



Financially Constrained
**Long-Range
Transportation Plan**
For the National Capital Region

CLRPP
2014

PERFORMANCE ANALYSIS
of The Draft 2014 CLRPP

Presentation to the Travel Forecasting Subcommittee
November 21, 2014

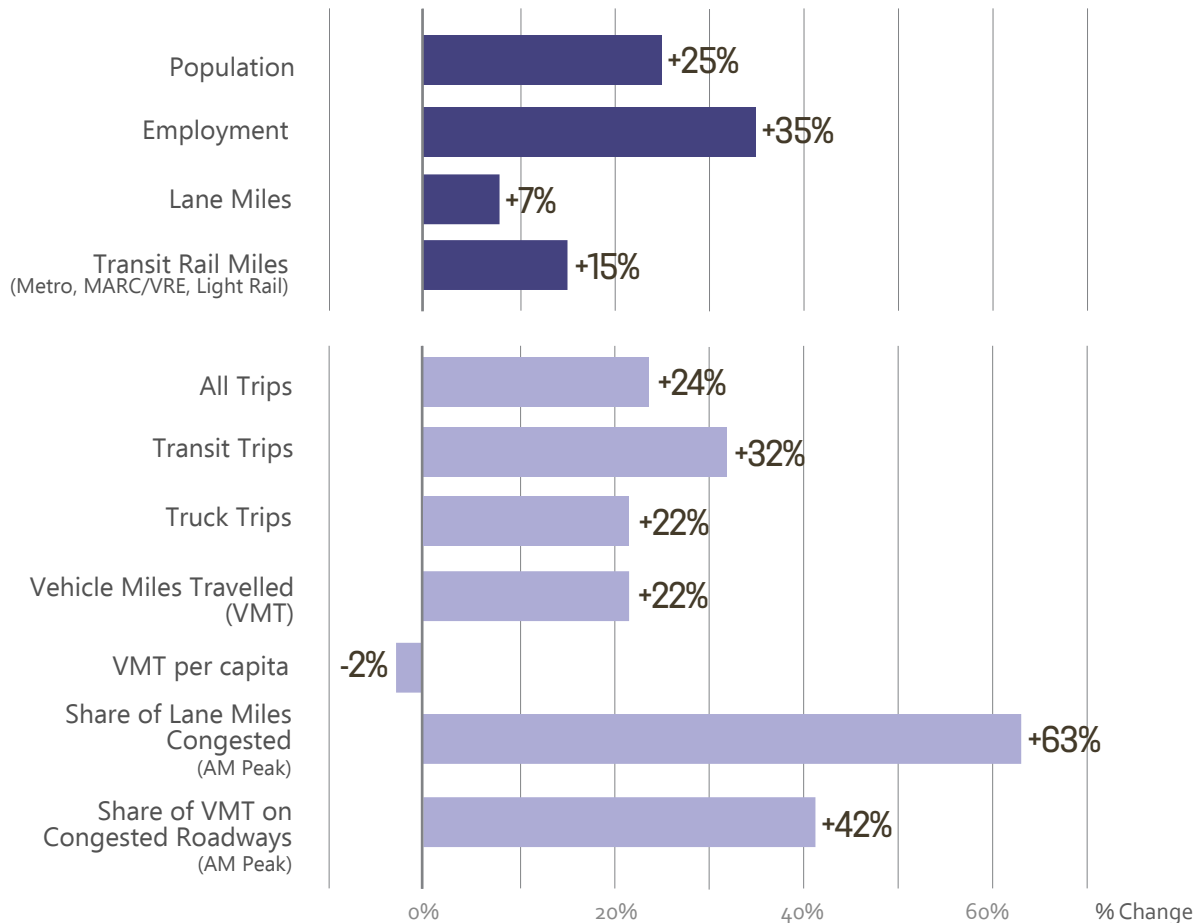
What is the Long-Range Transportation Plan (CLRP)?

- » **The CLRP identifies regionally significant transportation projects and programs that are planned between now and 2040**
 - Over 500 Projects are included from simple highway landscaping projects to billion-dollar highway and transit projects (includes 7% more lane miles of roadway, and 15% more miles of transit rail)
 - Funding for programs that aim to make the transportation system in Metropolitan Washington better and more efficient
- » **Some specific projects in the CLRP include:**
 - Metro's Silver Line and Columbia Pike Streetcar (in VA)
 - The Purple Line and the Corridor Cities Transitway (in MD)
 - The H. St. / Benning Rd. Streetcar (in DC)
 - Approx. 1,200 new lane-miles of roadway including Express Toll lanes on I-95 in VA
 - 25 improved highway interchanges



2014 CLRP Performance Summary (2015-2040)

Changes in Land Use, Transportation Network, and Travel Demand 2015-2040



The region is forecast to be home to 25% more residents and 35% more jobs in 2040. To accommodate growth, 7% more lane miles of roadway and 15% more transit rail miles are planned to be constructed.

The total number of trips taken is expected to increase by 24%, while transit trips are expected to rise faster than overall trips.

The overall amount of driving (VMT) is expected to grow by 22%. This is slightly less than forecast population growth, which means that VMT per capita is expected to drop by 2%.

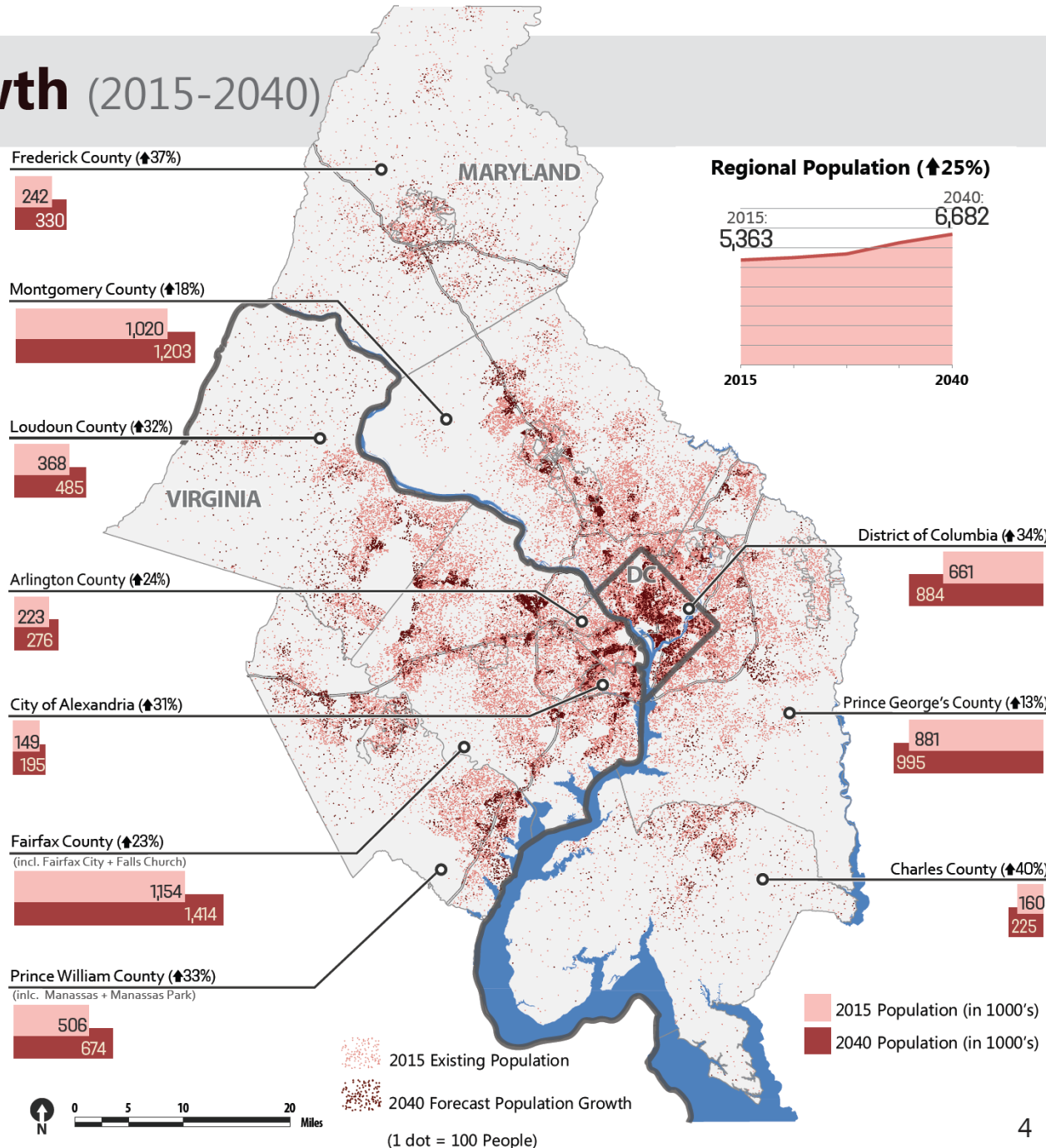
The increase in demand on the roadways is forecast to out-pace the increase in supply, leading to a significant increase in congestion.

Population Growth (2015-2040)

By 2040 the region's population is forecast to grow by 25% to over **6.6 million people**.

The population of the outer jurisdictions is expected to grow at a faster rate than the inner jurisdictions, but the inner jurisdictions will retain the majority of the region's population in 2040.

The majority of the new residents are forecast to live in denser population centers throughout the region.



