



National Capital Region Transportation Planning Board

Performance of the 2010 Financially Constrained Long-Range Transportation Plan

**Metropolitan Washington Council of Governments
Air and Climate Public Advisory Committee
November 15, 2010
Item # 3**



2010 CLRP and FY 2011-216 TIP

1. What Shapes the Plan?

2. How Does the Plan Perform?



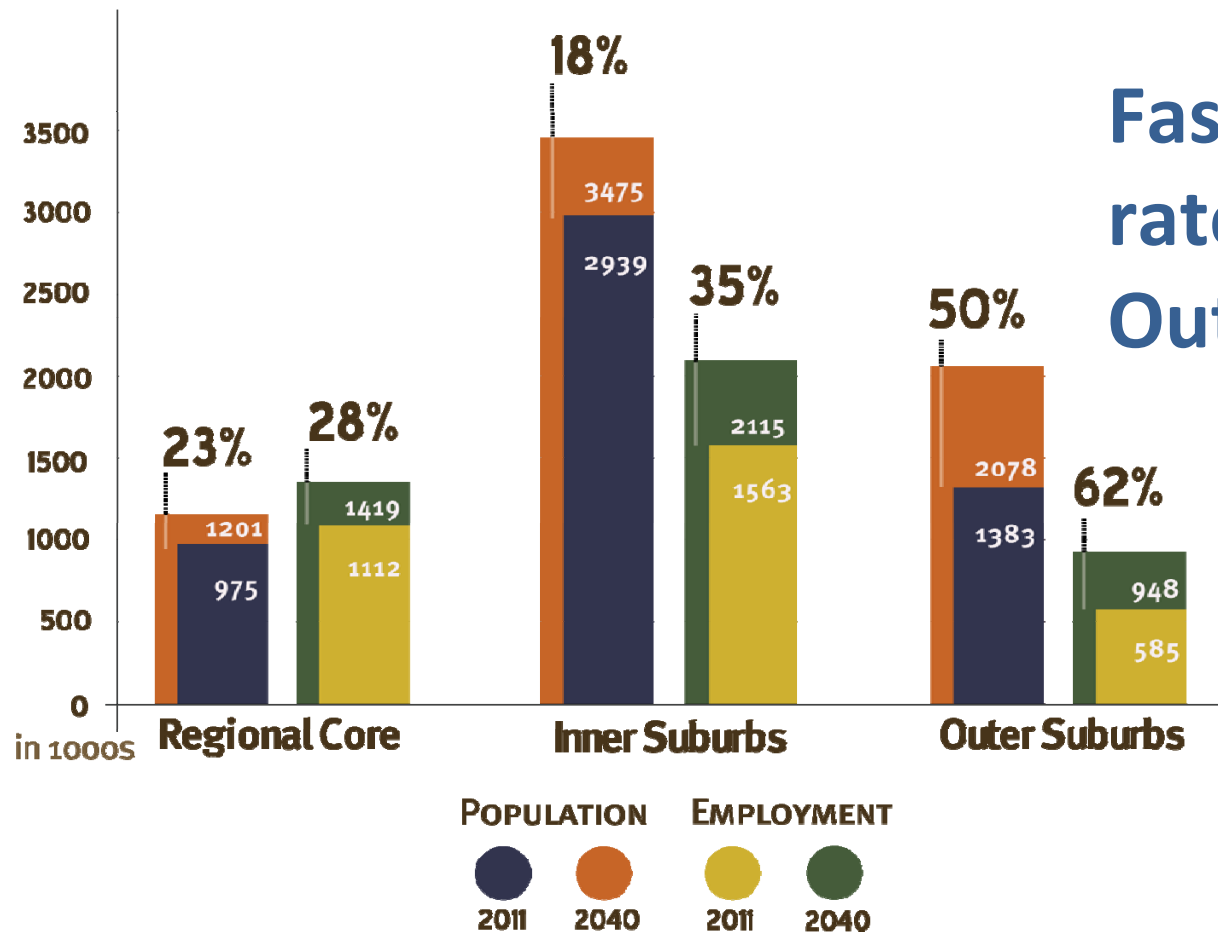
What Shapes the Plan?.....

- **Land Use Forecasts**
- **Financial Constraint**
- **Transit Fares and Constraint**



What Shapes the Plan?.....

