

# Visualize 2045 (2022 Update) Financial Plan – Preliminary Overview

Eric Randall  
TPB Transportation Engineer

TPB Technical Committee  
June 4, 2021

Agenda Item #4

**visualize**  
**2045** A long-range  
transportation plan  
for the National  
Capital Region

# Outline

- Federal Requirement
- Objectives for the Analysis
- Transportation Funding
  - Preliminary Revenues
- Projects, Plans, and Programs
  - Preliminary Expenditures
- Role of the Board

# Federal Requirement

- Federal transportation planning regulations (§450.324(f)(11)) require:
  - A financial plan that demonstrates how the adopted long-range plan can be implemented
  - The forecast revenues which are reasonably expected to be available must cover the estimated costs of adequately maintaining and operating and of expanding the highway and transit system in the region
    - Reasonably available revenues include continuation of existing grant programs, motor vehicle and fuel taxes, transit fares, tolls and other sources extrapolated based on historic trends, as well as proportional discretionary funds, such as FTA New Starts or congressionally-designated funding
    - Reasonably available does not include revenues from sources not yet legislated or approved or a disproportionate share of discretionary funds
- EPA's conformity regulations require that metropolitan transportation plans and TIPs must be fiscally constrained in order to be found in conformity

# Objectives for the Visualize 2045 Financial Analysis

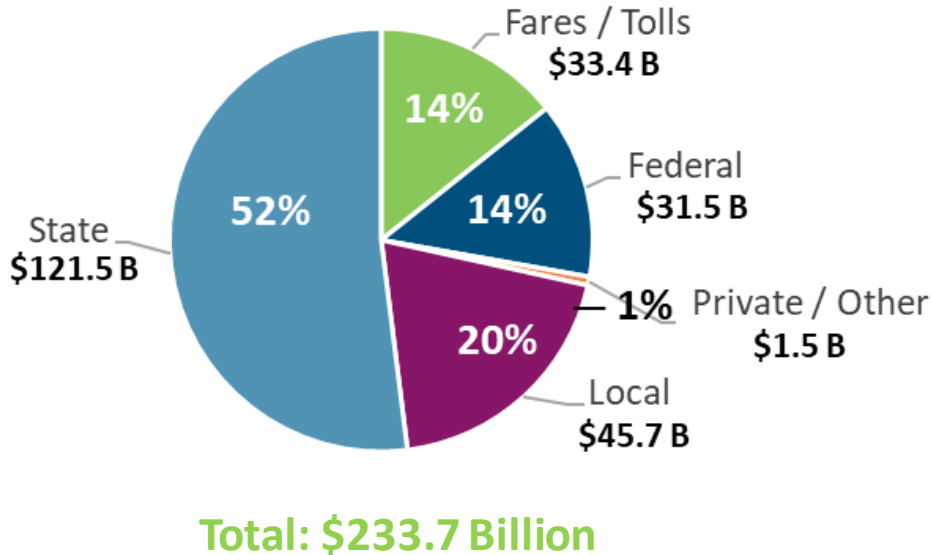
- Meet federal requirements for MPO planning and air quality conformity (FHWA, FTA, EPA)
- Demonstrate that the forecast revenues are reasonably expected to be available to implement the LRP through 2045
- Demonstrate the region's commitment to maintaining a State of Good Repair by fully-funding projects required to keep highways and public transportation systems in Good Repair
- Provide for operations and maintenance of the existing transportation system
- Provide for focused capacity expansion to address forecasted growth in the region's population and economy