* Population and Job Estimates come from the Round 8.3 cooperative forecast

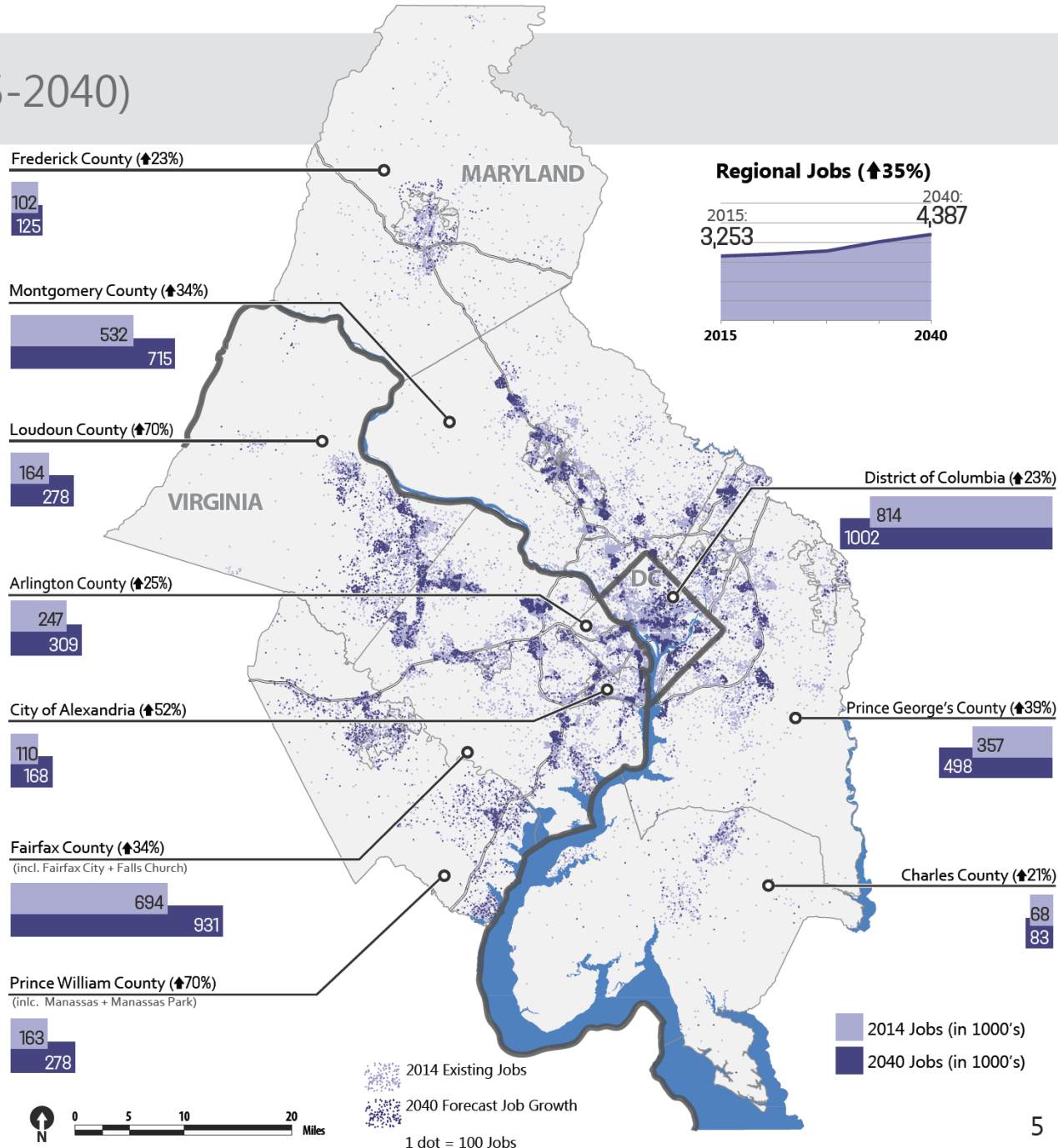
Job Growth (2015-2040)

By 2040 the region's employment will grow by 35% to over **4.3 million jobs**.

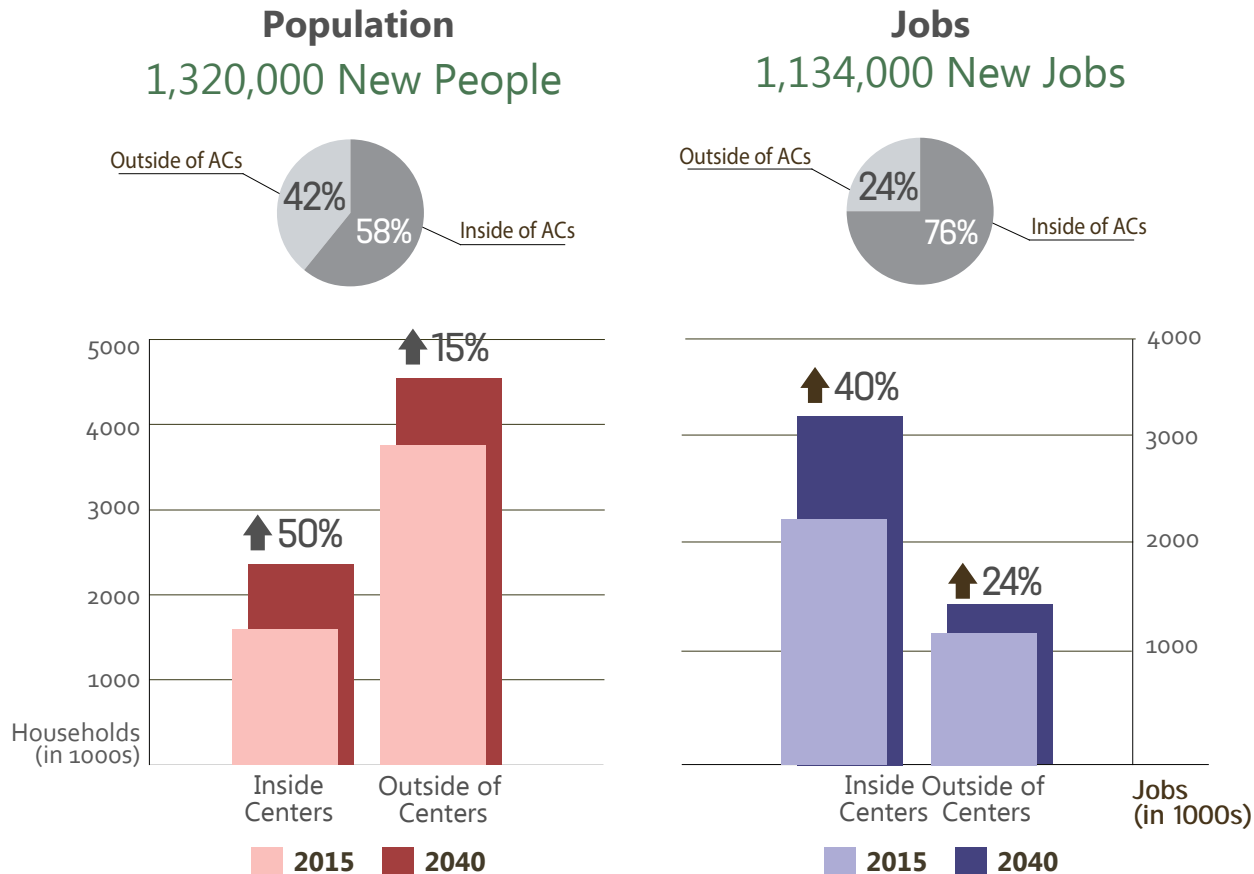
Employment is expected to grow fastest in the outer jurisdictions of Virginia, but the highest concentration of jobs will be in the District of Columbia, Fairfax County, VA, and Montgomery County, MD in 2040.

Jobs will continue to concentrate toward the western side of the region, but the majority of the new jobs are forecast to be in denser housing and job centers throughout all parts of the region.

* Population and Job Estimates come from the Round 8.3 cooperative forecast

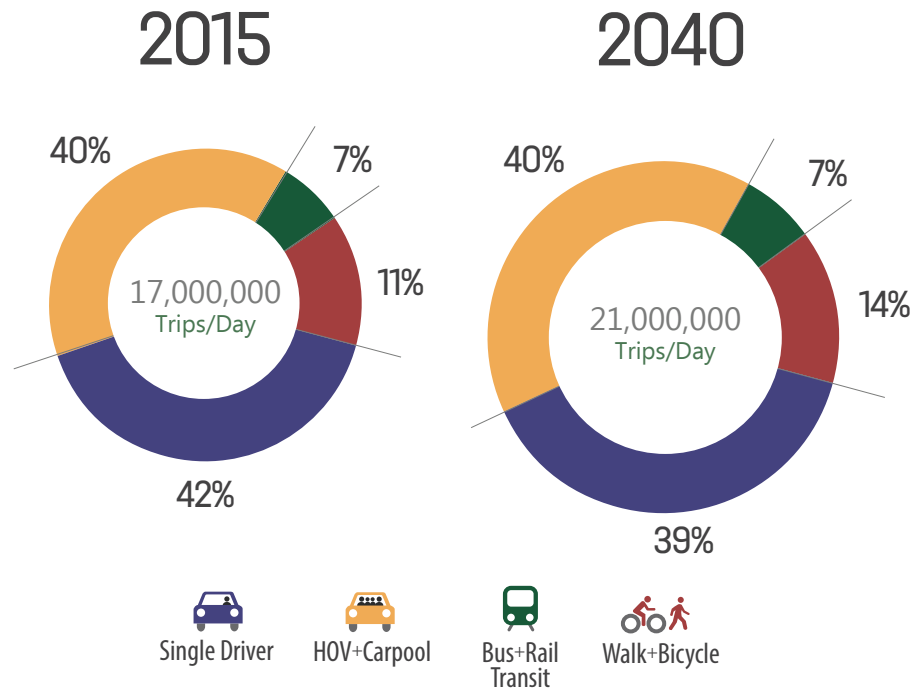


Growth in Activity Centers (2015-2040)



The majority of new jobs and population are forecast to be in housing and job centers referred to as Regional Activity Centers. Though the majority of the regional population will remain outside of Activity Centers in 2040, population is forecast to increase at a faster rate inside Activity Centers over the next 25 years. The majority of jobs today are located in Activity Centers, and this trend will continue in the future.

