

FROM NO-BUILD TO ALL-BUILD

Analyzing a Continuum of Transportation Scenarios Including Unfunded Capital Needs

Report on Phase I of the TPB Long-Range Plan Task Force
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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
 - Use No-Build, Planned-Build, and All-Build scenarios
 - Phase II: Develop a Plan of Unfunded Priority Projects
 - Phase II: Incorporate unfunded priority projects into the region's long-range transportation plan and promote implementation.



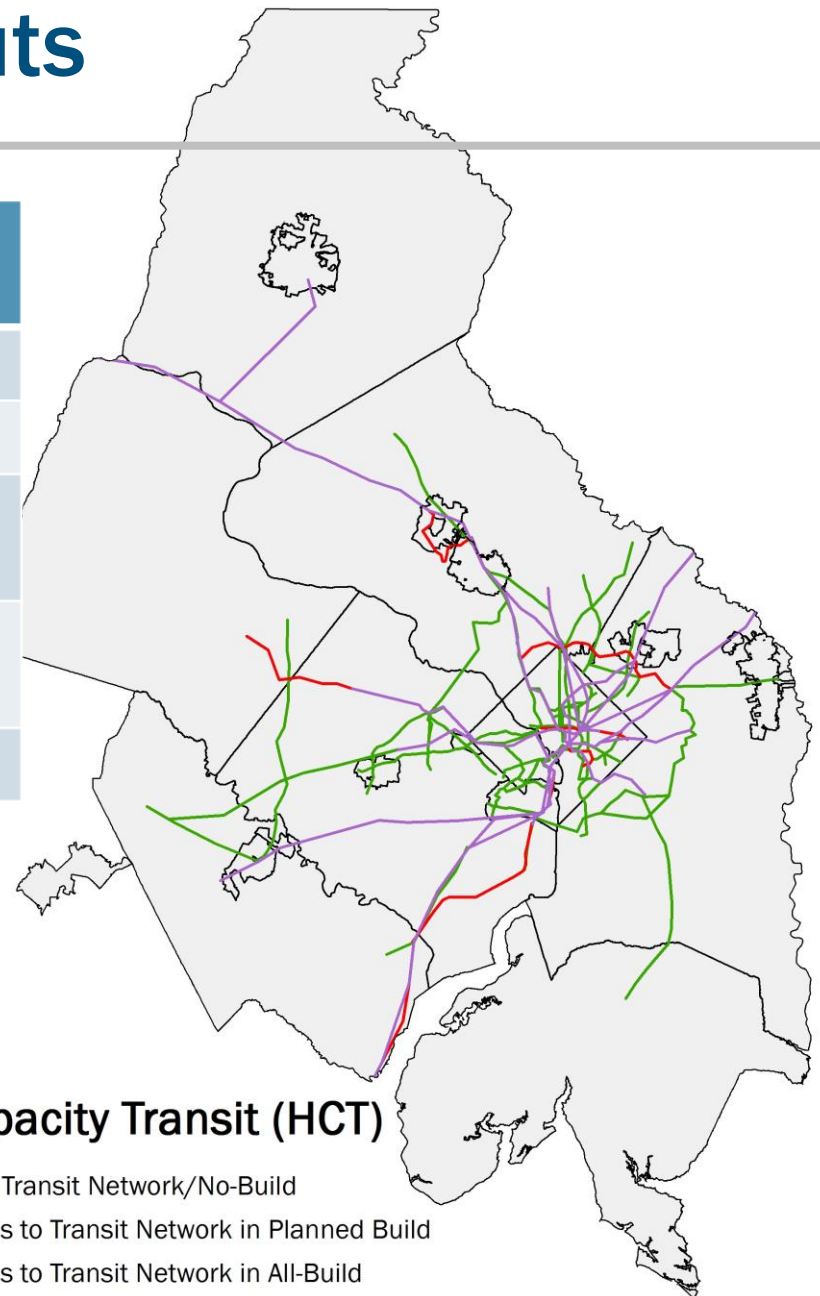
Phase I: Scenarios