Land Use Forecasts



Fastest growth rate seen in the Outer Suburbs

Change in Population and Employment Forecast, 2011-2040

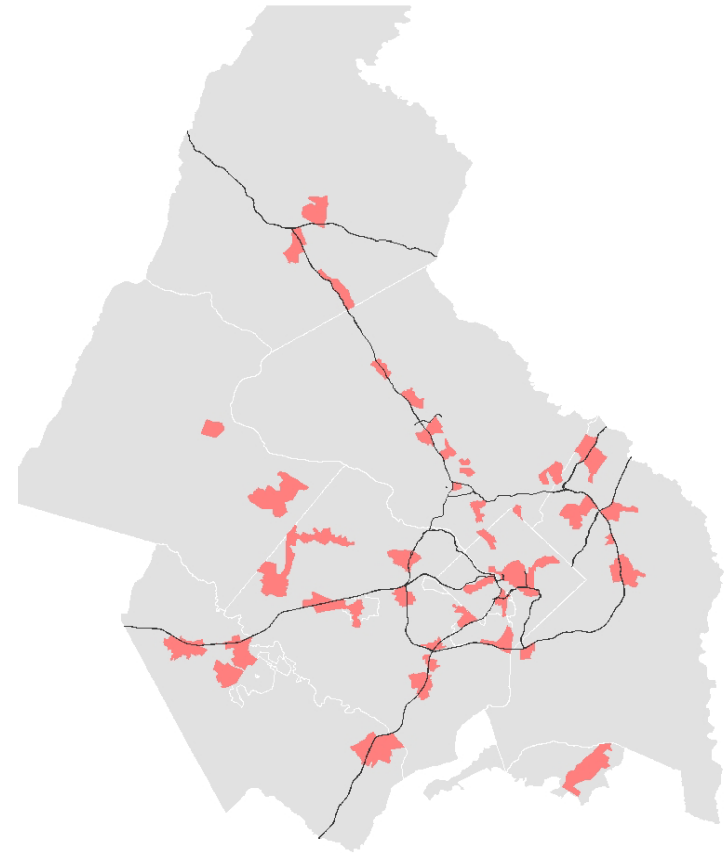


What Shapes the Plan? ■■■■

Land Use Forecasts

Households and Jobs in Regional Activity Centers

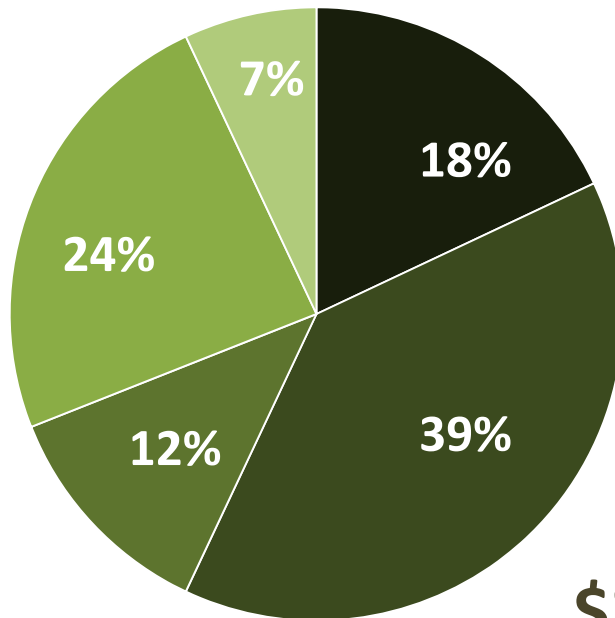
- From 2005 to 2040, households in Regional Activity Centers will increase by 107% - more than twice that of the region as a whole.
- By 2040, 55% of the region's jobs and 19% of the region's households are forecast to be concentrated in the Regional Activity Centers that make up less than 5% of the region's total land area.





What Shapes the Plan?.....