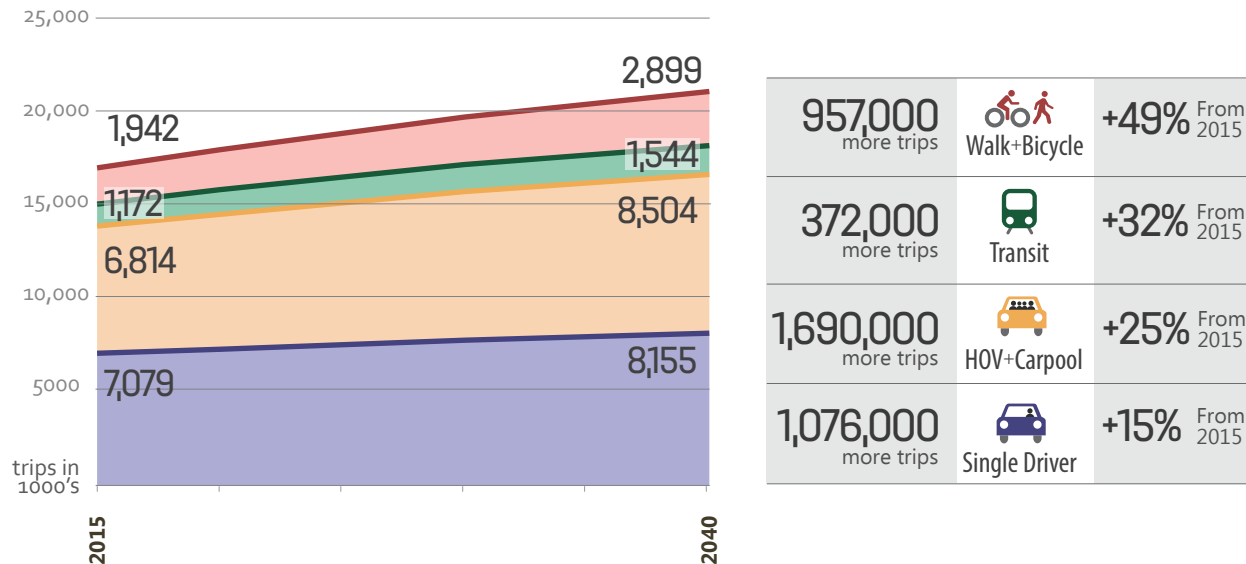
Daily Travel - Mode Share (2015-2040)



In 2040, 4 million more trips are forecast to be taken everyday using all modes on the region's transportation system.

By 2040, the share of trips made by drivers of single-occupant vehicles are expected to drop by a few percentage points, while the share of carpool trips and non-motorized vehicle trips are expected to increase slightly.

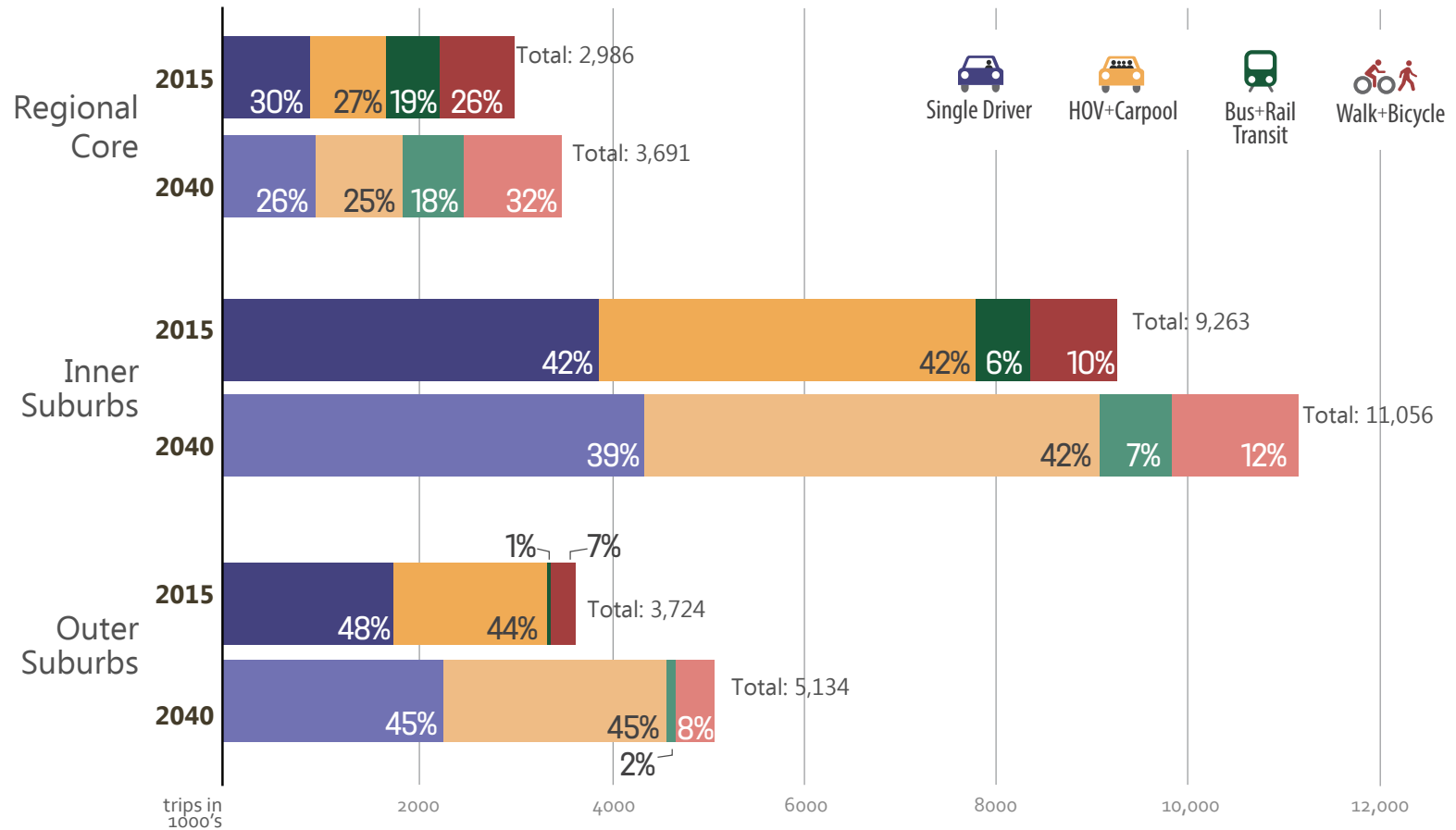
Daily Travel - Trips by Mode (2015-2040)



Although mode share is not forecast to change significantly, the number of trips taken using each mode will rise substantially.

The number of single driver trips is expected to increase by 15%, which is slower than all other modes in the model, while carpooling is expected to increase by 25%. The transit system is forecast to accommodate 32% more trips, which is just over 370,000 new trips per day. And a nearly 1 million new non-motorized trips are expected, which is a 49% increase from today.

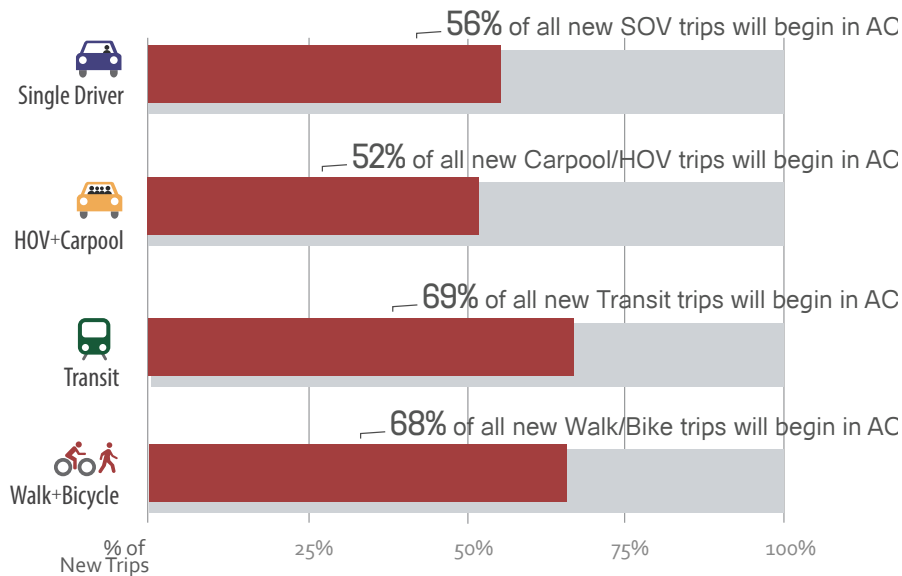
Daily Travel - Mode Share by Core, Inner, & Outer suburbs



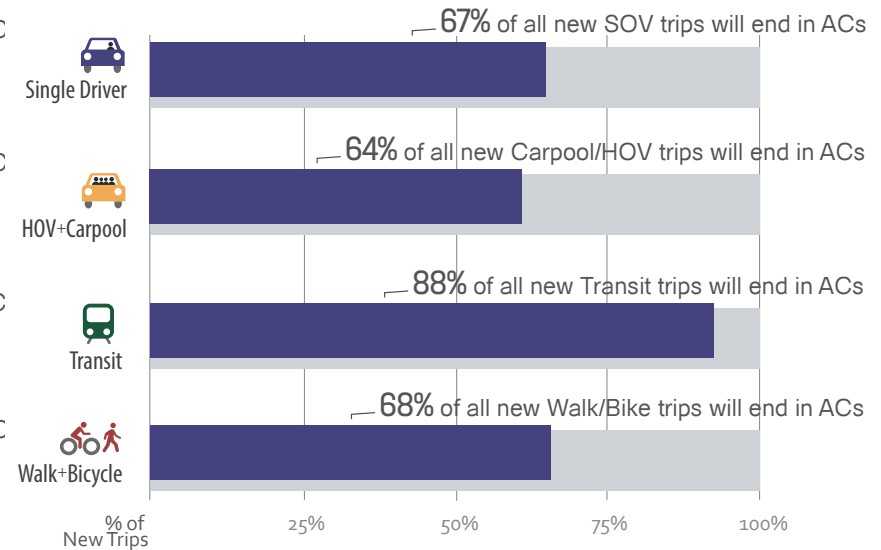
In the regional core, the share of single driver trips are expected to decrease in favor of more non-motorized trips. In the inner suburbs the share of single driver trips are expected to drop slightly while of transit and non-motorized trips increases slightly. In the outer suburbs, the share of single driver trips are expected to go down while transit, carpool, and non-motorized trips are expected to increase slightly.

