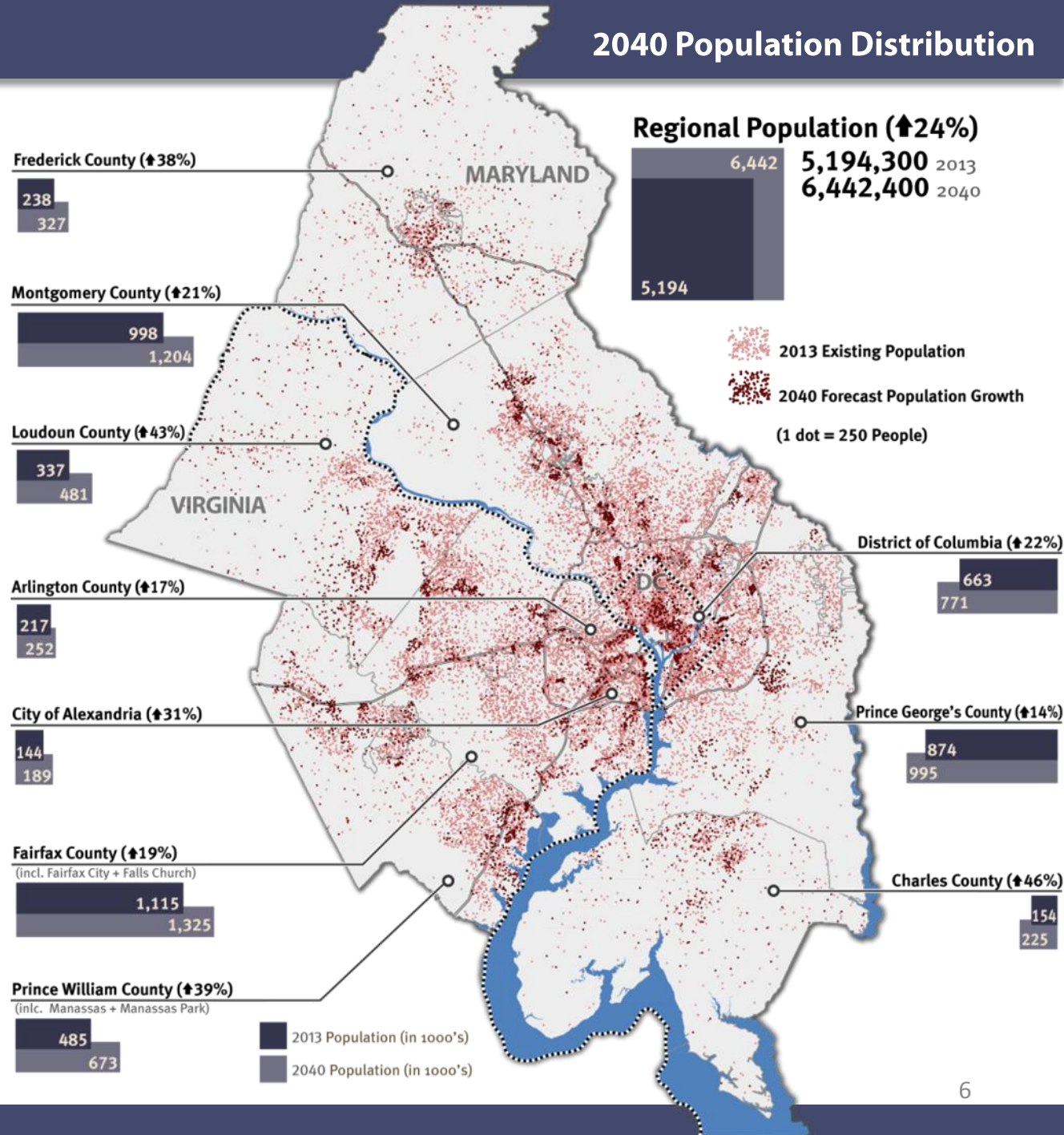
Performance Analysis of the 2012 CLRP

Population Growth 2013 - 2040

By 2040 the region's population will grow by 24% to almost 6.5 million people.

The population of the outer jurisdictions is expected to grow at a faster rate than the inner jurisdictions.

The inner jurisdictions will retain the majority of the region's population in 2040.