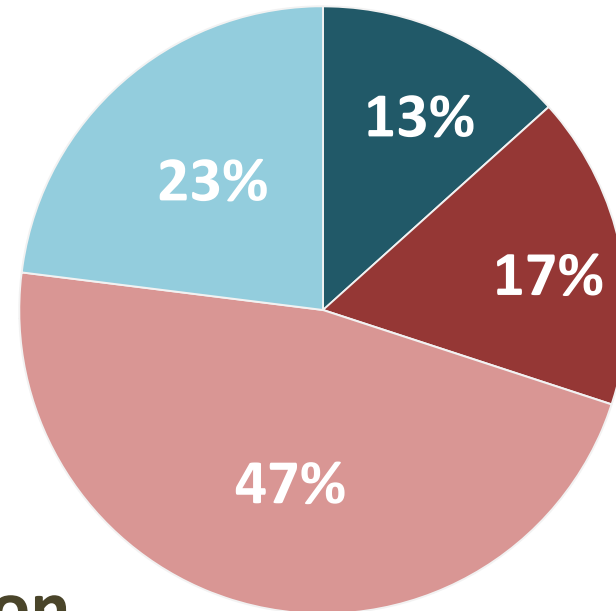
Financial Constraint



\$222.9 Billion

CLRP Revenues 2011-2040

- Federal
- State/DC
- Local
- Transit Fares
- Private/Tolls



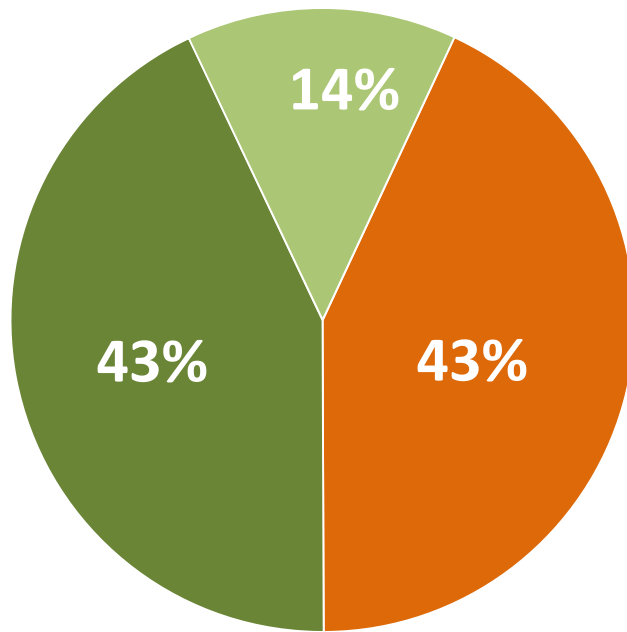
CLRP Expenditures 2011-2040

- Highway Expansion
- Transit Expansion
- Transit Operations/Preservation
- Highway Operations/Preservation

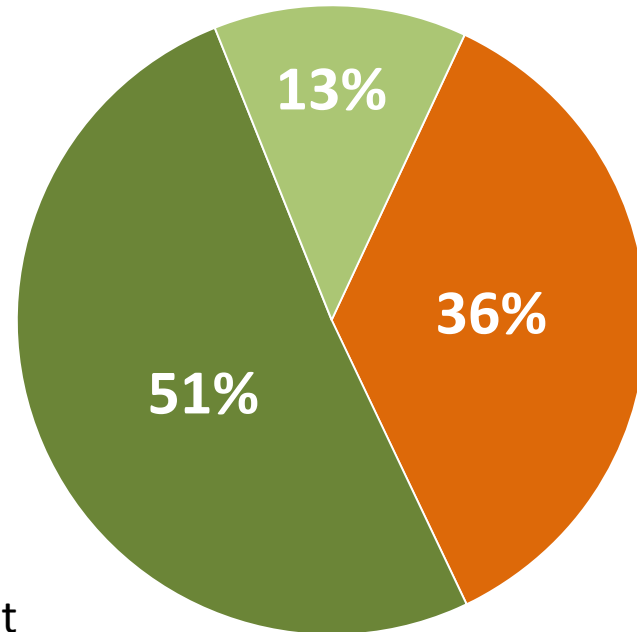


What Shapes the Plan?.....

Financial Constraint



2006 CLRP



2010 CLRP

- Highway
- WMATA
- Local Transit



What Shapes the Plan?.....

Transit Fares and Constraints

- Transit fares increased in 2010.
- Federal and local funding for Metro Rehabilitation expires in 2020.
- Transit ridership will be constrained at 2020 service levels.



How Does the Plan Perform? ■■■■■■

Some of the key goals from the TPB's Vision and COG's Region Forward and Climate Change Reports include:

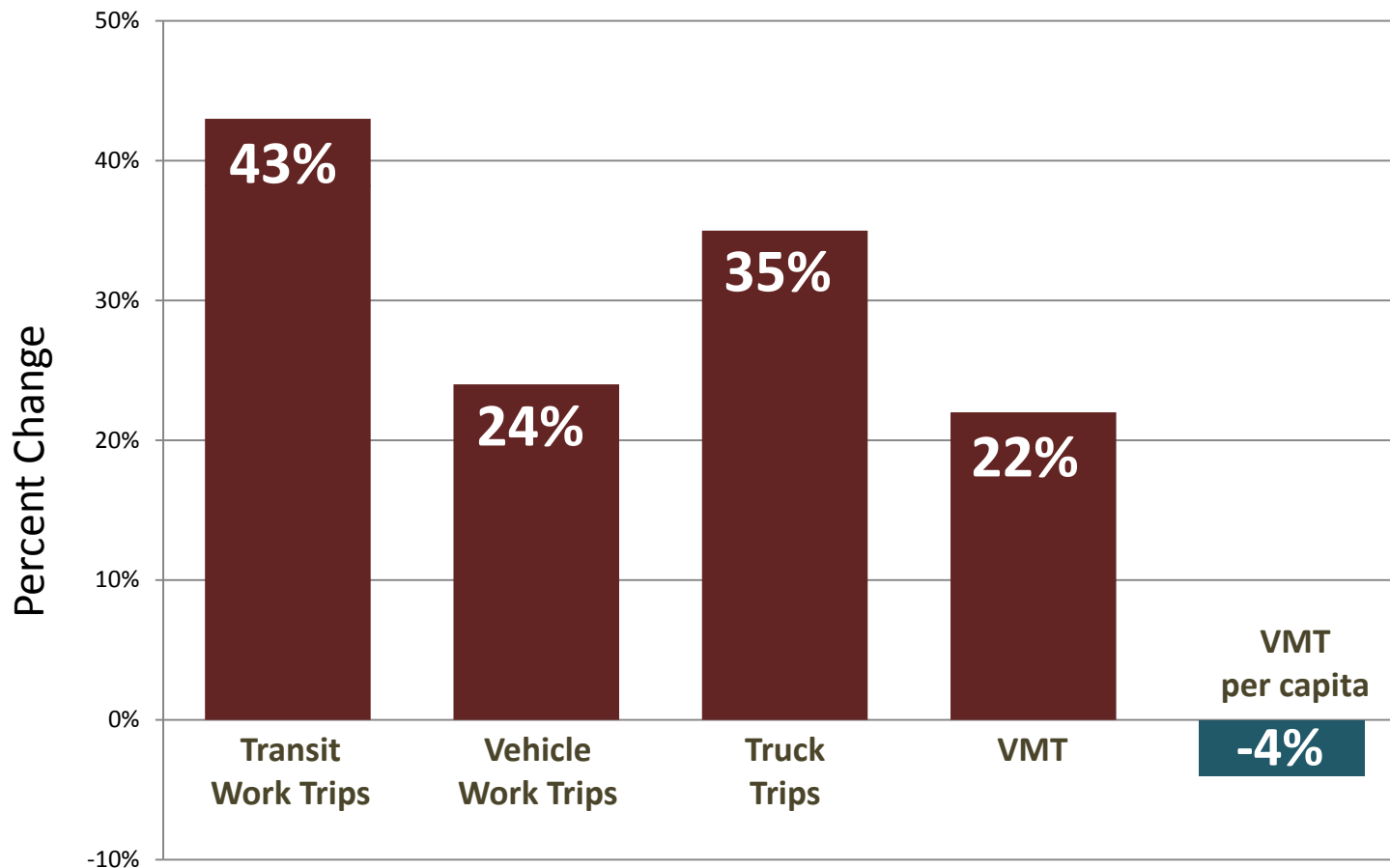
- Reduce Vehicle Miles Traveled (VMT) per capita
- Reduce congestion on the region's highway and transit systems
- Increase accessibility to jobs
- Meet federal air quality standards and reduce mobile-source NOx, VOC and PM emissions
- Reduce mobile-source greenhouse gas emissions
- Increase rate of construction of bicycle and pedestrian facilities



