

THE FINANCIALLY CONSTRAINED

LONG-RANGE TRANSPORTATION PLAN

FOR THE NATIONAL CAPITAL REGION

Adopted: July 18, 2012



Brochure + Performance Analysis

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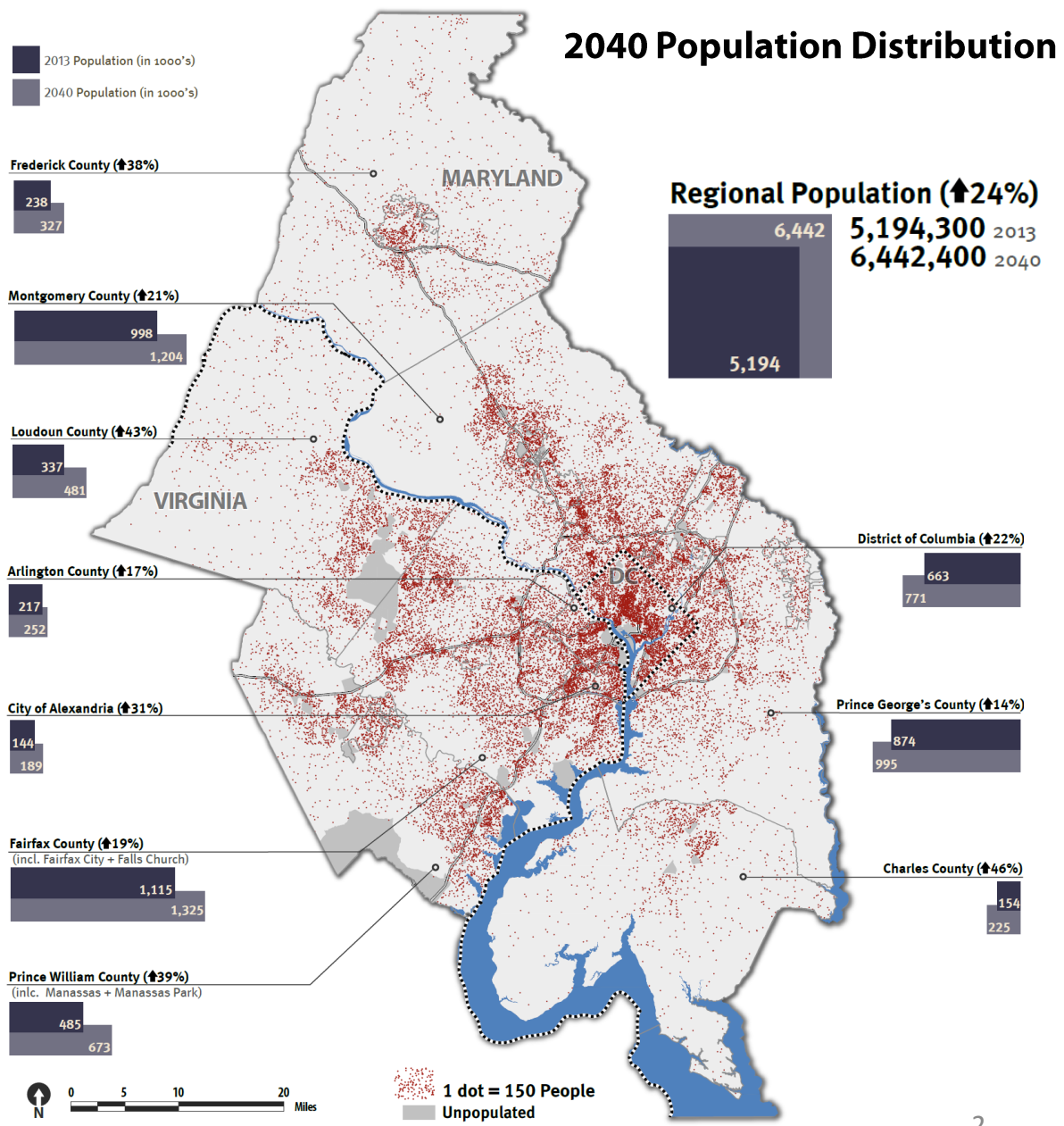
Population Growth