# Transportation Revenues

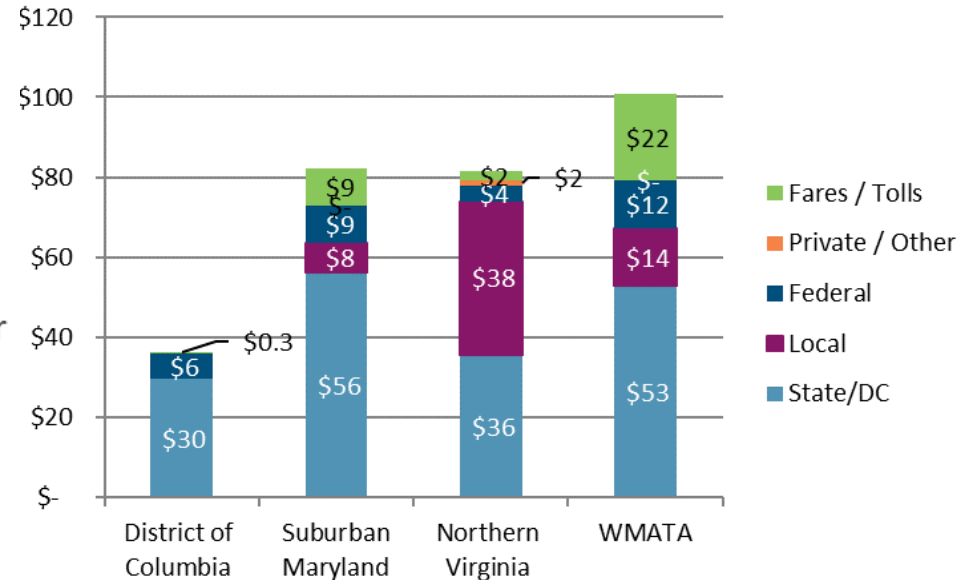
- *Where does funding come from?*
  - Federal program funds
    - Highway: National Highway Performance Program (NHPP), Highway Bridge Program (HBP), Highway Safety Improvement Program (HSIP), State Planning and Research (SPR), Surface Transportation Program, CMAQ, etc.
    - Transit: Operating Assistance, State of Good Repair, WMATA PRIIA, and competitive grants: New Starts, No-Low Emission Buses, etc.
  - State and Regional funds
    - VDOT's SmartScale, Northern Virginia Transportation Authority funding, WMATA Compact, etc.
  - *Most transportation funding is not fungible, it comes from specific sources with goals and constraints on use*

# 2022 Preliminary Analysis – Revenues

**Visualize 2045 Revenues (2023 – 2045)**  
*\$ Billions Year of Expenditure*



**Revenues by State / WMATA (2023 – 2045)**



*2018 Analysis (2019-2045)*  
*\$291.1 Billion*

- Period of analysis: 2023 – 2045 (twenty-three years)
- All revenue and cost estimates are in year of expenditure (YOE) dollars

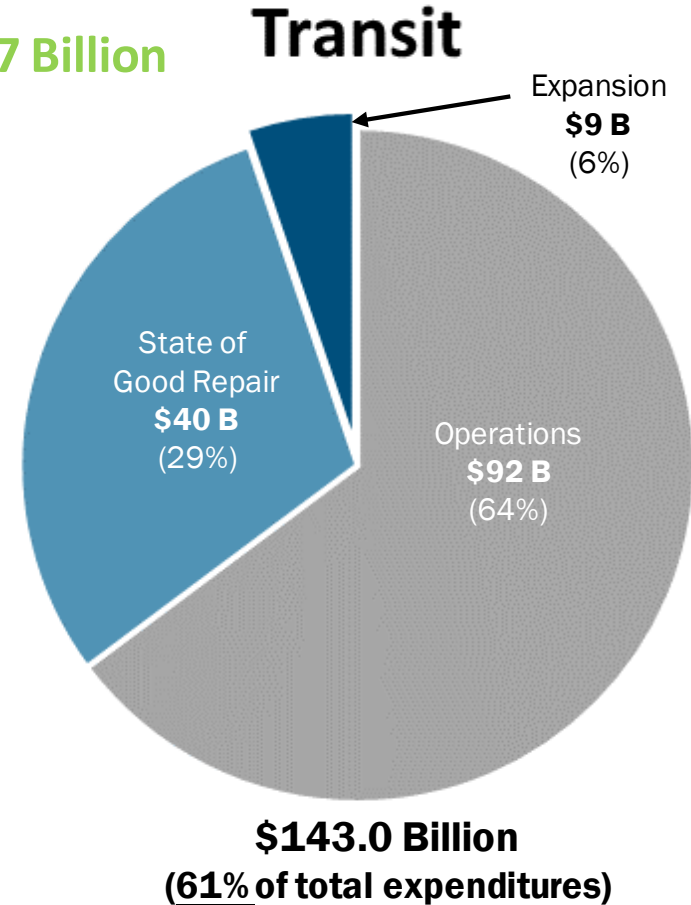
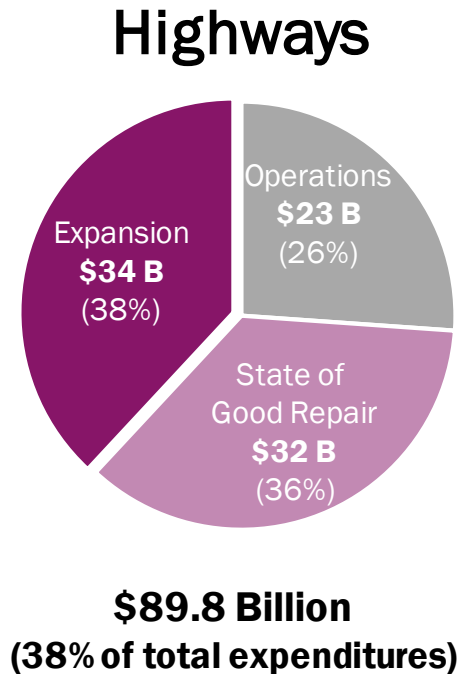
# Projects, Plans, and Programs

