

FROM NO-BUILD TO ALL-BUILD

Analyzing a Continuum of Transportation Scenarios for the National Capital Region

Report on Phase I of the TPB Long-Range Plan Task Force
John Swanson, Transportation Planner

National Capital Region Transportation Planning Board
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Long Range Plan Task Force

Goal:

Improve performance outcomes of the regional long-range transportation plan

Objective:

Identify and highlight unfunded capital needs as part of the regional long-range transportation plan

Approach:

- ✓ Inventory locally identified unfunded projects (inputs)
- ✓ Determine potential improvement in system performance from all unfunded projects (analysis)
- ✓ Identify a limited set of unfunded priority projects for inclusion in the long-range plan (next steps)



Task Force Activities

- Inventory of Unfunded Capital Needs – Initiated Fall of 2014
- Unfunded Capital Needs Working Group – Established Summer 2015
- Work Plan - Approved November 2016
 - Phase I: Develop a Baseline Report
 - 3 Scenarios - No-Build, Planned-Build (CLRP), and All-Build (Unfunded projects) scenarios
 - Plan to incorporate unfunded projects into the region's 2018 long-range transportation plan to highlight unmet funding needs.
 - Phase II: Plan of Unfunded Priority Projects
 - Develop a consensus list of limited multi-modal unfunded projects and promote funding.