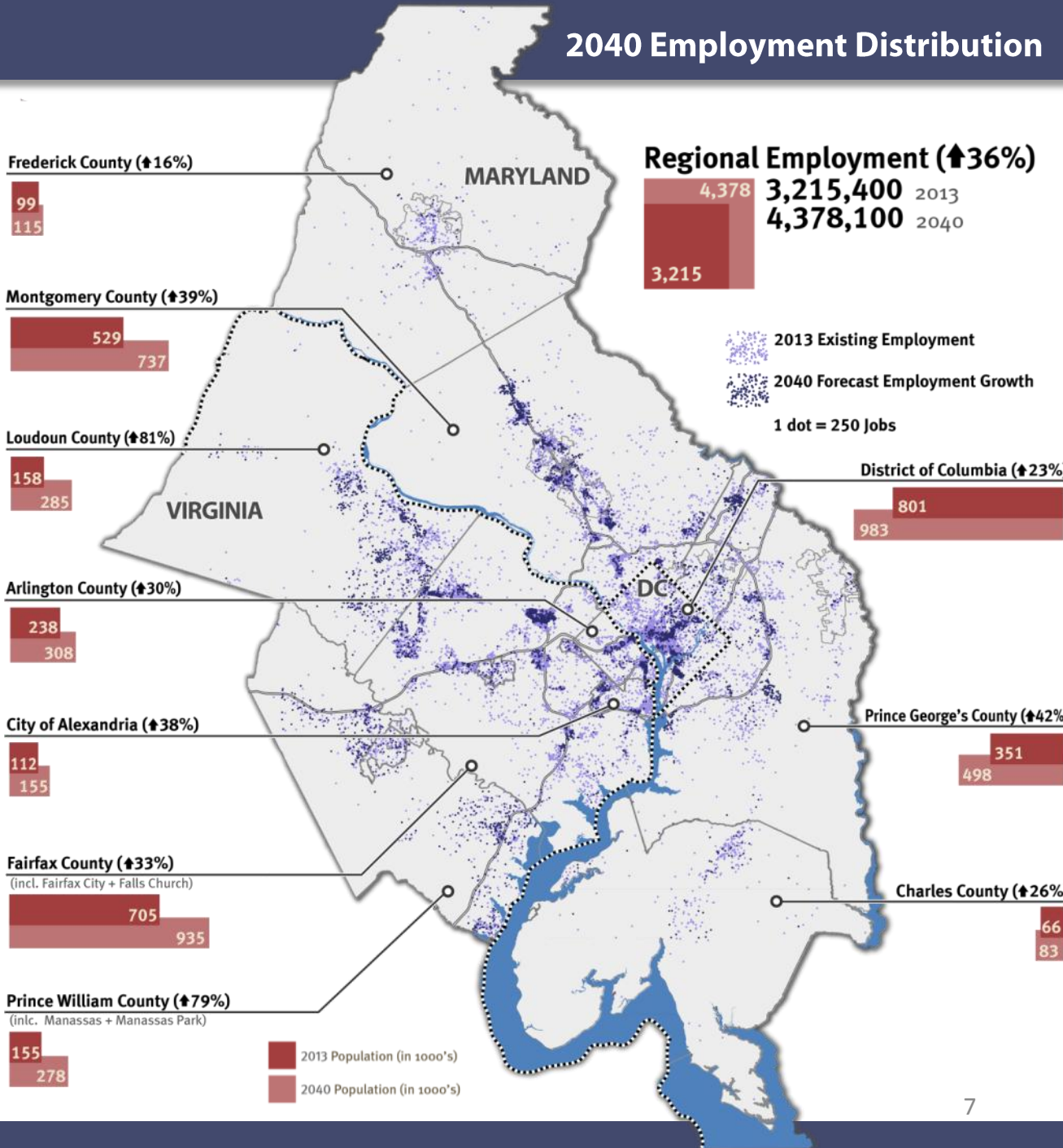


Employment Growth 2013 - 2040

By 2040 the region's employment will grow by 36%.

Employment is expected to grow fastest in the outer jurisdictions of Virginia, but the highest concentration of jobs will be in the District of Columbia, Fairfax County, VA, and Montgomery County, MD in 2040.