- *Where does regional transportation funding go?*
  - Transit Operations & Maintenance (O&M), followed by Transit State of Good Repair (SGR) and then Highway projects
    - WMATA is our region's biggest project: 45% of all funds go to support Metrorail, Metrobus, MetroAccess
    - O&M and SGR for other transit services: local bus and commuter rail
    - Highway SGR and Highway and Transit capacity expansion projects in the TIP and Plan that have been planned and developed over years
  - In 2018, it was estimated that about 45% of capital expansion funding supported the TPB's adopted Aspirational Initiatives
  - State DOTs and MPOs must report on progress towards Performance Based Planning and Programming (PBPP) targets: safety, pavement condition, bridge condition, etc., including "linking investment priorities to those performance targets"

# 2022 Preliminary Analysis – Expenditures

Numbers will change

Total: \$233.7 Billion



**Bike & Pedestrian Projects \$0.8 Billion**  
(not included above) **0.4% of all expenditures**

**WMATA \$104 Billion**  
(included in Transit) **45% of all expenditures**



# What can the TPB do?

Maintain perspective:

- Operating and keeping our current transportation system in a State of Good Repair is our #1 priority (~84% of funding)
- Expansion project planning and development is a drawn-out process, with many projects having been planned for years or even decades
- Most funding is directed through federal, state, regional, and local processes and priorities

TPB's priorities and interests are laid out in the Vision (1998), the Regional Transportation Proprieties Plan (2014), and most recently the Aspirational Initiatives (2018)

- Keep advancing planning and engineering for these projects so that they keep moving forward every day
- Use our prepared videos, infographics, and other materials to build support for current projects and advance new projects

# Eric Randall

TPB Transportation Engineer

(202) 962-3254

[erandall@mwkog.org](mailto:erandall@mwkog.org)