How Does the Plan Perform? ■■■■■■

Goal: Reduce VMT per capita

Change in Travel Forecasts 2011-2040

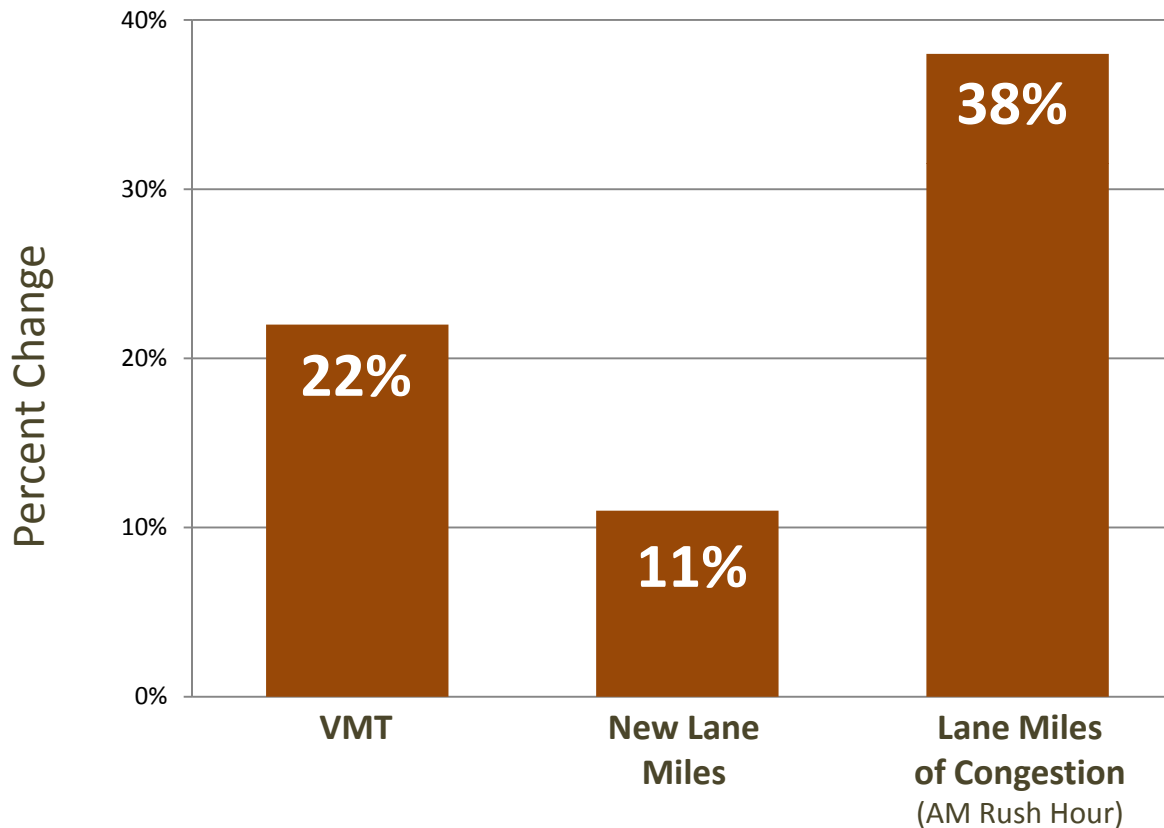




How Does the Plan Perform? ■■■■■■

Goal: Reduce Congestion

Change in Travel Forecasts 2011-2040





How Does the Plan Perform? ■■■■■■

Goal: Reduce Congestion