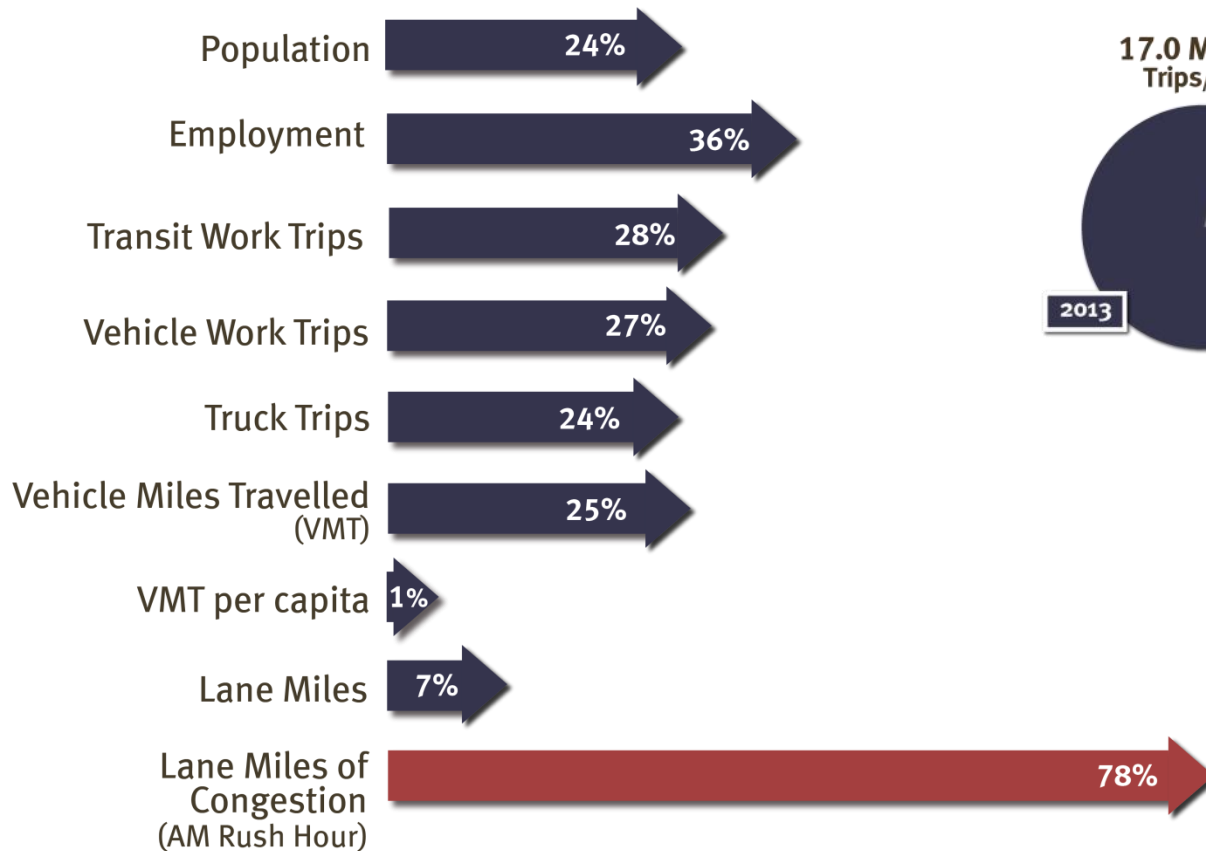
In 2040 population will be slightly more dispersed than it is today, and jobs will continue to concentrate toward the western side of the region.



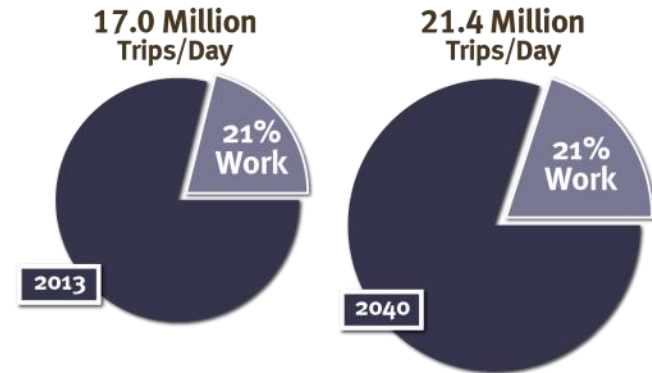
Travel Demand 2013 - 2040

In 2040 the total number of trips taken will increase by 4.4 million, or 26%. Commute trips will continue to account for only 21% of all trips taken in the region.