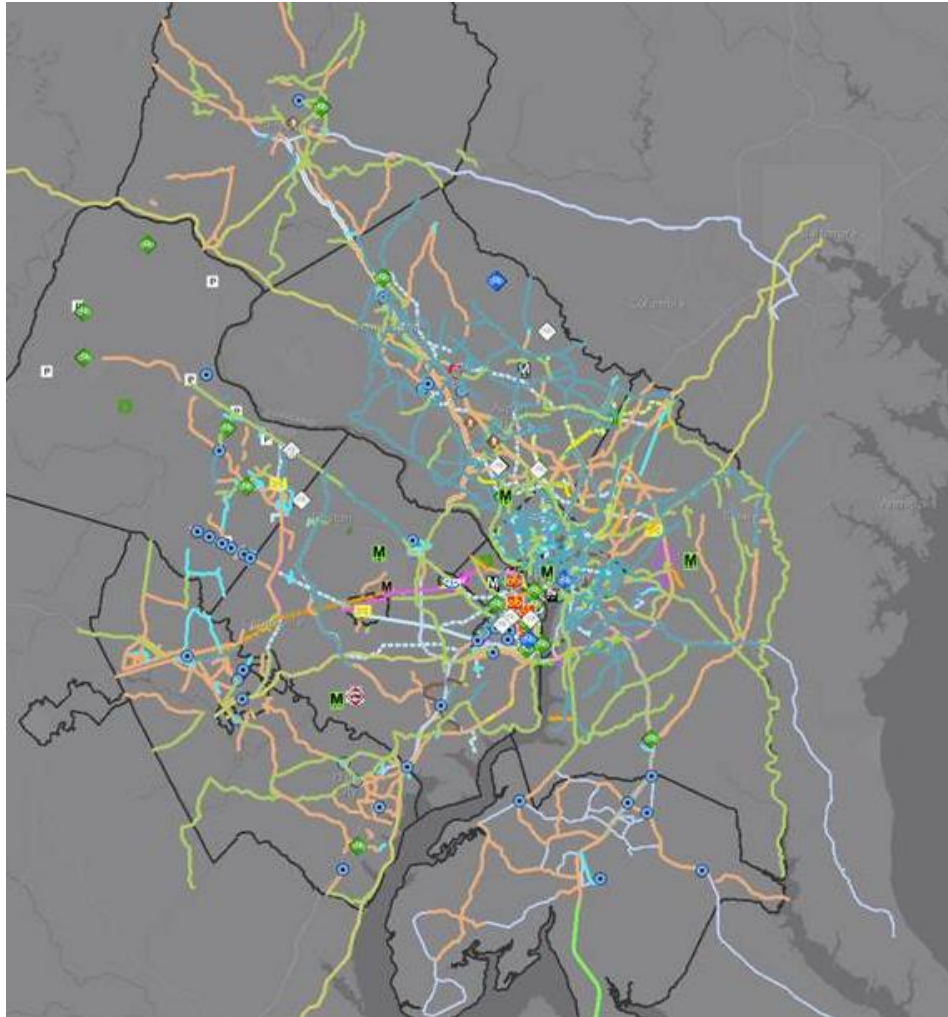


Phase I: Scenarios

2015-2040	No-Build	Planned-Build (2015 CLRP)	All-Build
Population growth	24%	24%	24%
Employment growth	36%	36%	36%
New transportation projects	0	372	550 additional
Capital funding for new projects	\$0	\$42 billion - \$27 billion - highway - \$15 billion - transit	\$70-100 billion additional - \$25-55 billion - highway - \$45 billion - transit



All-Build Project Inventory



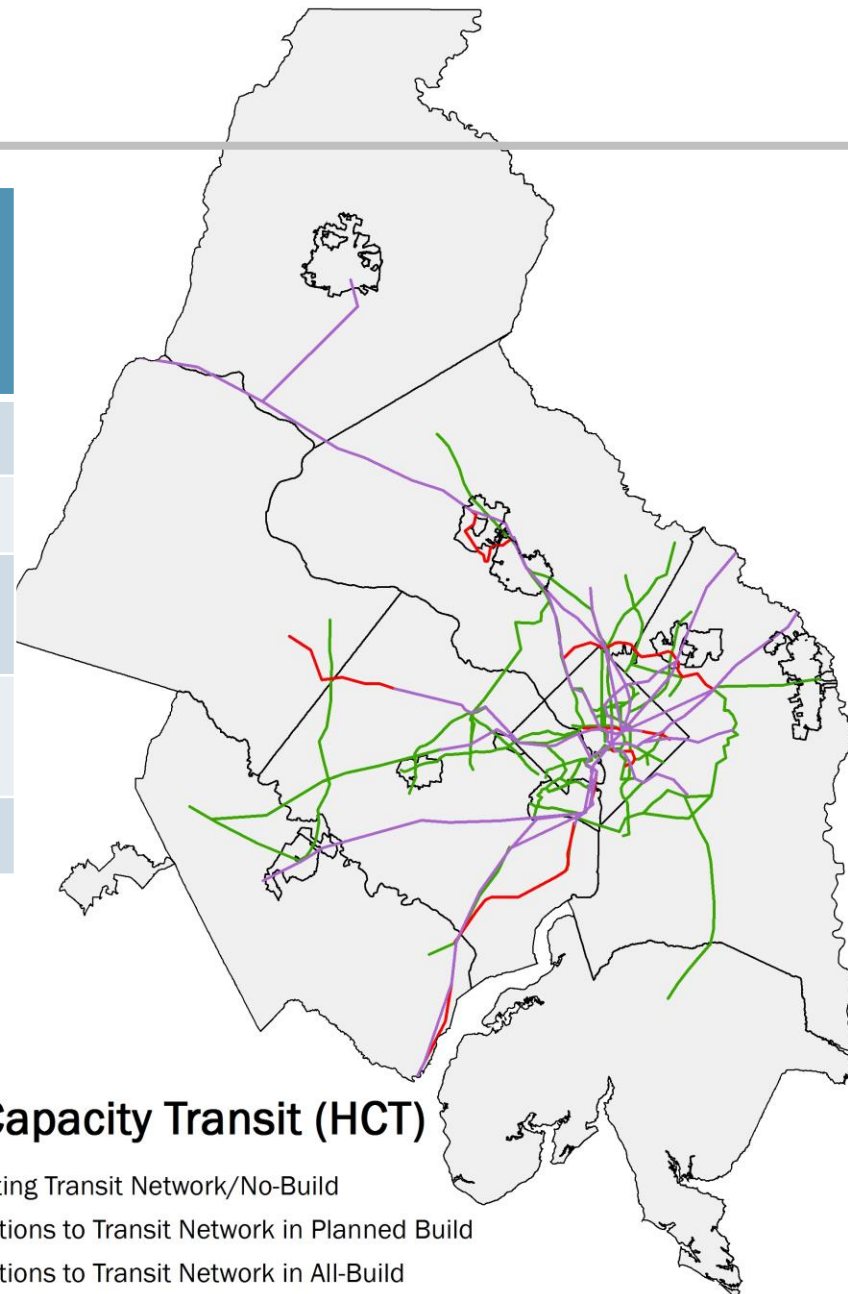
Approximately 550 projects that are included in state, local and regionally approved plans, but are not currently included in the CLRP.