New Trips in Activity Centers (2015-2040)

Share of New Trips Beginning in Activity Centers By Mode (2015-2040)



Share of New Trips Ending in Activity Centers By Mode (2015-2040)

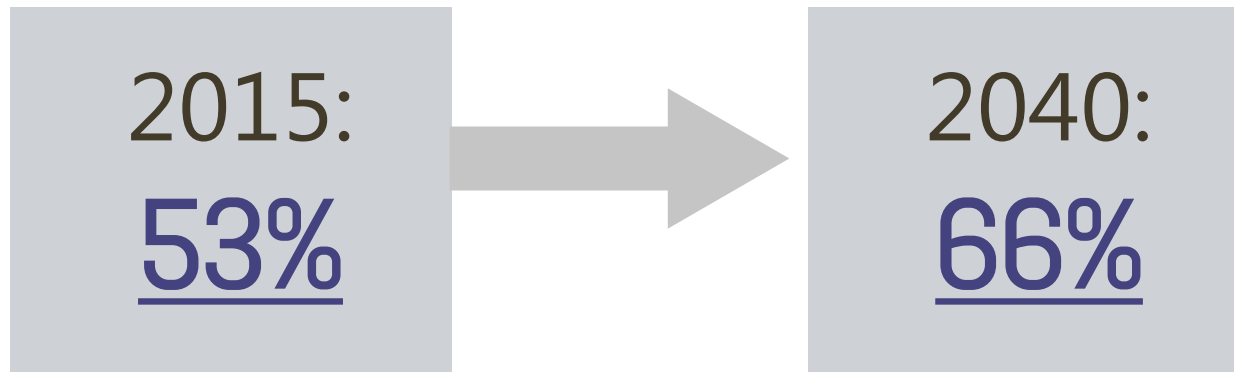


The majority of new trips on all modes are forecast to begin and end in Activity Centers, which are expected to be well served by transit and provide an environment that is friendly to walking and biking. Though 58% of the new population is expected in Activity Centers, 69% of new transit trips and 68% of new walk/bike trips are expected to begin in these places.

Since these places are forecast to be well served by transit and have a variety of destinations to travel to, 88% of all new transit trips are expected to end in Activity Centers.

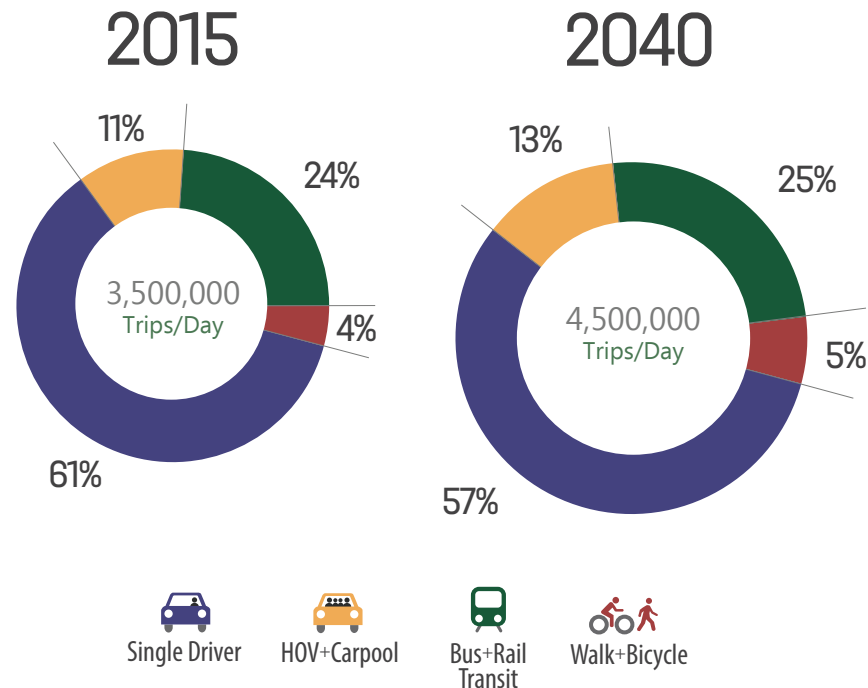
New Transit in Activity Centers (2015-2040)

Activity Centers with High Capacity Transit



Most of the new transit projects included in the 2014 CLRP will serve Regional Activity Centers throughout the region. In 2040, 66% of Activity Centers are expected to be served by high capacity transit compared to 53% today.

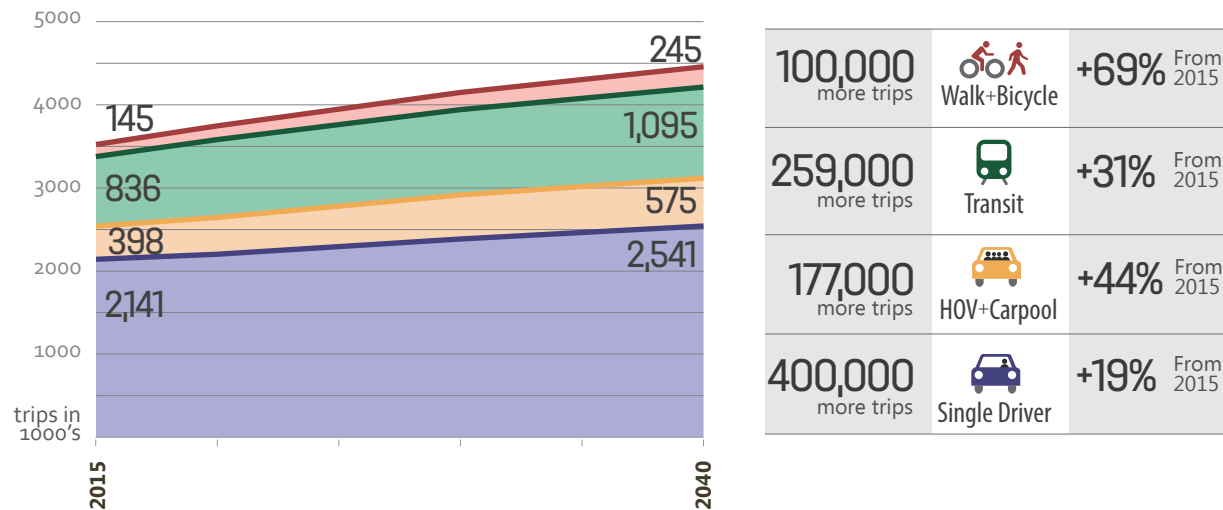
Commute Travel - Mode Share (2015-2040)



Population and job growth region-wide will lead to an increase of approximately 1 million new commute trips. Commute trips are expected to account for 20% of all travel, but 40% of all vehicle miles traveled.

The share of work trips taken by single-occupant vehicles is expected to drop slightly, while carpool/HOV, bus and rail transit, and non-motorized trips are expected to increase slightly.

Commute Travel - Trips by Mode (2015-2040)