Change in Land Use and Travel Forecast 2013-2040



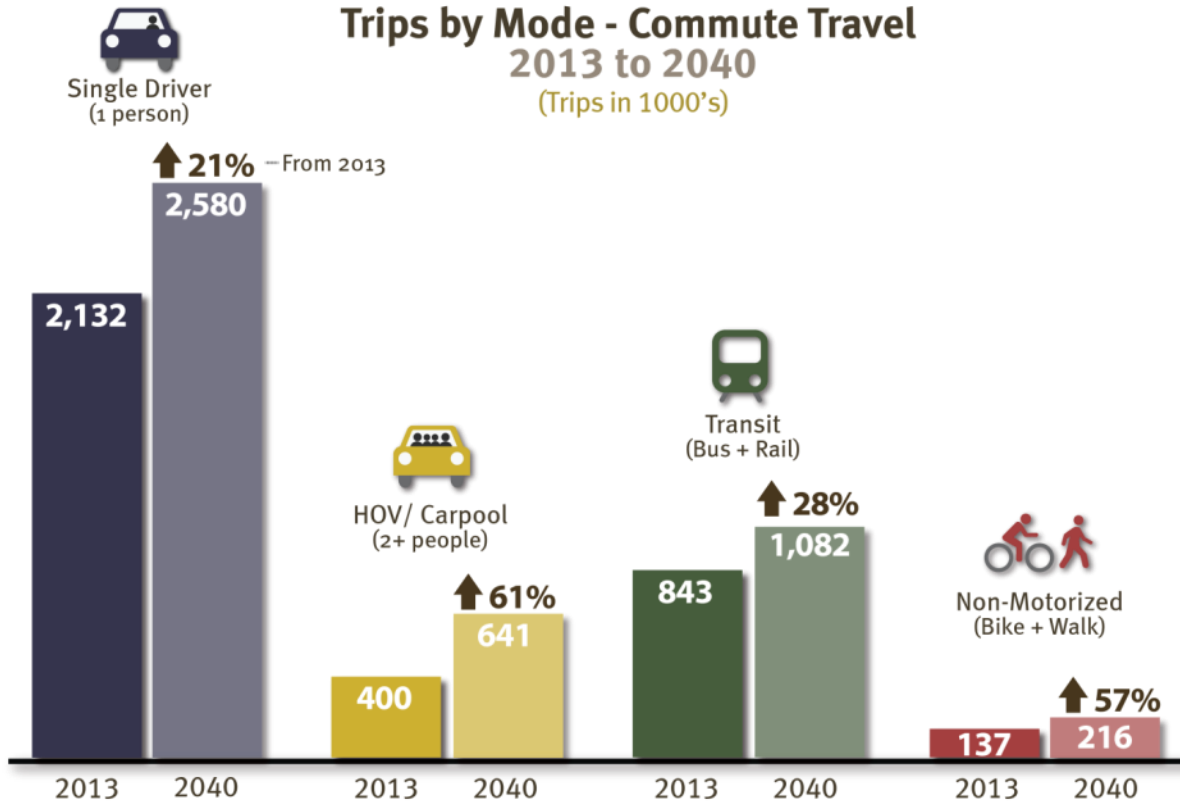
Trips by Purpose 2013 - 2040



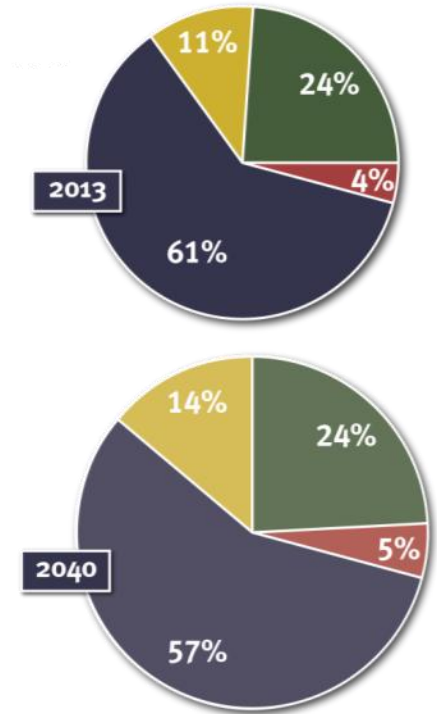
Commute Travel by Mode and Mode Share

2013 - 2040

Trips by Mode - Commute Travel
2013 to 2040
(Trips in 1000's)

