

## **ITEM 11 - Information**

May 20, 2015

### Status Report on the Development of a Regional List of Unfunded Transportation Projects

**Staff**

**Recommendation:** Receive briefing.

**Issues:** None

**Background:** In response to a request from the TPB in September 2014, TPB staff has begun the development of a list of transportation projects that are included in the plans of TPB members but cannot be included in the CLRP because funding has not been identified. The TPB will be briefed on efforts underway to develop this list.





# NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

---

## MEMORANDUM

**TO:** Transportation Planning Board

**FROM:** Robert Griffiths  
Director, Plan Development and Data Programs  
Department of Transportation Planning

**SUBJECT:** Status Report on the Development of a Regional List of Unfunded Transportation Projects

**DATE:** May 14, 2015

---

### **Purpose**

The purpose of this memorandum is to provide the Board with a status report on the development of a regional list of unfunded transportation projects.

### **Background**

In September 2014, the TPB asked staff to develop a compilation of the region's unfunded transportation projects. In October, the Citizens Advisory Committee passed a resolution supporting this request and asking that the list be made available for use in public outreach and other regional planning activities. In November, TPB staff reported that it would work with member jurisdictions to gather a list of projects that are in state, local, and regionally approved plans, but are not currently in the Financially Constrained Long-Range Transportation Plan (CLRP).

### **Status Report**

Solicitation of project inputs was issued to member jurisdictions via members of the TPB Technical Committee on February 3, 2015 with February 27 as the due date for project submissions. At the request of TPB Technical members this deadline for the project submission was extended until the end of April.

As of April 30<sup>th</sup>, more than 600 projects have been submitted by 14 state, local and regional agencies from their approved transportation plans. The primary transportation plans serving as the source for a majority of these projects are: the District of Columbia's "moveDC" plan, the Joint Transportation Priorities Letters from Charles, Frederick, Montgomery, and Prince George's counties in Maryland, the Northern Virginia Transportation Authority's "TransAction 2040" plan and the Washington Metropolitan Area Transit Authority's "Momentum" and "Connect Greater Washington" plans. Jurisdictions also submitted other projects derived from various other adopted comprehensive or master plans from the individual counties and cities in

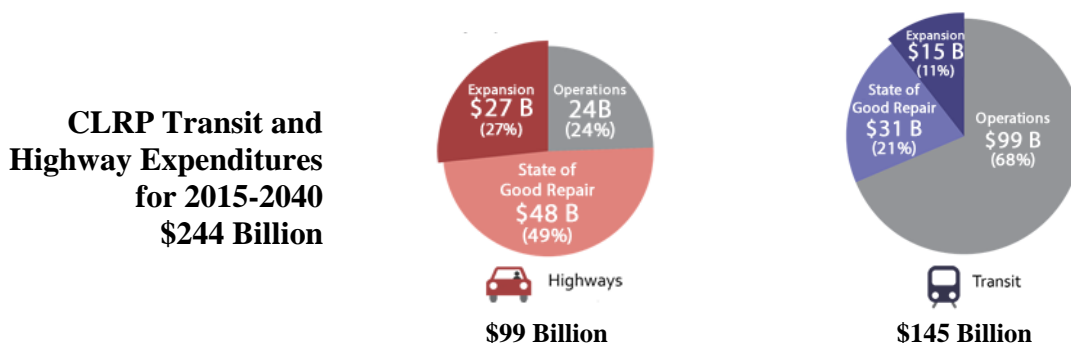
Virginia. In compiling the list of unfunded projects, TPB staff excluded those projects that are in the 2014 CLRP and that were submitted for the 2015 CLRP for construction, as projects in the CLRP have funding reasonably expected to be available.

Of the 620 projects submitted to date, 305 are roadway, 94 are transit and the remaining 221 are bicycle/pedestrian projects.