Peak Hour Metrorail Passenger Loads

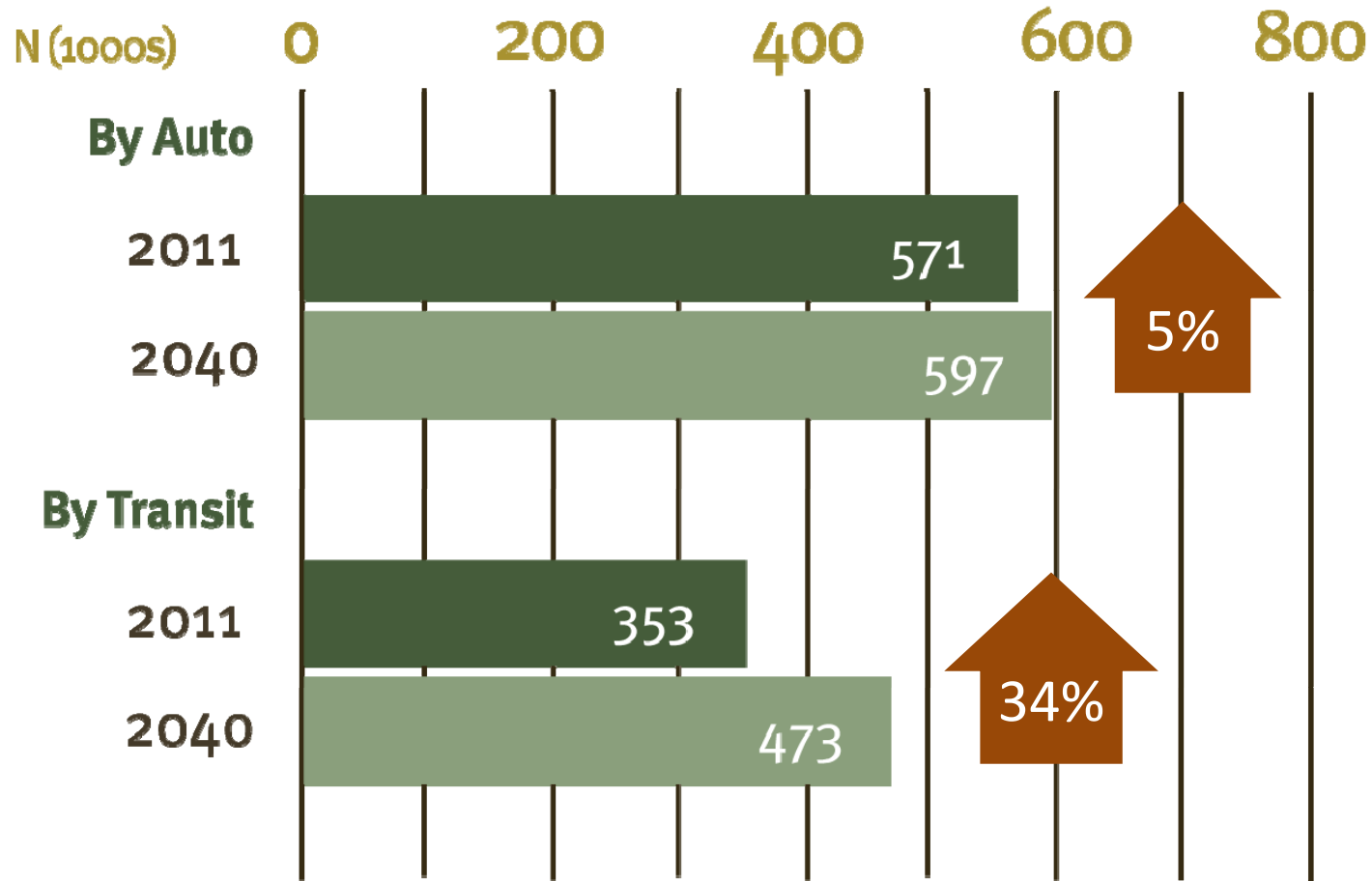
Line	Current	2040
Red	Satisfactory	Congested
Blue	Satisfactory	Satisfactory
Orange/Silver	Congested	Highly Congested
Yellow	Satisfactory	Highly Congested
Green	Satisfactory	Highly Congested