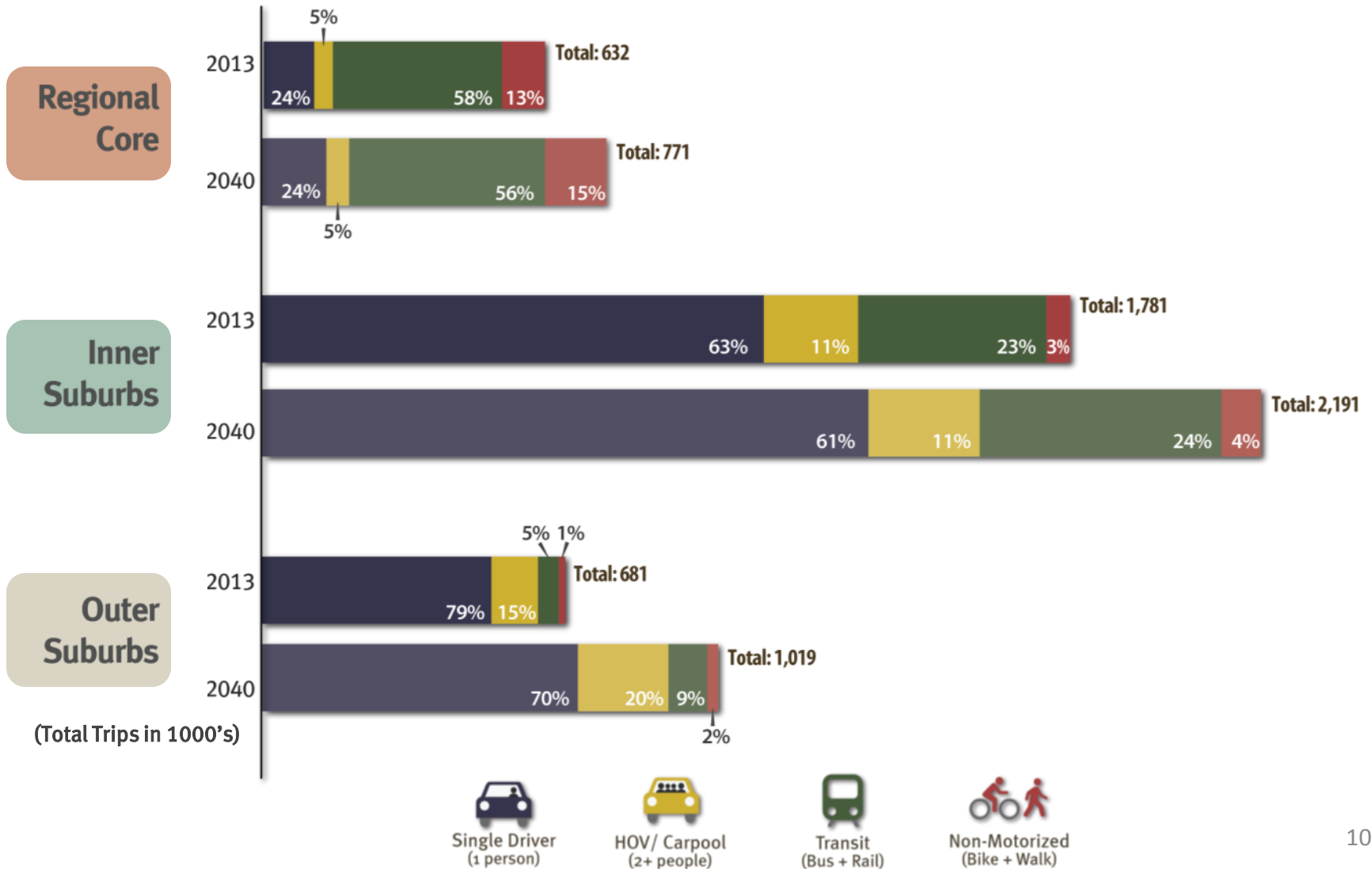


Mode Share for Commute Travel
2013 to 2040

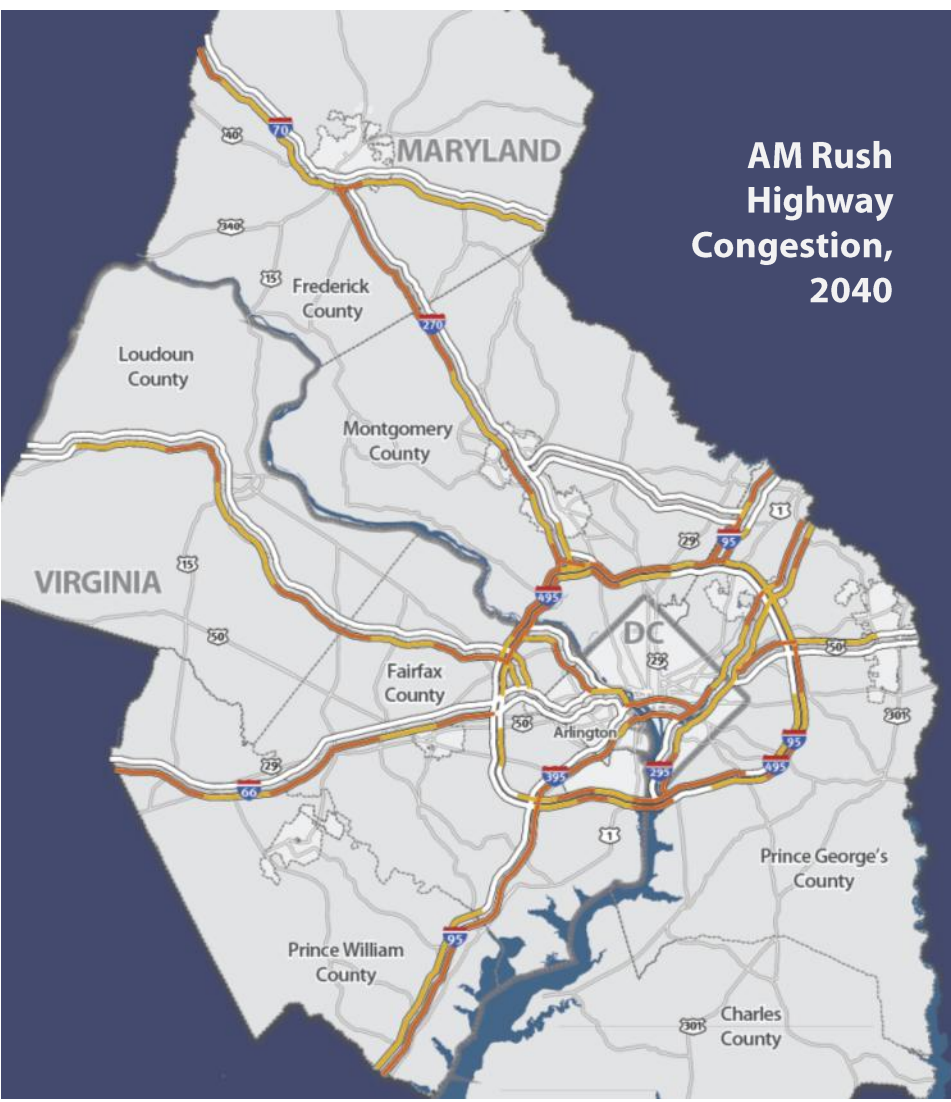


Commute Travel by Mode and Mode Share

For the Regional Core, Inner, and Outer Suburbs



Highway Congestion 2013 - 2040



NOTE: I-95 and I-495 in VA illustrates only non-priced lanes. Priced lanes will have free flow traffic.