- **Master list of projects:**
https://www.mwcog.org/assets/1/28/09212016_-_AB_Project_List.pdf
- **GIS map of projects:**
<https://gis.mwcog.org/webmaps/tpb/lrptf/allbuild/>



Transit Improvements

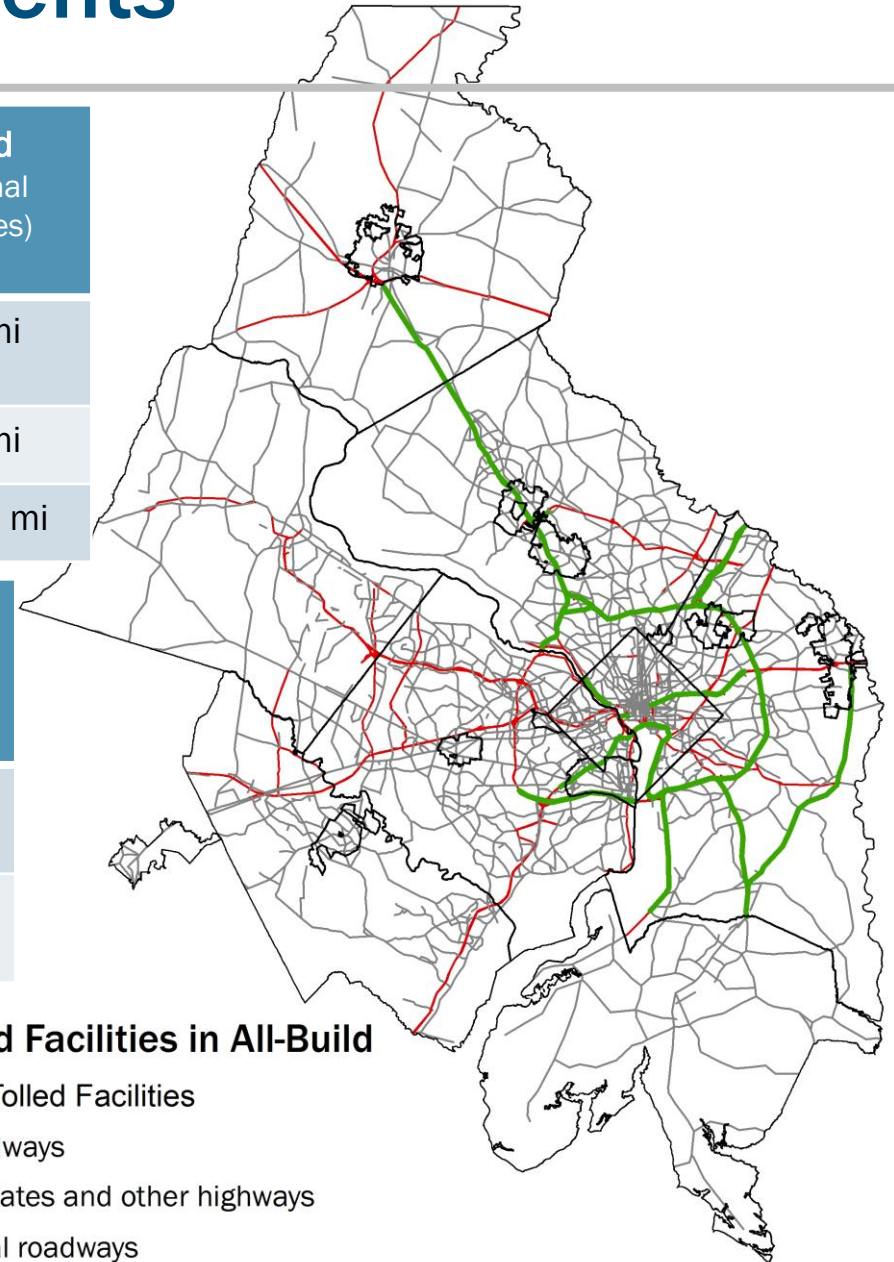
System	No-Build (existing miles)	Planned Build (additional miles)	All-Build (additional miles)
Metro Rail	119 mi	+12 mi	+33 mi
Light Rail	0	+16 mi	+66 mi
BRT / Street Cars	5 mi	+36 mi	+259 mi
Commuter Rail	167 mi	+0	+10 mi
TOTAL	291 mi	+64 mi	+368 mi