Metropolitan Washington Council of Governments

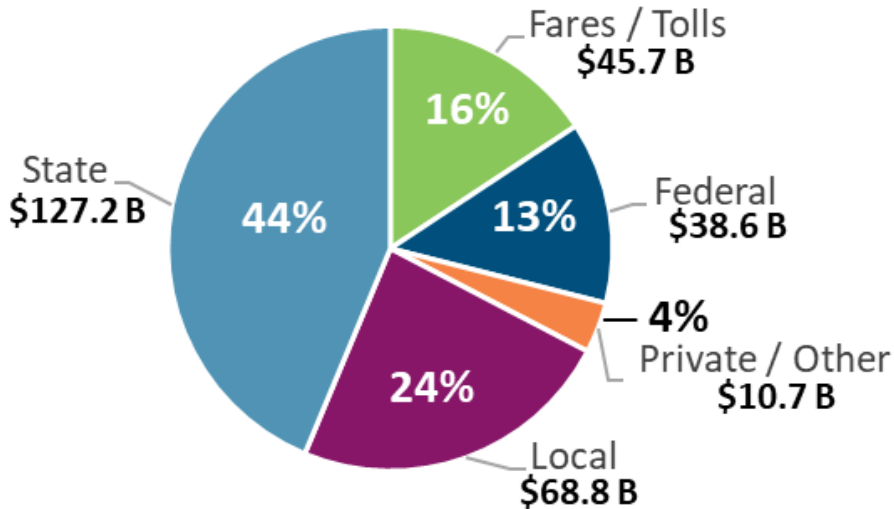
777 North Capitol Street NE, Suite 300

Washington, DC 20002

# Previous (2018) Analysis – Revenues

## Visualize 2045 Revenues

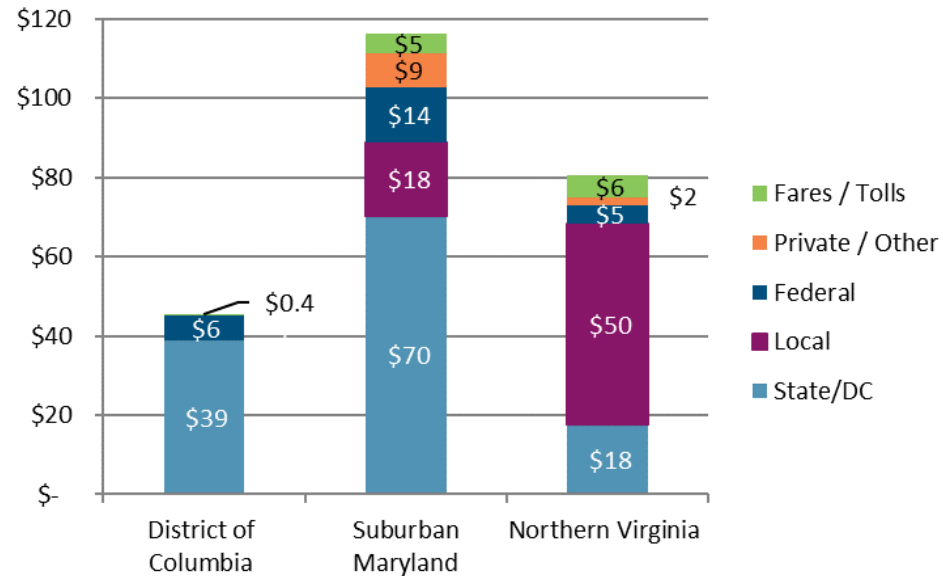
\$ Billions Year of Expenditure



**Total: \$291.1 Billion**

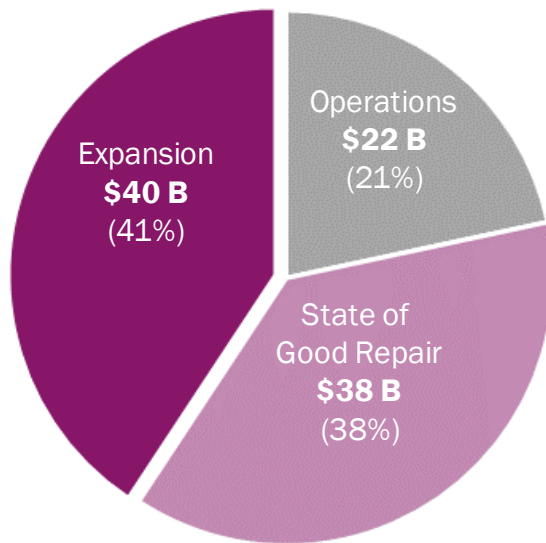
## Revenues by State (2019 – 2045)

(Does not include WMATA federal or fare revenues)



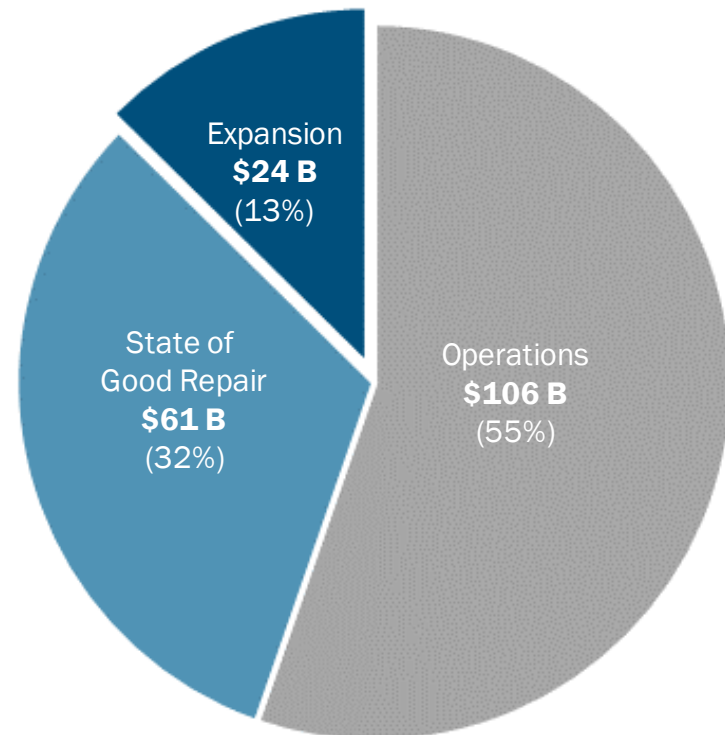
# Previous (2018) Analysis – Expenditures

## Highways



**\$99.5 Billion**  
**(34% of total expenditures)**

## Transit



**\$191.6 Billion**  
**(66% of total expenditures)**