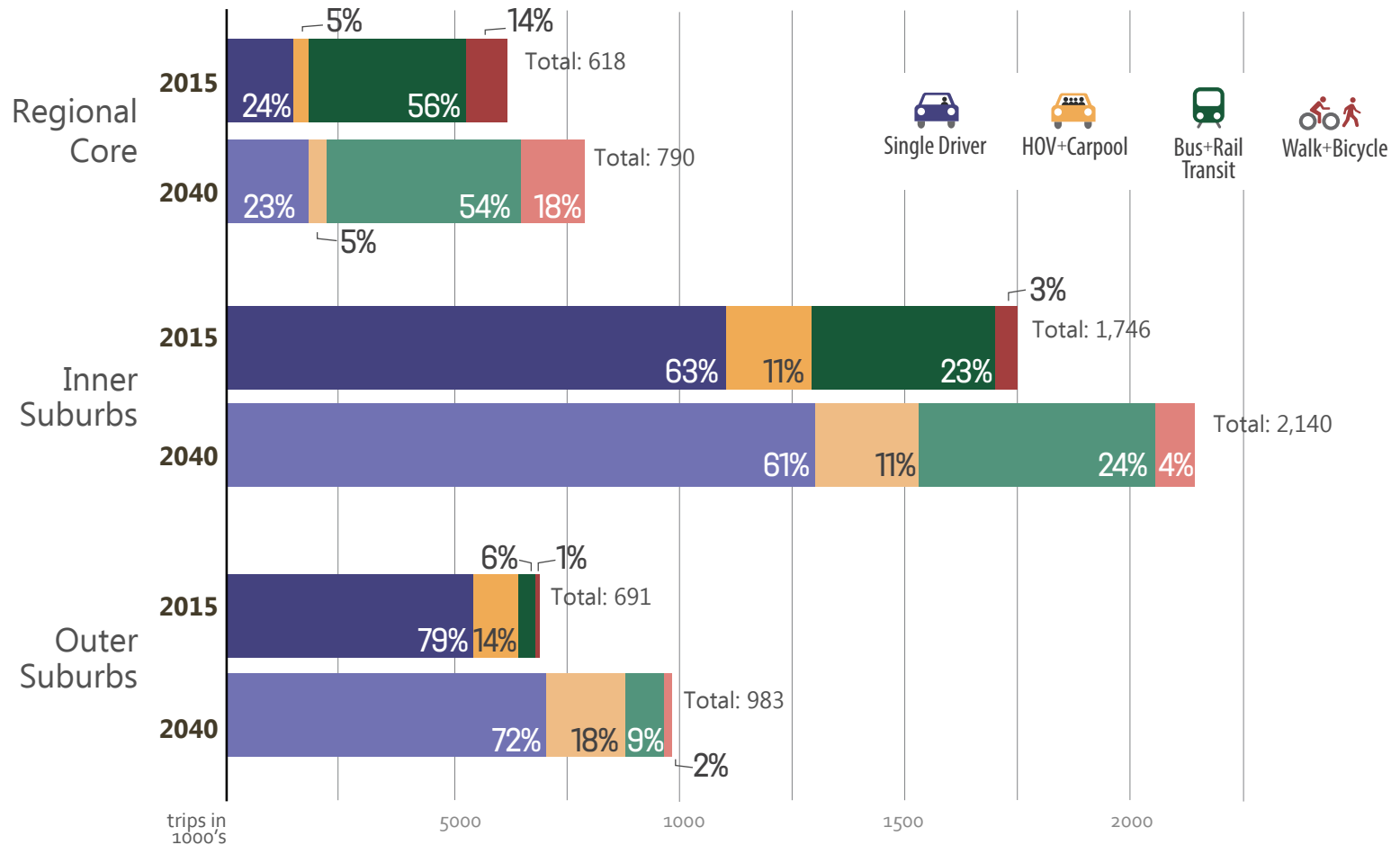


Although commute mode share is also not forecast to change significantly, the number of trips taken using each mode will rise.

Single driver commute trips are expected to rise at the slowest rate (19%) of all modes modeled, followed by transit (31%), HOV/Carpool (44%), and walking/Biking (69%).

Though commute mode share is only expected to go up by one percentage point, regional transit systems will accommodate more than 250,000 additional commute trips per day.

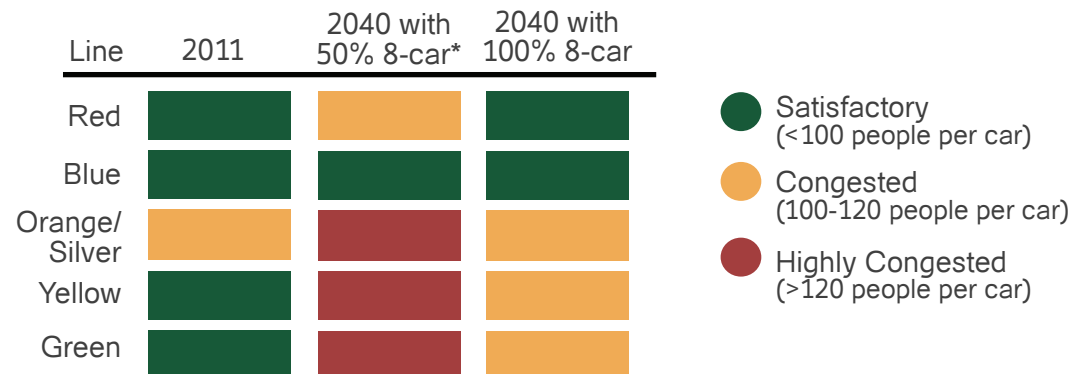
Commute Travel - Mode Share by Core, Inner, & Outer Suburbs



In the regional core the share of single driver trips is forecast to drop in favor of more walk and bike trips. In the inner suburbs the share of single driver trips is expected to drop slightly in favor of higher shares of transit and non-motorized trips. And in the outer suburbs, the share of single driver trips is expected to go down while the shares of transit and carpool trips are expected to increase. The increase in transit mode share is forecast to be greatest in the outer suburbs.

Transit Congestion (2011-2040)

M MetroRail Congestion AM rush hour

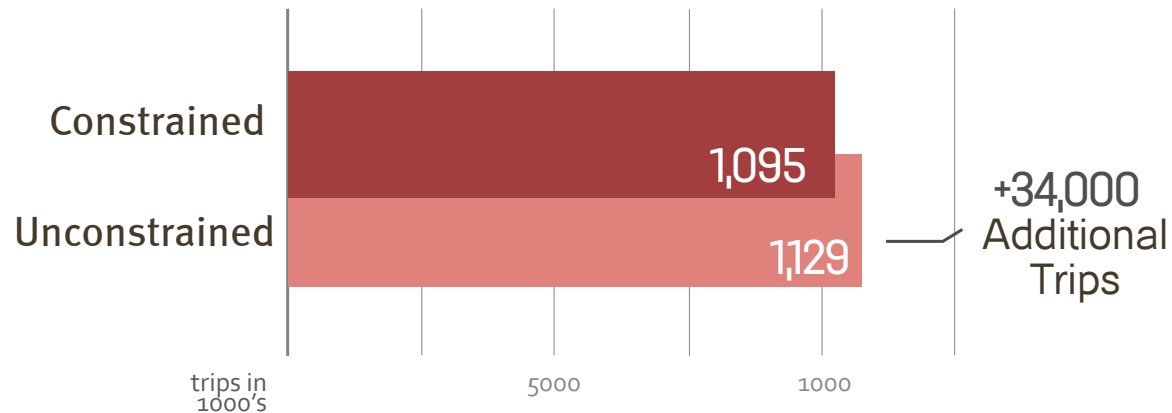


**The 2014 CLRP assumes 50% 8-car trains in 2040*

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 rail cars beyond those currently funded, 4 out of 5 lines entering the core will become congested by 2040.

Unconstrained Transit (2015-2040)



To address the lack of identified funding for 8-car trains and core capacity station improvements, Metrorail ridership to or through the core area was constrained to 2020 levels.

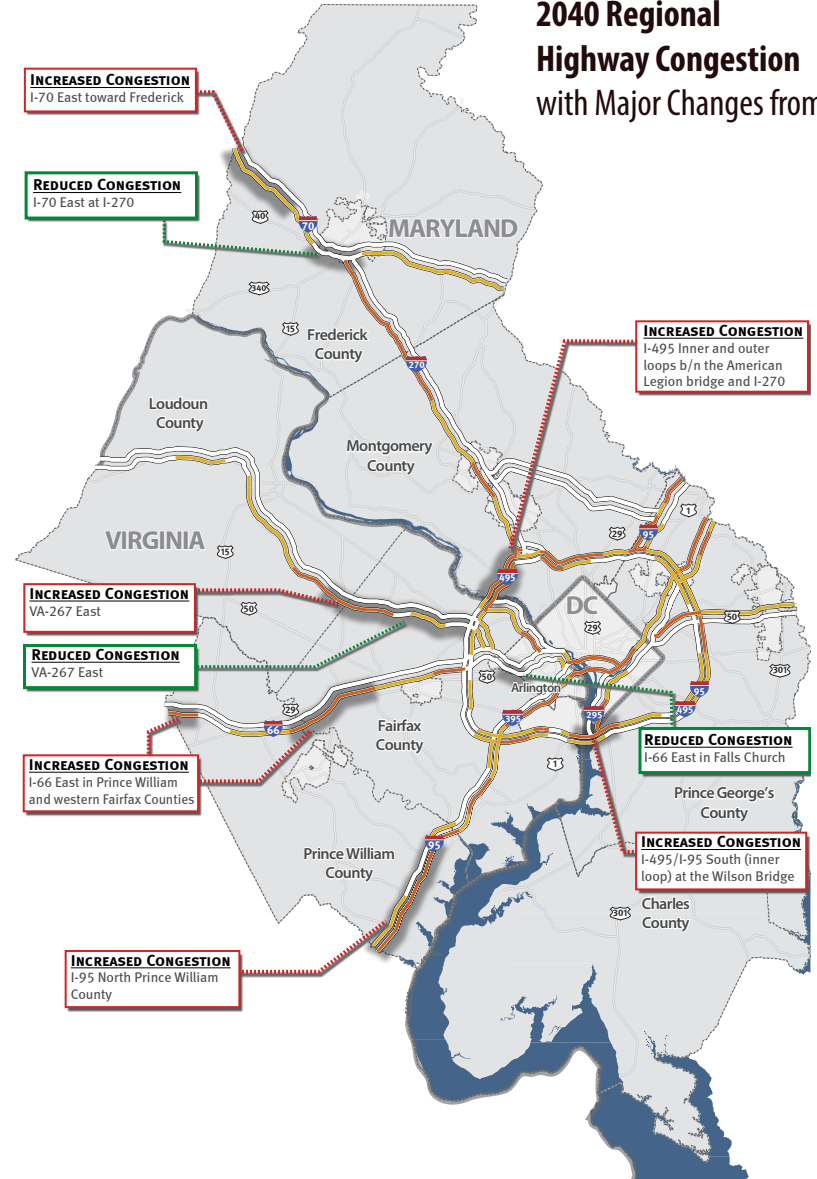
When this constraint on Metrorail trips is lifted, there is an increase of 34,000 transit work trips in 2040. This brings the commute mode share for transit up slightly.