Roadway Improvements

System	No-Build (Existing lane miles)	Planned-Build (additional lane miles)	All-Build (additional lane miles)
Freeways / Expressways	3,549 mi	+444 mi	+453 mi
Arterials	13,396 mi	+686 mi	+722 mi
TOTAL	16,945 mi	+1,130 mi	+1,175 mi

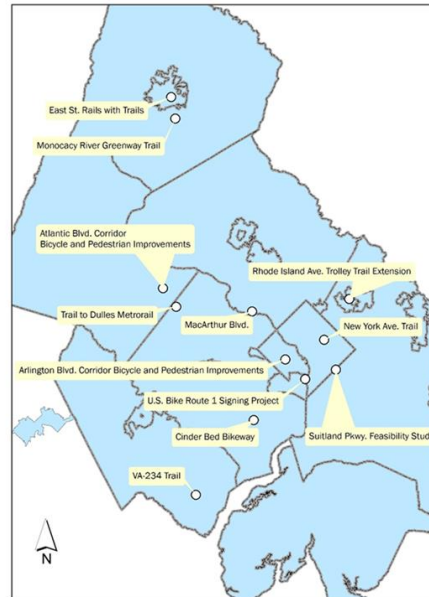
System	No-Build (Existing lane miles)	Planned Build (additional lane miles)	All Build (additional lane miles)
Tolled Lane Miles	394 mi	+194 mi	+419 mi
Cordon Charge	\$0	\$0	\$6



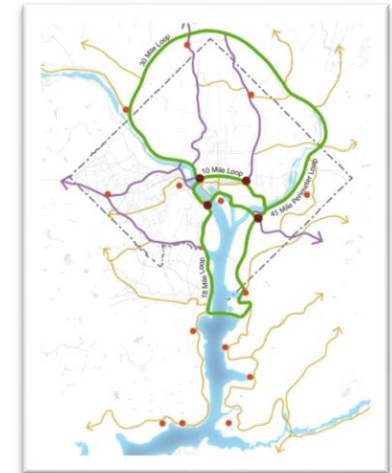
Unfunded Ped/Bike Improvements

- Inputs from TPB's Regional Bicycle & Pedestrian Plan and other jurisdictional submissions for multi-use paths:
 - Existing: 645 miles
 - All Build: 1,340 additional miles
- WMATA's Metrorail Station Investment Strategy has 900 additional miles of ped/bike projects