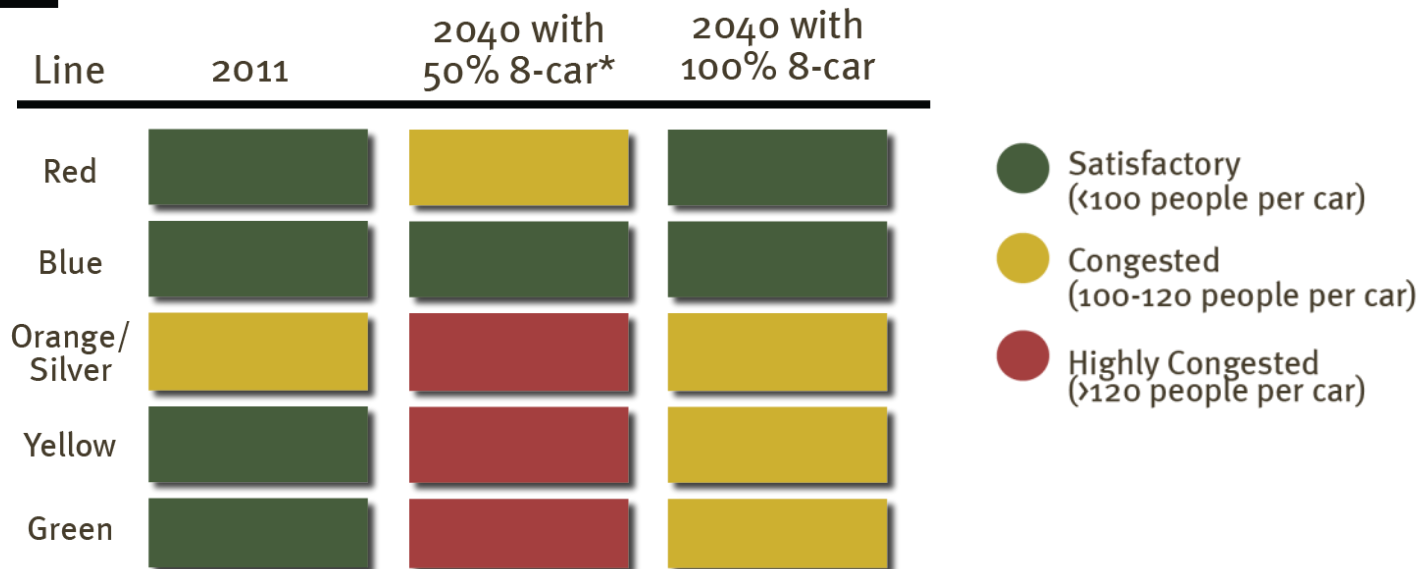
Transit Congestion 2013 - 2040

The Metrorail system will likely reach capacity on trips to and through the regional core, due to lack of funding for capacity enhancements.

Without additional railcars beyond those currently funded, key rail lines entering the core will become congested by 2040.



MetroRail Congestion AM rush hour



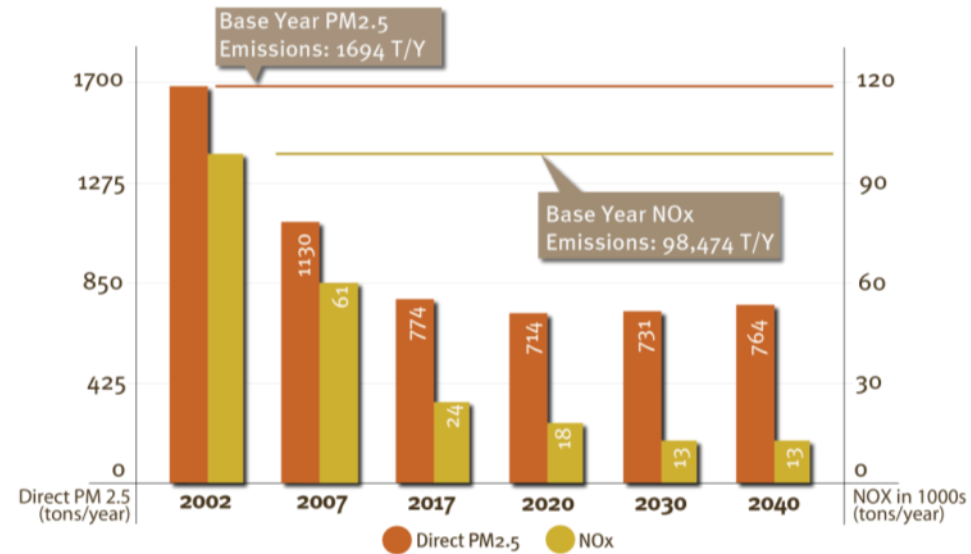
*The 2012 CLRP assumes 50% 8-car trains in 2040