Highway Congestion AM Peak Period (2015-2040)

2015 Regional Highway Congestion

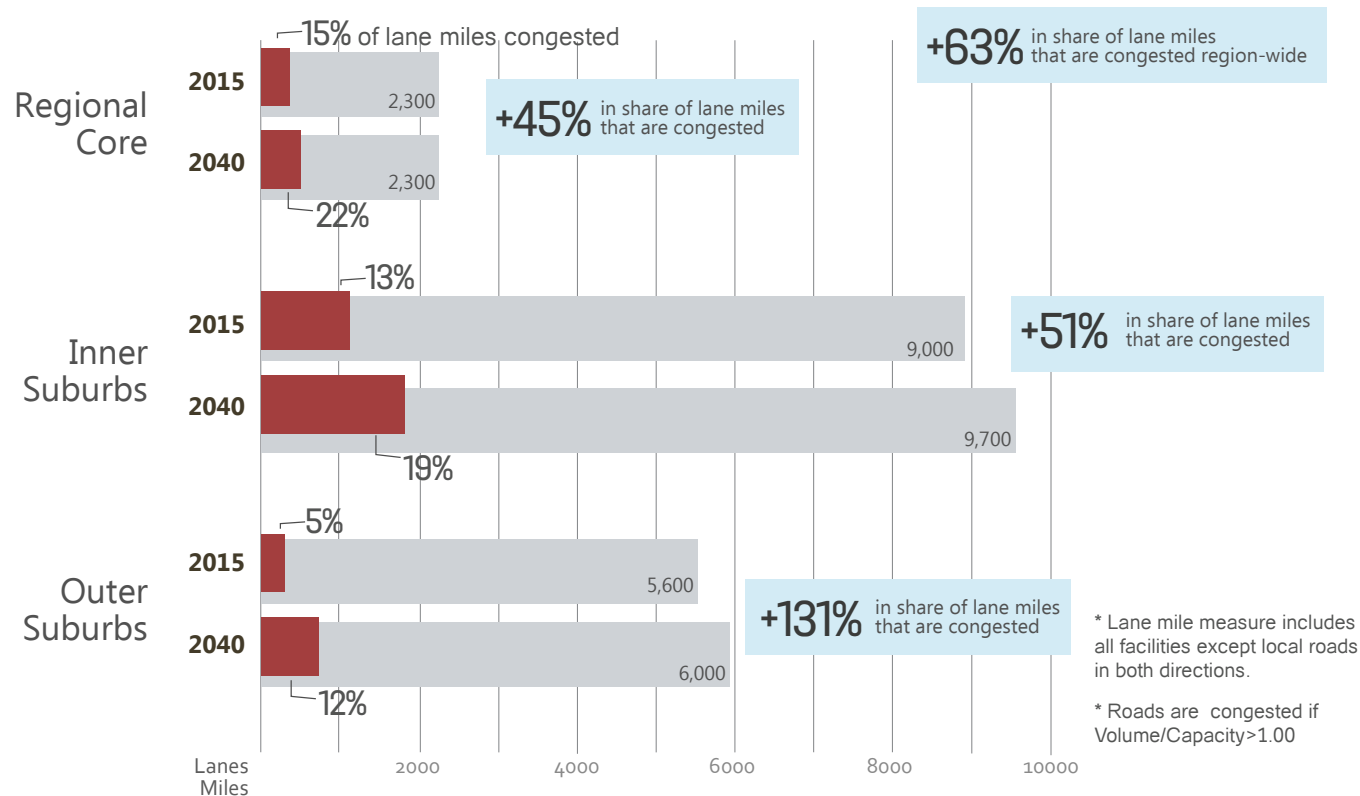


2040 Regional Highway Congestion with Major Changes from 2015



Roadway Congestion (2015-2040)

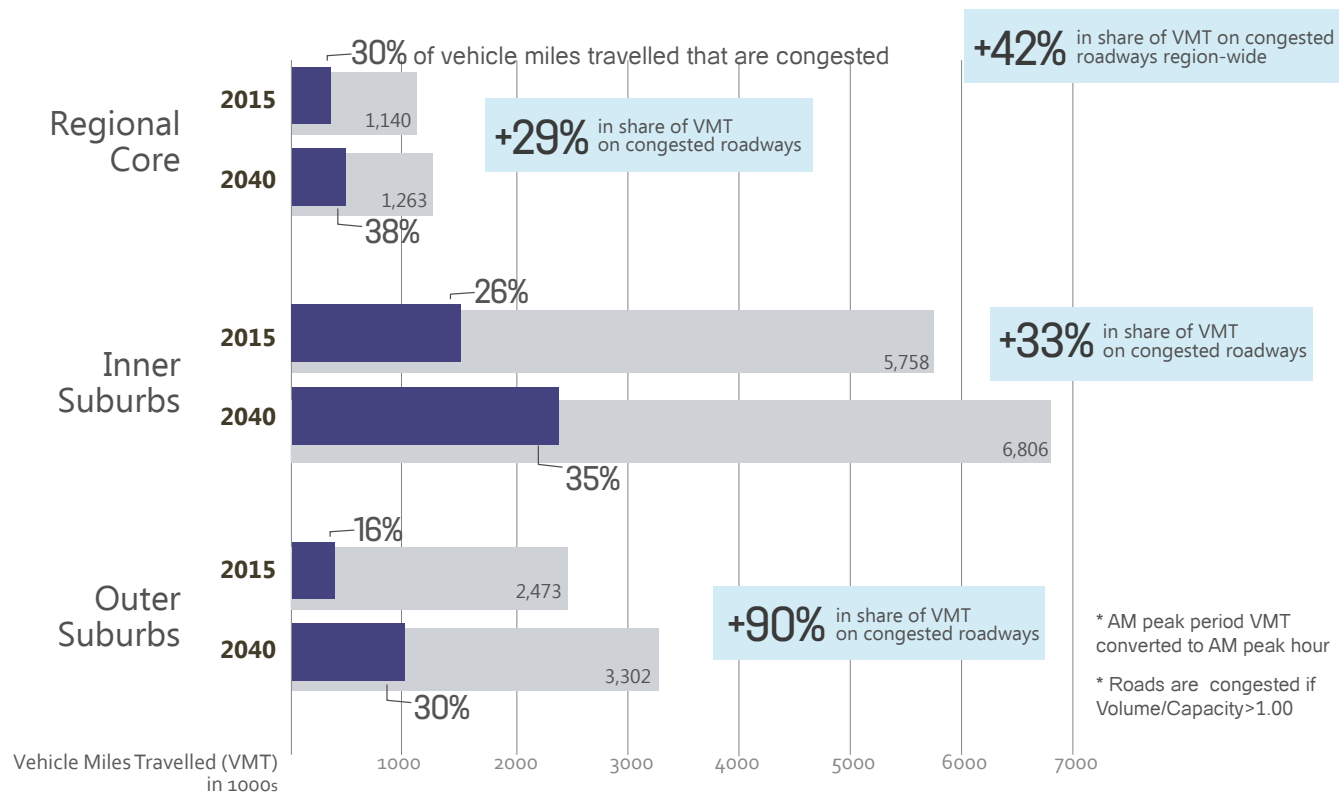
Share of **AM Peak Hour Lane Miles that Are Congested**
by regional Core, Inner, and Outer Suburbs



Overall, congested lane miles are a relatively small proportion of the total lane miles in the region both today and in 2040. However, the total number of congested lane miles is forecast to go up in all 3 sub-areas with the greatest expected increase in the inner suburbs. The share of lane miles that are congested is also expected to increase in all sub-areas, but the highest rate of increase is expected in the outer suburbs.

Roadway Congestion (2015-2040)

Share of AM Peak Hour Vehicle Miles Travelled (VMT) on Congested Roadways by regional Core, Inner, and Outer Suburbs



Though a relatively small share of lane miles are currently congested, a higher share of Vehicle Miles Traveled (VMT) is currently on congested roadways. This indicates that the roadways that are congested are some of the more heavily traveled in the region. In 2040, VMT on congested roadways is expected to increase in each sub-area as well as the share of VMT on congested roadways.

Accessibility to Jobs

What is Job Accessibility?



LOCATION OF JOBS

+



TRAVEL TIME
(BY AUTO OR TRANSIT)

=

ACCESSIBILITY

[NUMBER OF JOBS
WITHIN 45 MINUTE
COMMUTE]