- Satisfactory (<100 people per car)
- Congested (100-120 people per car)
- Highly Congested (>120 people per car)



How Does the Plan Perform?.....

Goal: Increase Accessibility to Jobs

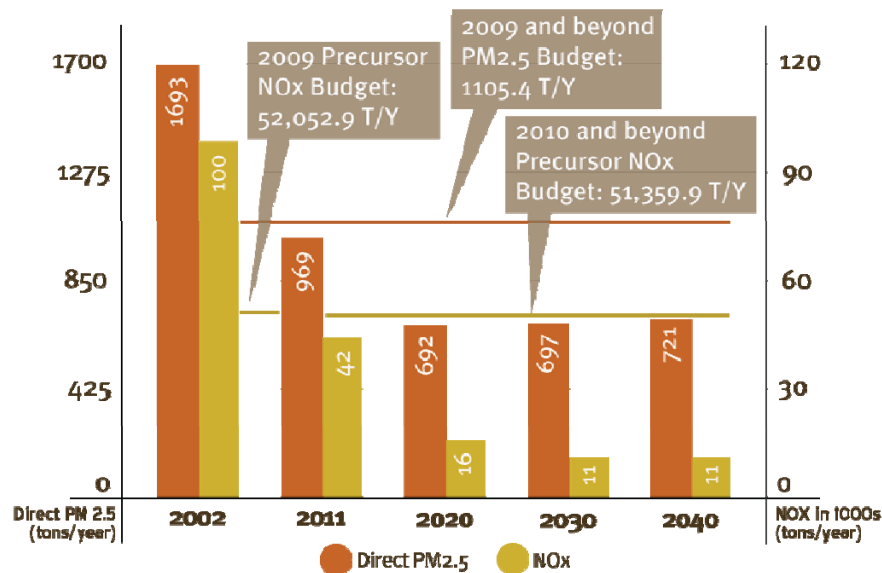
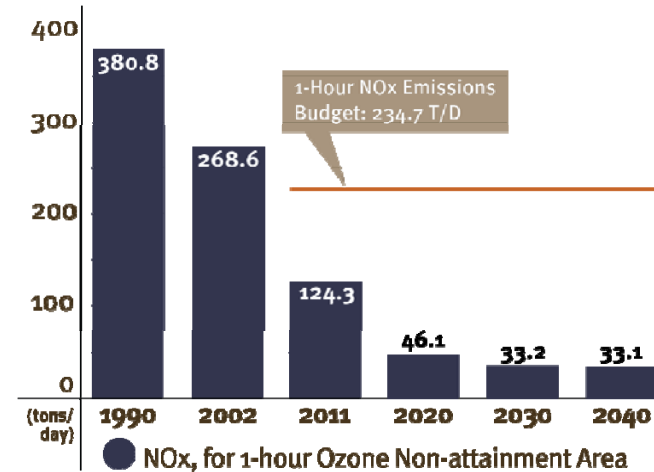
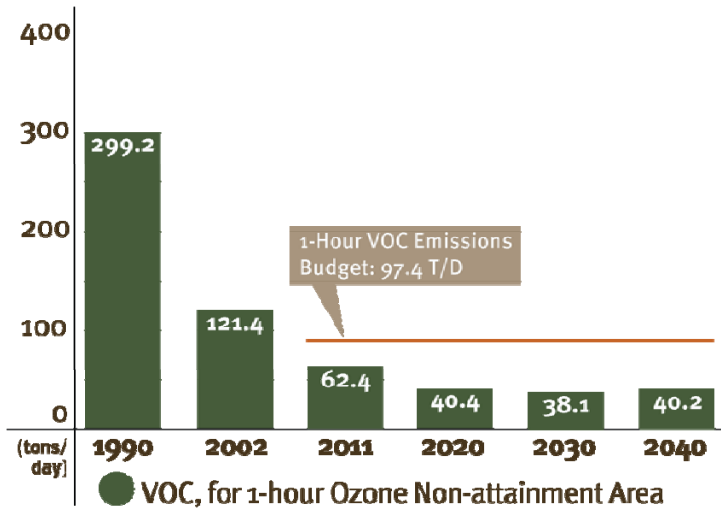