Air Quality 2013 - 2040

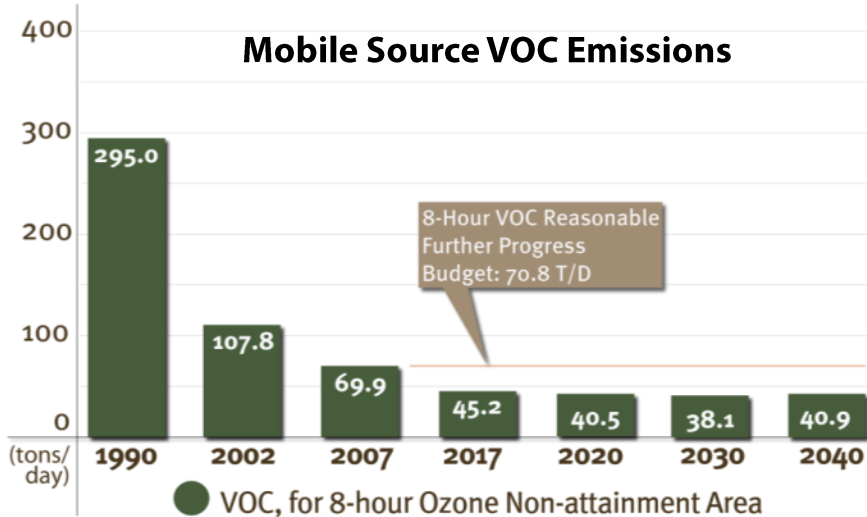
The CLRP shows substantial reductions in all three main pollutants through 2020, with a very small uptick between 2030 and 2040.

Estimated emissions are well within the approved budget for each pollutant through 2040.

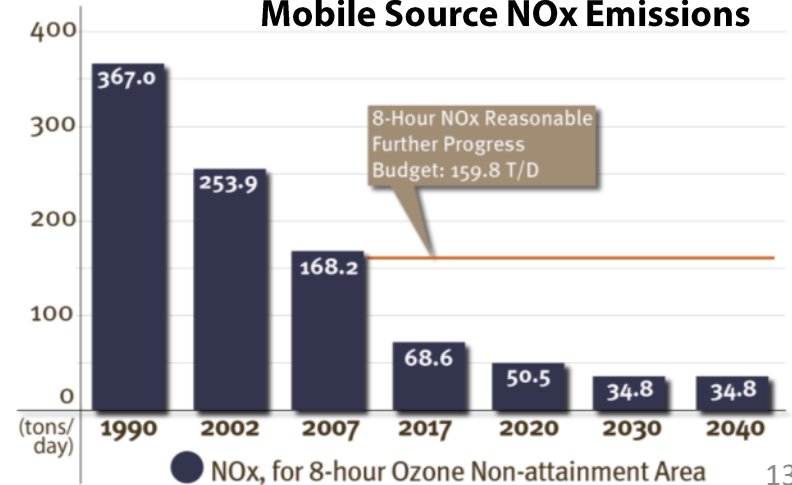
PM2.5 Direct and Precursor NOx emissions



Mobile Source VOC Emissions



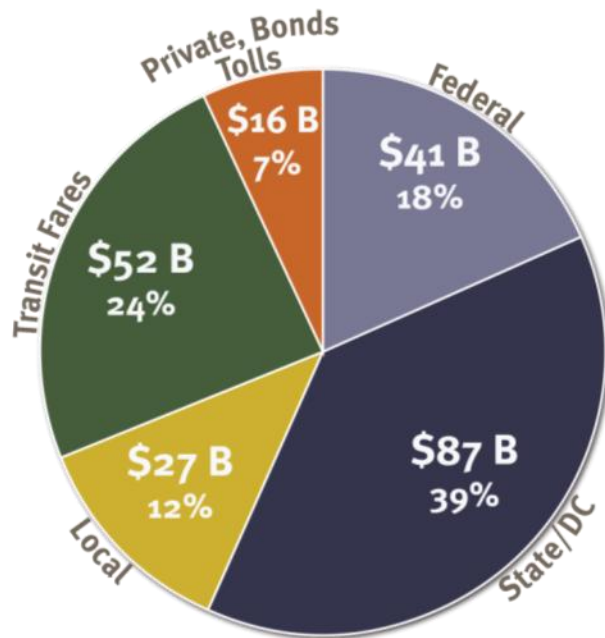
Mobile Source NOx Emissions



CLRP Funding and Expenditures

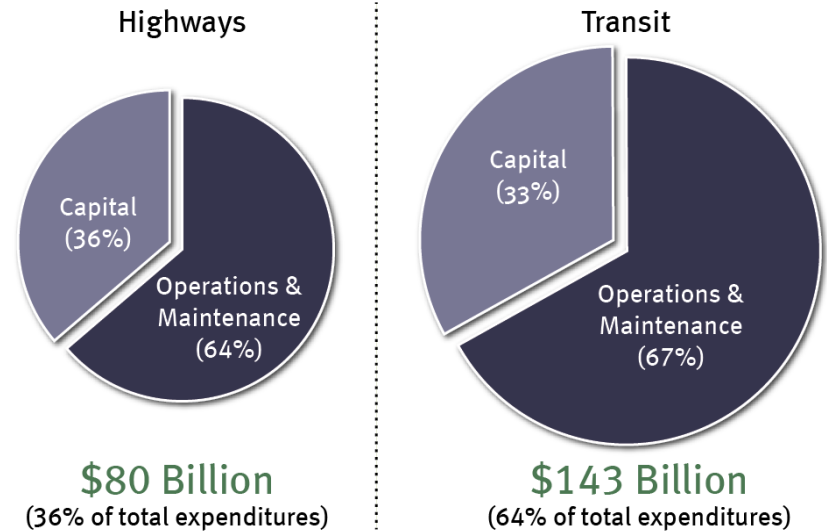
Revenues by Funding Source, 2011-2040

\$222.9 Billion



CLRP Expenditures, 2011-2040

\$222.9 Billion



Vast majority of future funding dedicated to operations, maintenance, and major rehabilitation - Limited funding for new capacity