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: Transit Inputs

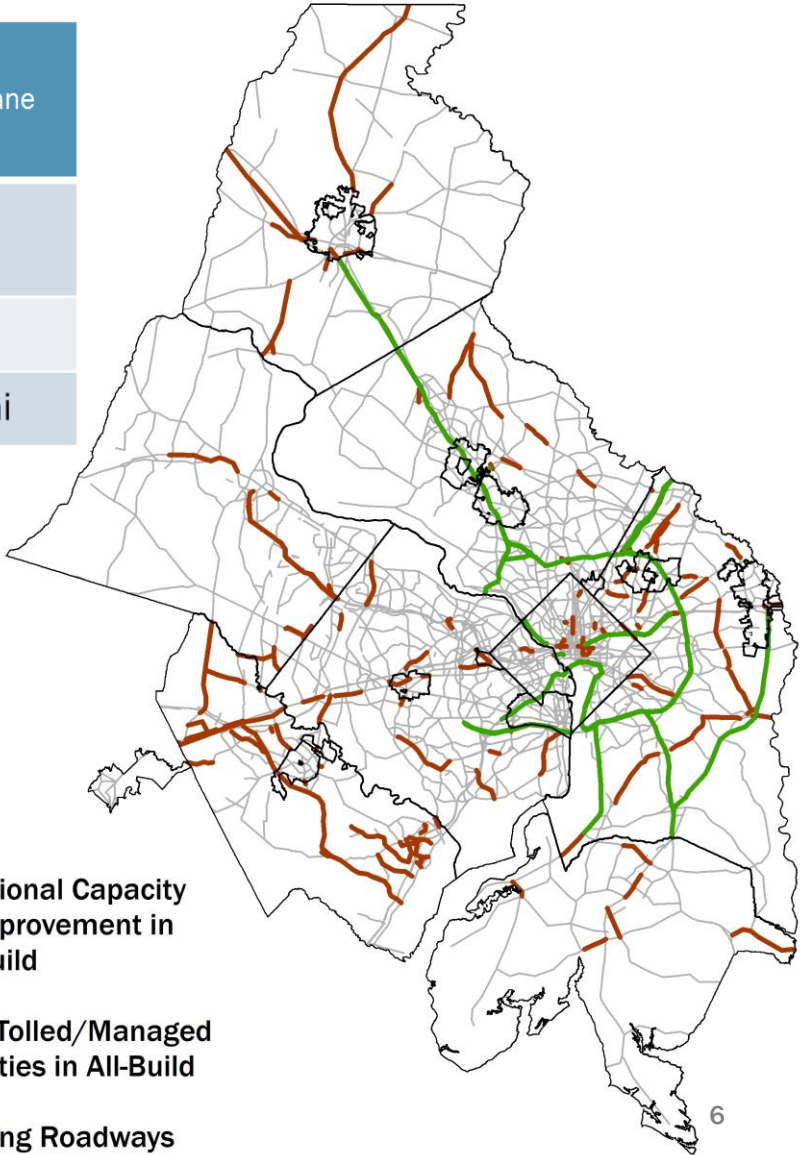
System	Existing	Planned Build	All Build (additional)
Metro Rail	119 mi	+12 mi	+33 mi
Light Rail	0	+16 mi	+66 mi
BRT / Street Cars	5 mi	+36 mi	+259 mi
Commuter Rail	167 mi	+0	+10 mi
TOTAL	291 mi	+64 mi	+368 mi



All-Build: Road Inputs

System	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

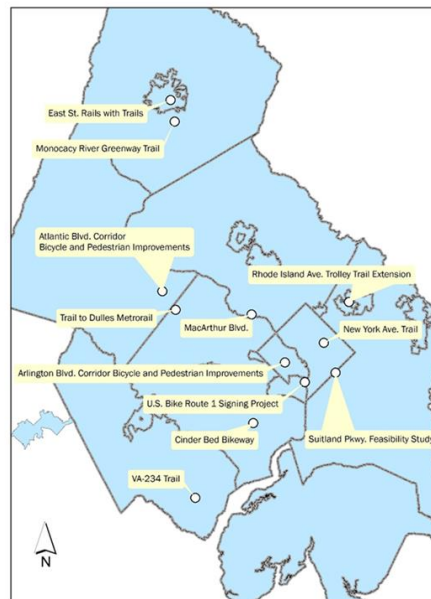
System	Existing (lane miles)	Planned Build (additional lane miles)	All Build (additional lane miles)
Tolled Lane Miles	394 mi	+194 mi	+419 mi
Cordon Charge *	\$0	\$0	\$6