Using data provided by agencies on project length and capacity increases, staff determined that the projects in the unfunded list would add more than 400 lane miles to the region’s surface transportation network. This would be on top of a planned addition of 1,187 lane miles already included in the CLRP. Similarly, the unfunded list contains more than 210 new miles of high-capacity surface transit and 18 miles of Metrorail expansion, above the 37 new railway miles planned for in the CLRP. There was insufficient data to summarize mileage for bike lane facilities in this summary. Maps have been developed for most projects where spatial data was provided by agencies.

Most of the projects (562) are at a planning level and submitting agencies provided a planning-level cost estimate. There are, however, a number of projects (58) that may be at a pre-planning or conceptual level and as such did not have a cost estimate associated with them. The total estimated capital cost for the 562 projects with cost information is \$60.2 billion. The list includes 268 roadway projects that total almost \$15 billion and another 37 projects with costs yet to be determined. The list also includes 80 transit projects that come to almost \$45 billion and 14 more transit projects with undetermined costs. Lastly, there are 214 bicycle/pedestrian (or other) projects that total \$423 million and 7 with unknown costs. It must be noted that the cost estimates are strictly for the capital expenditures. These projects, once implemented, will generate additional annual operating and maintenance costs which are not accounted for in this exercise.

For perspective, the Financial Plan for the 2014 CLRP Update includes \$244 billion in Capital and Operations/Maintenance expenditures between 2015 and 2040. Of that amount, 83% or \$202 billion is estimated to cover the cost of operating and maintaining the region’s transportation system. Only 17% or \$42 billion is estimated to fund projects that expand capacity - \$27 billion for roadways and \$15 billion for transit (see figures below).



## **Next Steps and Future Direction**

Because of the different ways member jurisdictions approached this exercise, there is currently an imbalance in the number of projects in Maryland in comparison to the District of Columbia and Virginia. The District and members in Virginia submitted all projects in their respective plans, while jurisdictions in Maryland largely submitted only those projects from their plans that had been designated as priorities in their annual letters to the Maryland Department of Transportation. There are fundamental differences in the way projects are conceived, prioritized, funded and developed in each jurisdiction. Given the additional time and effort that would be required to identify additional transportation projects in Maryland local plans beyond those in the priority letters, several Maryland agencies would like a better understanding of how the TPB plans to use the list of unfunded projects. In particular, the Maryland agencies noted that the list of significant projects in the Maryland priority letters already greatly exceeds what the state anticipates could conceivably be funded and be completed in a 2040 timeframe. In addition, Maryland does not develop cost estimates for potential projects until feasibility and planning analysis begins.

Staff sees the development of an unfunded project list as the first step in preparing a comprehensive and financially unconstrained list of the transportation projects that member jurisdictions would like to advance into the CLRP sometime in the future. This list would provide an inventory of these projects and an overall planning level cost estimate of the projects in this inventory. This cost estimate together with the projects already in the CLRP would provide the TPB with information on the cost and scope of projects in the financially constrained CLRP relative to the inventory of all projects currently in the region's long range transportation plans.

Once the inventory of the region's unfunded transportation projects has been developed, a second step in this exercise could be to review this list and identify projects that are particularly important from a regional perspective and would significantly advance achievement of the TPB's goals and priorities. The performance analysis of the 2014 CLRP showed significantly increased congestion on both the region's highway transit network. Using criteria established by the TPB from a regional perspective, it may be possible to identify a small subset of projects from the comprehensive inventory of unfunded projects that could significantly improve the performance of the regional transportation system in the longer term.

If consensus on a subset of projects from the inventory can be reached, then as a third step in this exercise, the TPB could host a regional forum to explore innovative approaches to generate new funding for the subset of significant projects identified to be a priority for this region. The intent would be to help advance these projects that would substantially benefit the region and advance the TPB's multi-modal goals and priorities as outlined in its Vision and Regional Transportation Priority Plan documents.

TPB staff would like to discuss with the TPB Steering Committee the potential uses of the Unfunded Project List suggested above by staff and come back to the Board with a recommended future direction for this effort.