Current Issues Highlighted by the 2012 CLRP



Metrorail Repair Needs: Funding to address deferred Metrorail maintenance needs is committed only through 2020.



Roadway Congestion: The region's roadways will remain among the most congested in the nation, limiting travel options for people and goods.

Current Issues Highlighted by the 2012 CLRP



Transit Congestion: The Metrorail system will experience increasingly severe crowding problems, and lacks the capacity to support forecasted population and employment growth.



Housing & Job Location: Most housing and many of the region's jobs will continue to be located far outside of activity centers in locations with limited travel options.

Addressing Current Issues Highlighted by the 2012 CLRP

1. Additional funding needed for both transit and roadways

- Transit:
 - Funding for Metrorail maintenance and rehabilitation needs beyond 2020
 - Funding to expand Metrorail capacity through 8-car trains and other measures
- Roadways:
 - Sufficient funding to support both road and bridge maintenance requirements and the capacity improvements needed to accommodate a growing region

2. Improve coordination of transportation and land-use

- Take advantage of the many untapped opportunities for mixed-use development near existing rail stations
- Concentrate more of the region's housing and employment growth in activity centers and other areas with good transportation options
- Address the imbalance between the east and west sides of the region

What is the Region is Doing in Pursuing its Goals? Learning from Successful Recent Projects



Beltway HOT
Lanes

Each of these
projects tapped
funding from
**direct
beneficiaries**



Intercounty Connector



Rail to Dulles

Regional programs administered by TPB and jointly funded by 3 State DOTs

- Metropolitan Area Transportation Operations Coordination (MATOC) Program
- Commuter Connections
- Street Smart Campaign



STREET
SMART

COMMUTER CONNECTIONS
A SMARTER WAY TO WORK

TIGER I Regional Bus Priority Project

- USDOT awarded \$58.8 million (100% Federal) to the region to implement priority bus projects and treatments
- Implementation is underway
- Five implementing organizations: City of Alexandria, DDOT, MDOT, PRTC, and WMATA
- Projects:
 - PRTC Buses and ITS
 - US-1 (VA) / Potomac Yard Transitway
 - DC and VA Bus Corridor Priority Treatments
 - Pentagon and Franconia-Springfield Station improvements
- Additional bus priority treatments are being studied and implemented throughout the region



Changing Federal Context

New Opportunities for the Region

- MAP-21: Moving Ahead for Progress in the 21st Century
- Effective October 1, 2012
- 2 year federal transportation authorization
- \$105 billion for fiscal years 2013 and 2014

Performance-Base Planning and Programming

New National Goals Under MAP-21

Metropolitan Planning Process continued from previous law

Scope of Planning Process	
1	Economic Vitality
2	Safety
3	Security
4	Accessibility
5	Environment
6	Connectivity Across Modes
7	System Management and Operation
8	System Preservation

National Goals new from MAP-21

Performance Management National Goals	
1	Safety
2	Infrastructure Condition
3	Congestion Reduction
4	System Reliability
5	Freight Movement and Economic Vitality
6	Environmental Sustainability
7	Reduced Project Delivery Delays

National Goals related to Scope of Metropolitan Planning Process

Performance-Based Planning and Programming (PBPP)

- PBPP means new requirements for states, transit agencies, and MPOs
- Where TPB will focus its resources:
 - Work with states and public transportation providers on infrastructure condition and safety
 - Focus on areas that need multi-agency attention such as safety, congestion reduction, system reliability, and air quality

New Enhanced Mobility Program (Section 5310)

Under MAP-21

- A new FTA program that combines previous Section 5310 and New Freedom programs (JARC was eliminated)
- TPB, DRPT, DDOT, and MTA are discussing who will be the designated recipient for the new 5310 Enhanced Mobility program in the Washington urbanized area



Transportation Alternatives Program (TAP) Under MAP-21

- A new FHWA formula program that combines three previous SAFETEA-LU programs (Safe Routes to Schools, Transportation Enhancements, and Recreational Trails)
- TPB is coordinating with DDOT, MDOT, and VDOT on administration, schedules, and timing for the new TAP Program



Final Thoughts:

- TPB is working to address the National Capital Region's transportation challenges
 - Metropolitan Washington has once again been ranked #1 in the nation for traffic congestion
 - Additional funding is needed to maintain and expand the region's transportation system
- TPB looks forward to working with the Commonwealth Transportation Board to find solutions to these challenges

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