Average Number of Jobs Accessible Within 45 Minutes



How Does the Plan Perform? ■■■■■■

Goal: Meet Federal Air Quality Standards

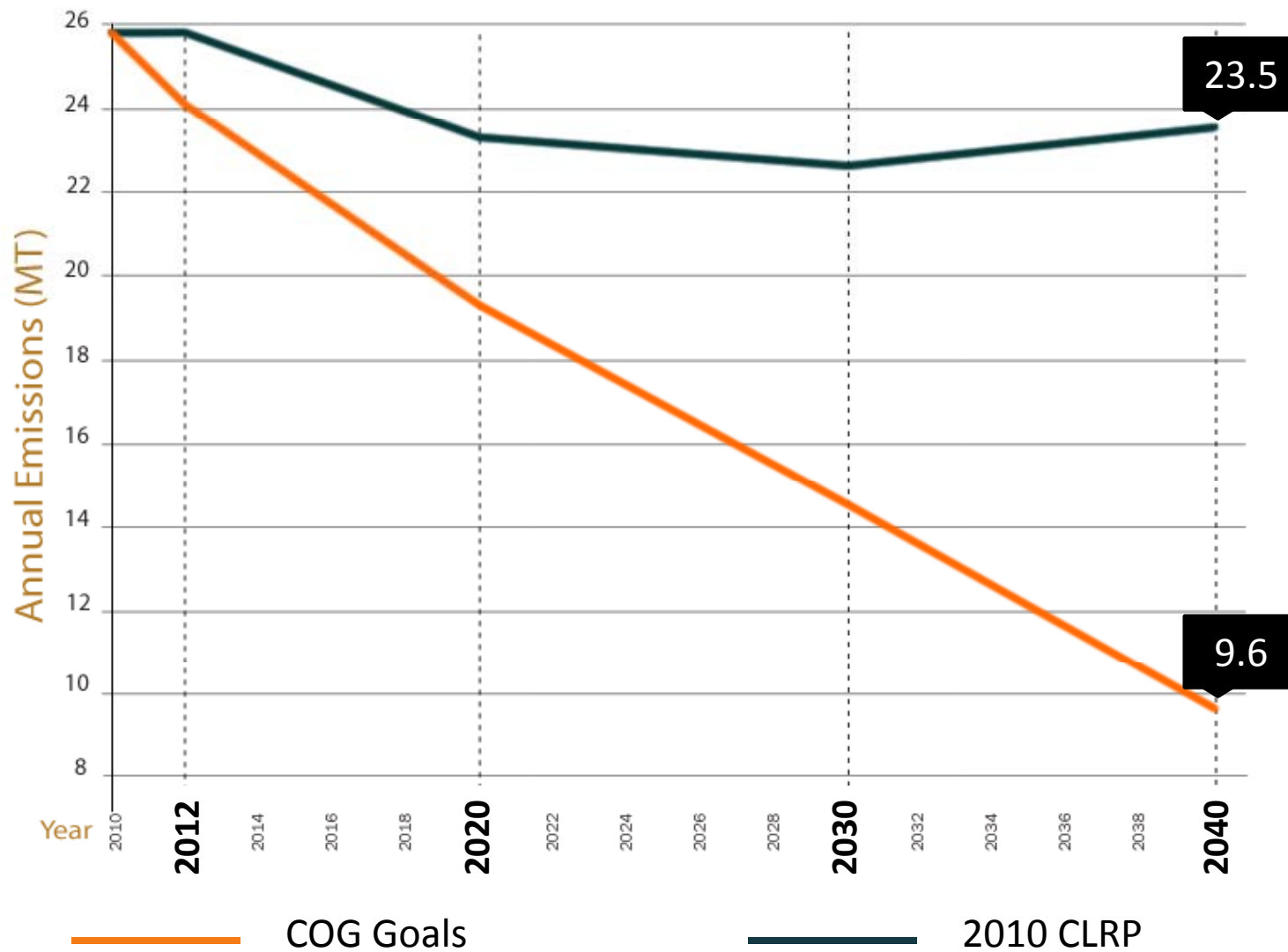


The CLRP meets federal air quality standards for mobile-source emissions of VOC, NOx, PM and Precursor NOx.



How Does the Plan Perform? ■■■■■■

Goal: Reduce Greenhouse Gas Emissions

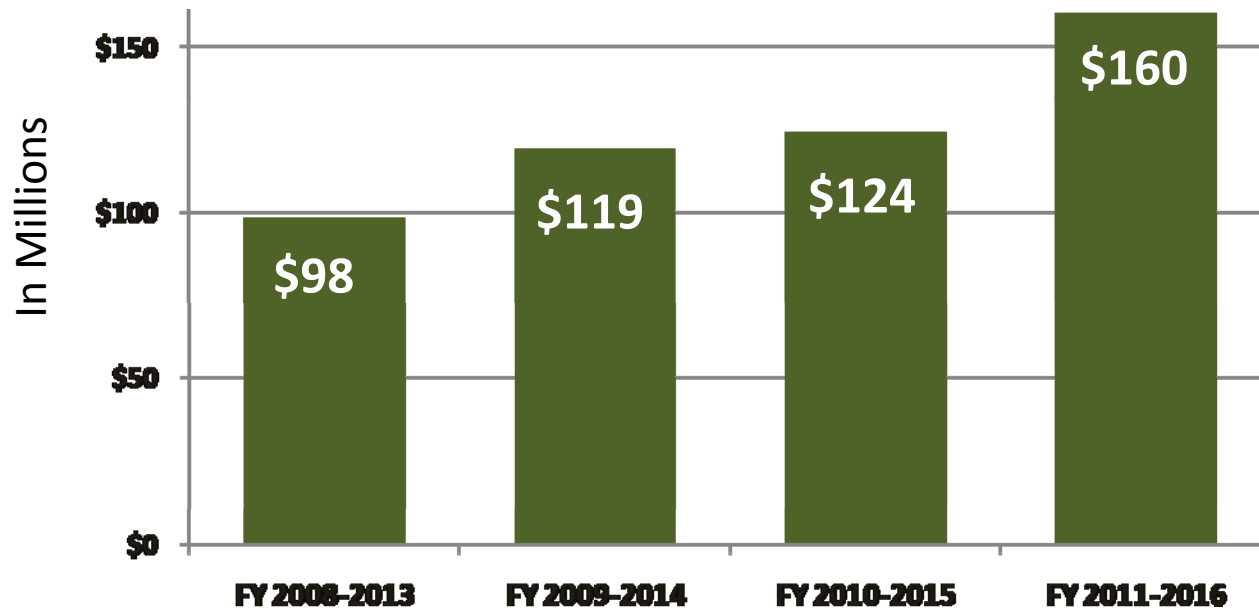




How Does the Plan Perform? ■■■■■■

Goal: Increase Construction of Bike/Ped Facilities

Funding for Exclusive Bicycle and Pedestrian Projects in the TIP has increased each year.



Does not account for road and transit projects that include accommodations for bicycles and pedestrians.