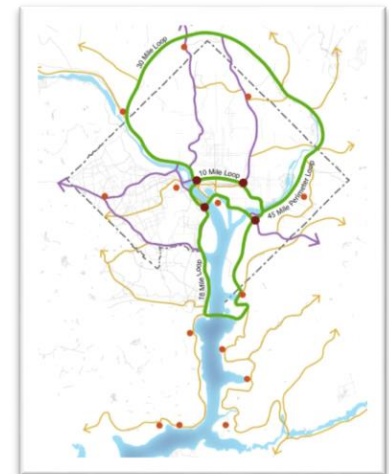
All-Build: Ped/Bike Inputs

- 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**



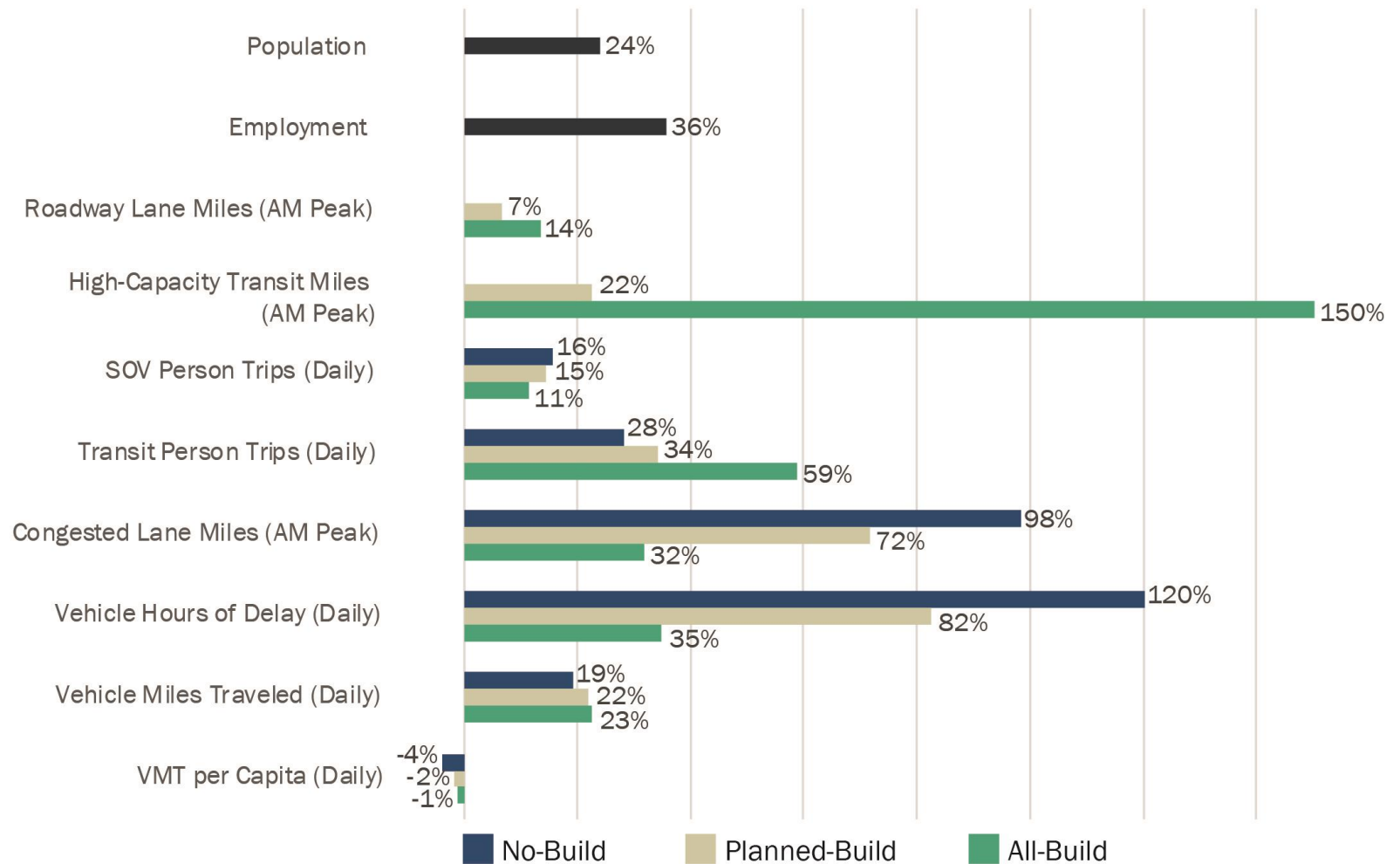
**National Capital Trail
(Bicycle Beltway)**



**WMATA's Metrorail Station
Investment Strategy**



Impacts of Scenarios



Summary of Findings

- **Major capital investments would make a difference in mobility**

For example:

- Transit ridership would increase 59% under All-Build, compared to 34% under Planned-Build
 - Lane miles of A.M. congestion would increase 32% under All-Build, compared to 72% under Planned-Build
- **But new capacity alone won't solve our problems**
 - Demand strategies, including land-use and pricing could make a difference
 - We might need to reduce our expectations for the impacts of new capacity
 - **Next Step:** Identify a limited number of priority projects that the region can get behind



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