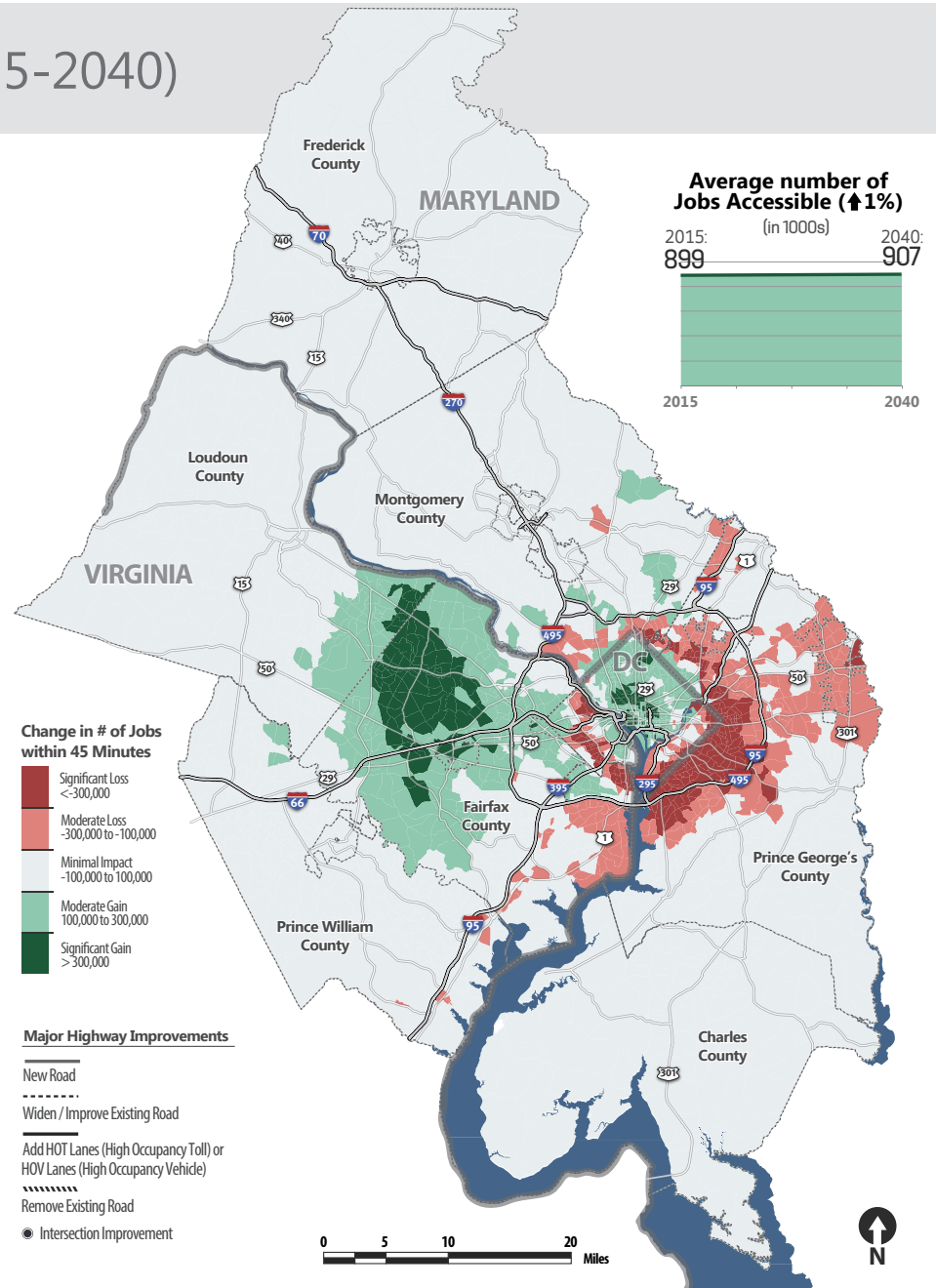
Jobs are considered to be accessible if they are within a 45 minute commute range

Accessibility to Jobs (2015-2040)

By Automobile

The average number of jobs accessible within a 45 minute automobile commute is expected to go up slightly.

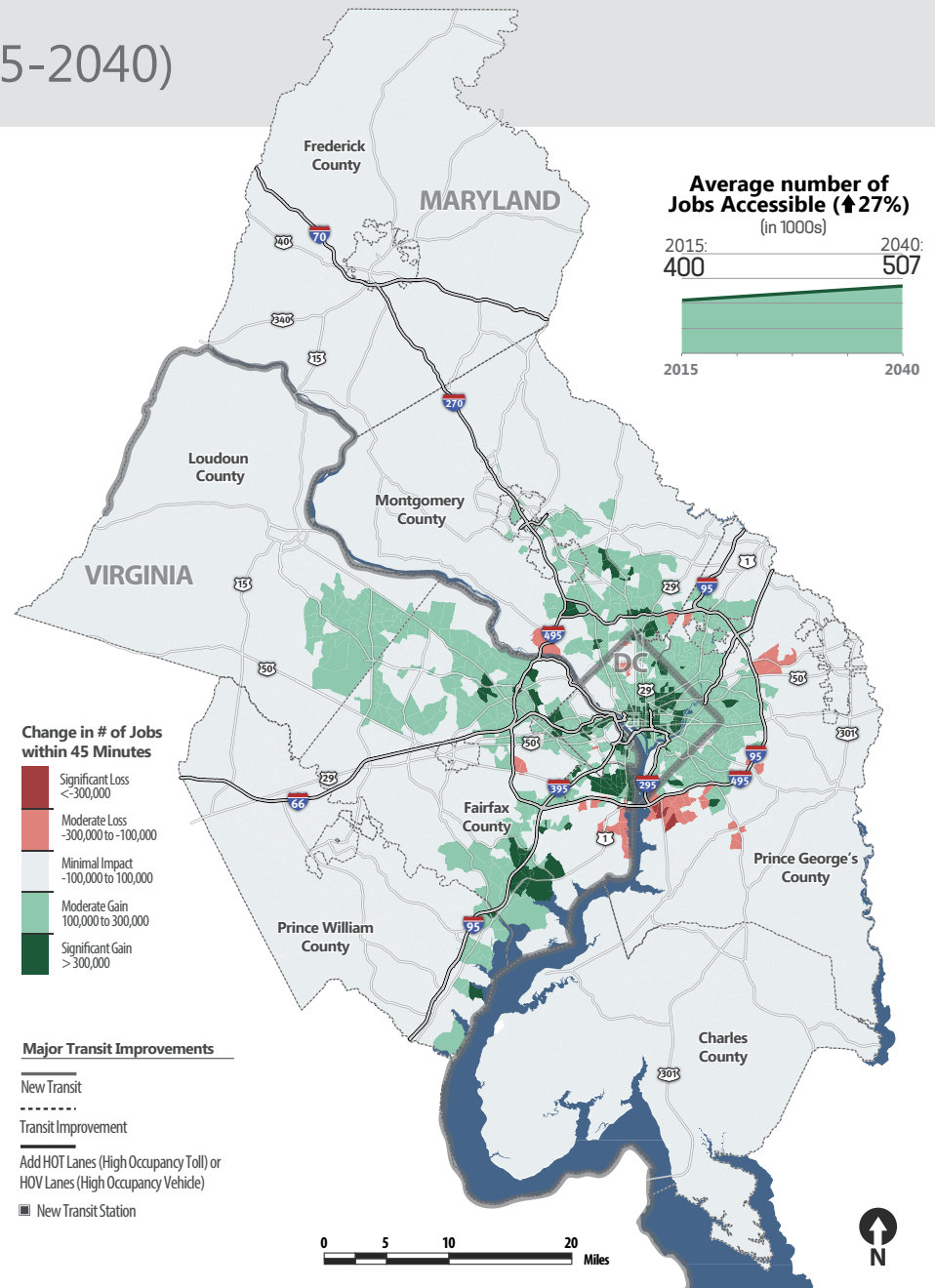
The greatest reductions in job accessibility are expected to be on the eastern side of the region, due to increases in congestion system-wide and a higher concentration of future jobs on the west side.



Accessibility to Jobs (2015-2040)

By Transit

Average accessibility by transit is forecast to increase, but will remain significantly lower than by automobile because transit does not reach all people or jobs in the region.

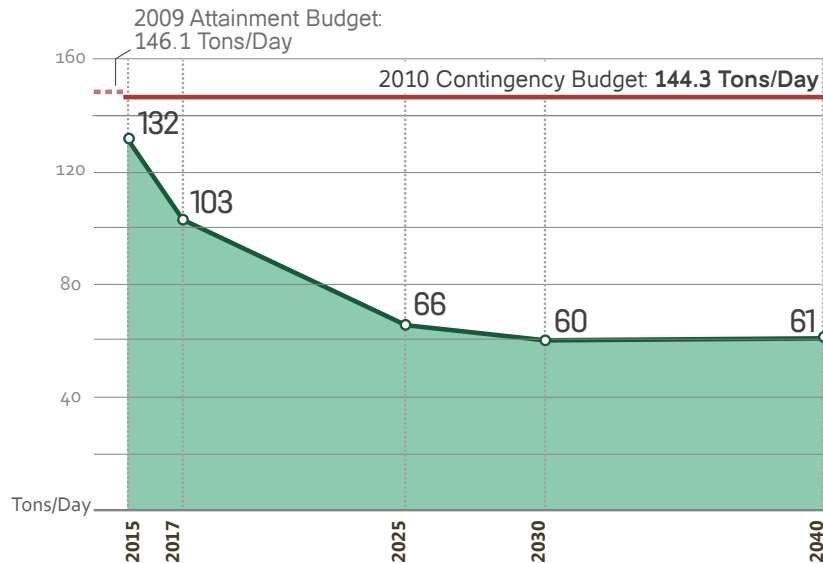


Air Quality (2015-2040)

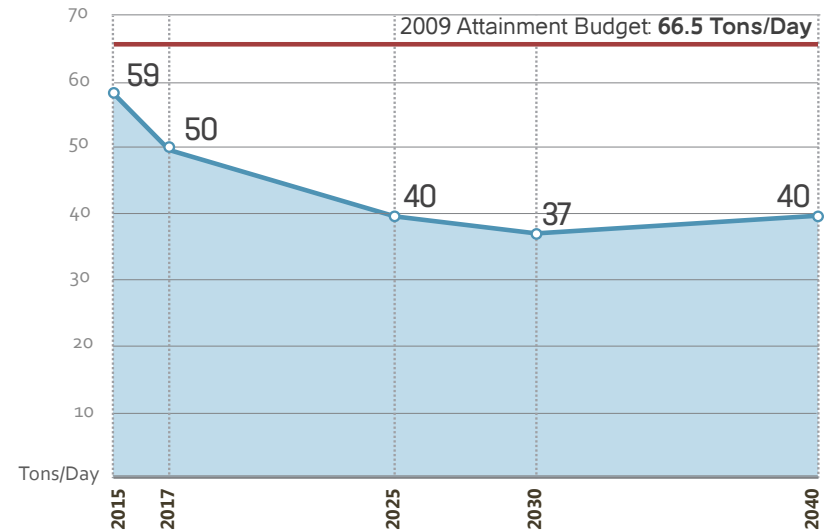
The CLRP shows reductions in all main pollutants through 2020, with a very small uptick between 2030 and 2040.