Highlighted Examples



TPB Bike/Ped Subcommittee Top Priority Projects



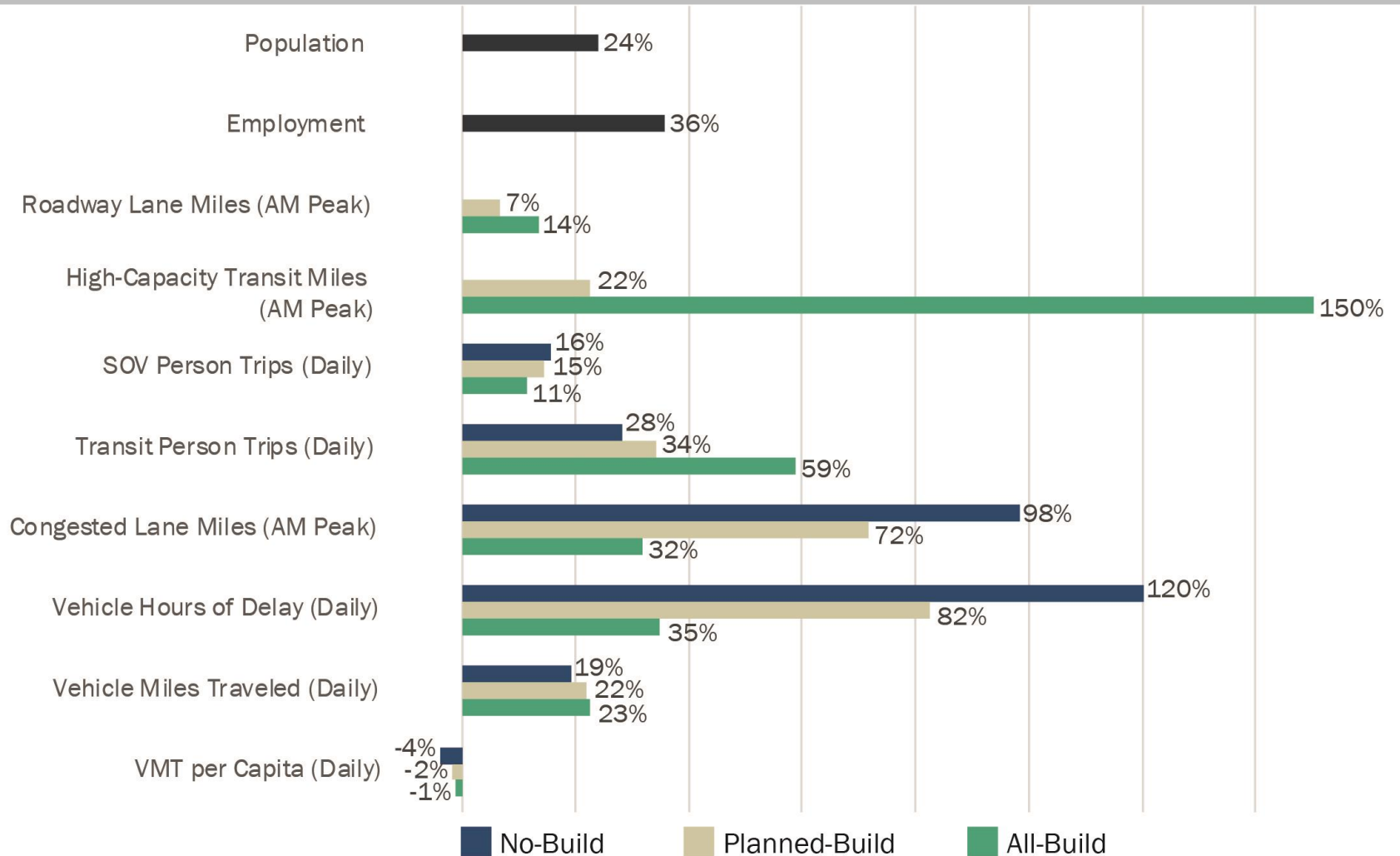
National Capital Trail (Bicycle Beltway)



WMATA's Metrorail Station Investment Strategy



Impacts of Scenarios



Summary of Findings

- Major capital investments would make a difference in mobility
For example:
 - All-Build compared to the CLRP (relative to today):
 - Greater increase in transit ridership (59% vs 34%)
 - More jobs close to transit (70% vs 57%)
 - Smaller increase in SOV trips (11% vs 15%)
- But new capacity alone won't solve our problems
 - All-Build compared to today:
 - Peak hour will still have more congested lane miles
 - Daily vehicle hours of delay will still increase
- Forecast land use (same for all 3 scenarios) significantly impacts travel
- Even more aggressive land-use and pricing assumptions to support capital investments could make a difference



John Swanson

Transportation Planner

(202) 962-3295

jswanson@mwkog.org

mwkog.org/tpb

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region
Transportation Planning Board