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

Mobile Source NO_x Emissions
(1997 PM_{2.5} NAAQS, 15 mg/m³)



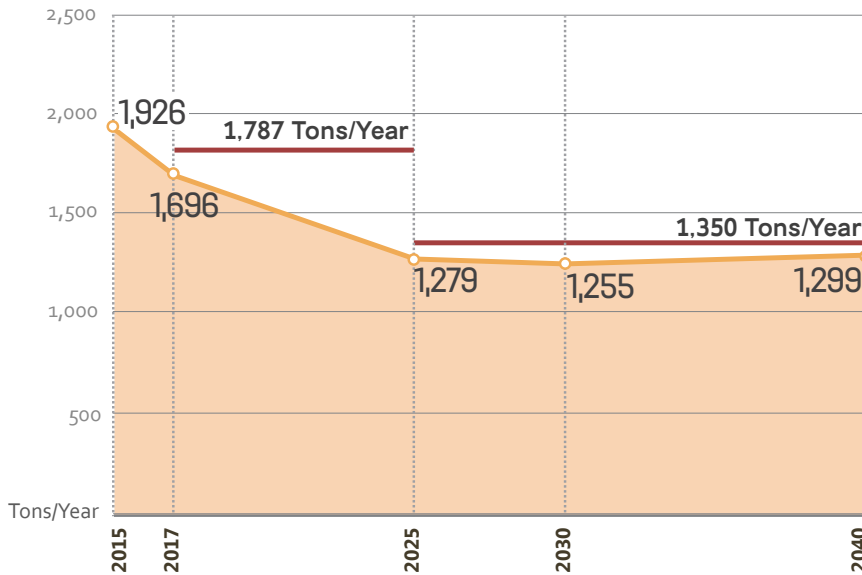
Ozone Season VOC Emissions
(1997 PM_{2.5} NAAQS, 15 mg/m³)



Air Quality (2015-2040)

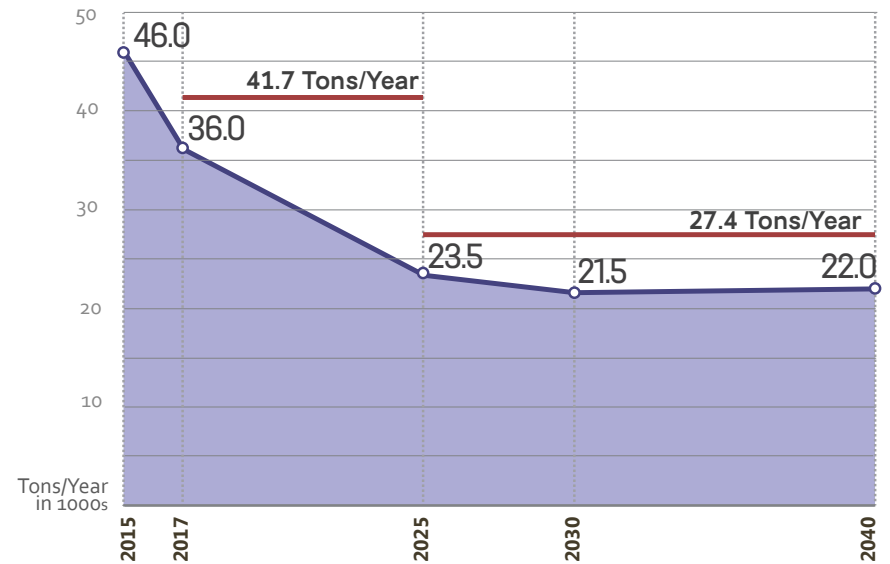
PM2.5 Direct Emissions

(1997 PM2.5 NAAQS, 15 mg/m3)

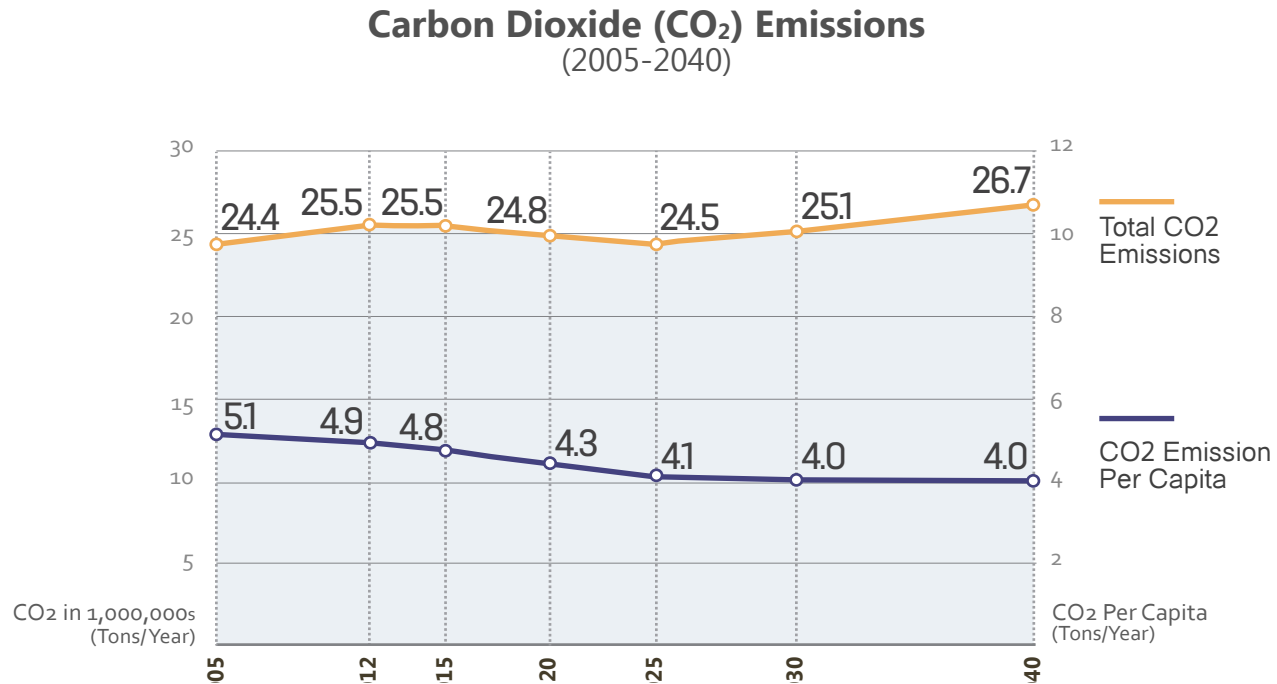


Precursor NOx Emissions

(1997 PM2.5 NAAQS, 15 mg/m3)



Carbon Dioxide (2005-2040)



Per capita CO2 emissions are forecast to decrease by 17% between 2015 and 2040.

Total CO2 emissions are forecast to increase by 5% between 2015 and 2040, while the region will be accommodating 25% more people and a 35% more jobs.

When the emissions reduction benefits from CAFE and TIER 3 standards are included in the analysis, total CO2 emissions and CO2 emissions per capita are expected to decrease over this time period.

Key Findings

- » Daily auto trips to increase by 17%, truck trips by 22% and transit trips by 32%.
- » VMT per capita to decline by about 2%.
- » More than half the total population growth and three quarters of the employment growth to occur in 141 activity centers.
- » Share of daily single driver trips to decrease by 3%, share of walking and biking to increase by 3%.
- » Share of single driver commuting trips to decrease 4%, share by carpooling to increase by 2%, transit share increase by 1% and walk and bike share by 1%.

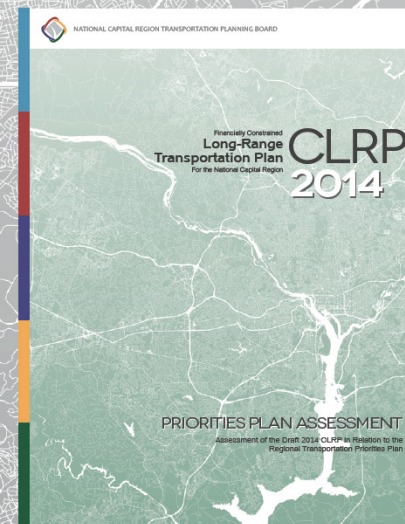
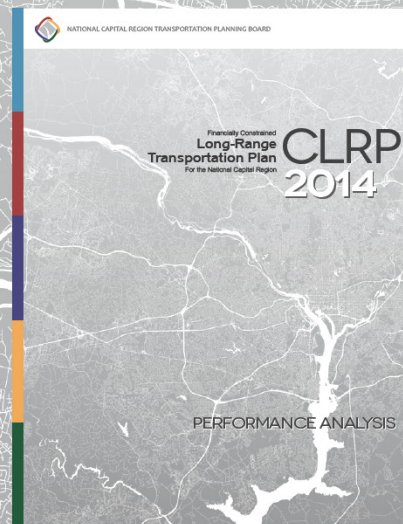
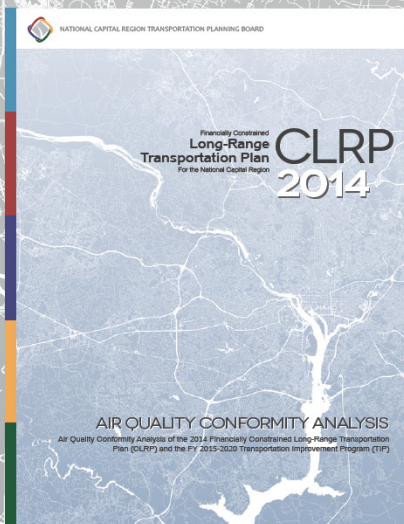
Key Findings (Cont'd)

- » Two-thirds of the activity centers to have high capacity transit service.
- » “State of Good Repair” on region’s highway and transit system achieved, but increased AM peak hour congestion on both systems.
- » Accessibility to jobs to increase by 27% for transit, but only by 1% for autos.
- » All air quality conformity requirements are met.



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FOR MORE INFORMATION:

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