2013 - 2040

By 2040 the region's population will grow by 24% to almost 6.5 million people

The population of the outer jurisdictions is expected to grow at a faster rate than the inner jurisdictions

The inner jurisdictions will retain the majority of the region's population in 2040

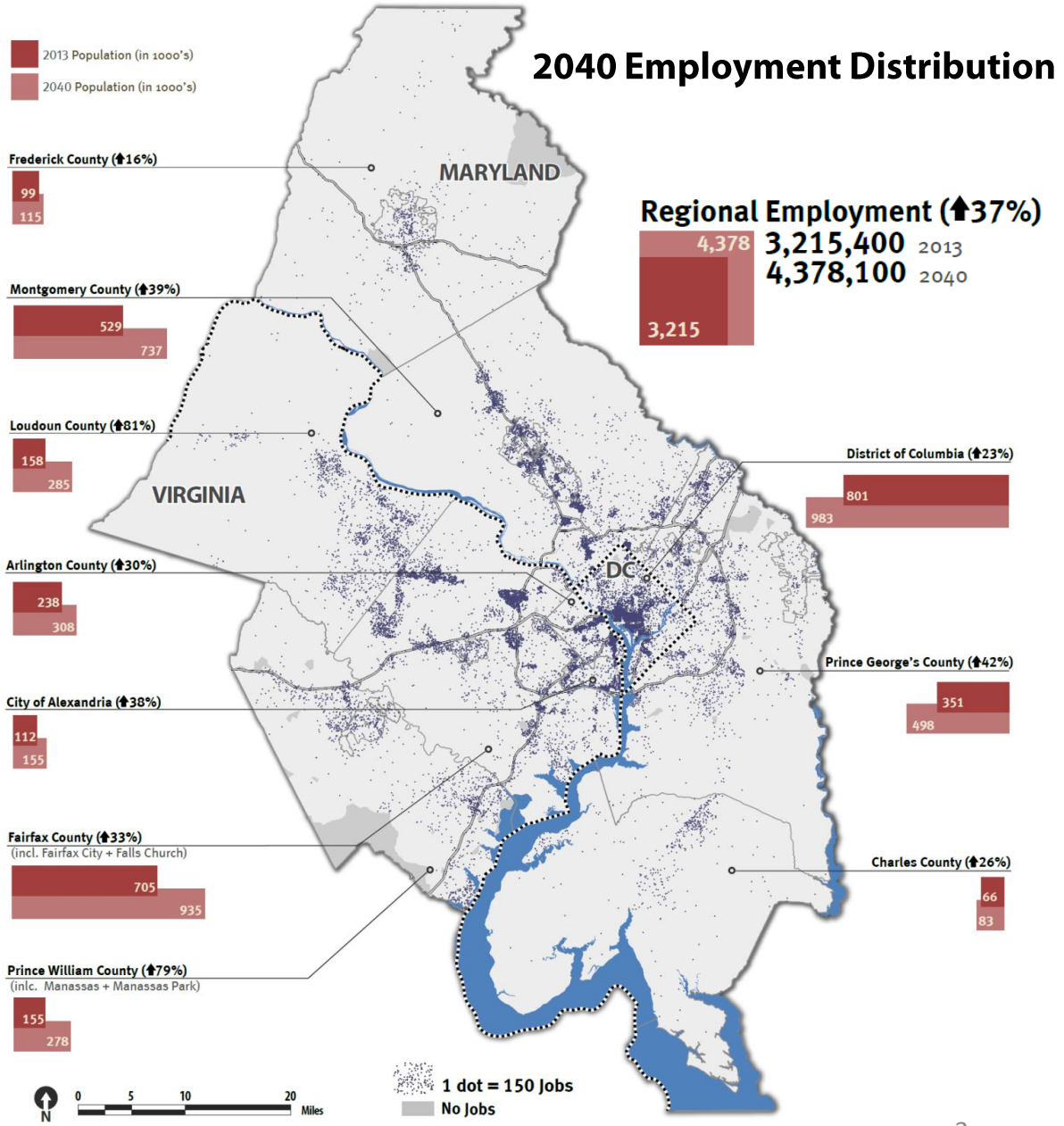


Employment Growth 2013 - 2040

By 2040 the region's employment is projected to grow by 37%

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.

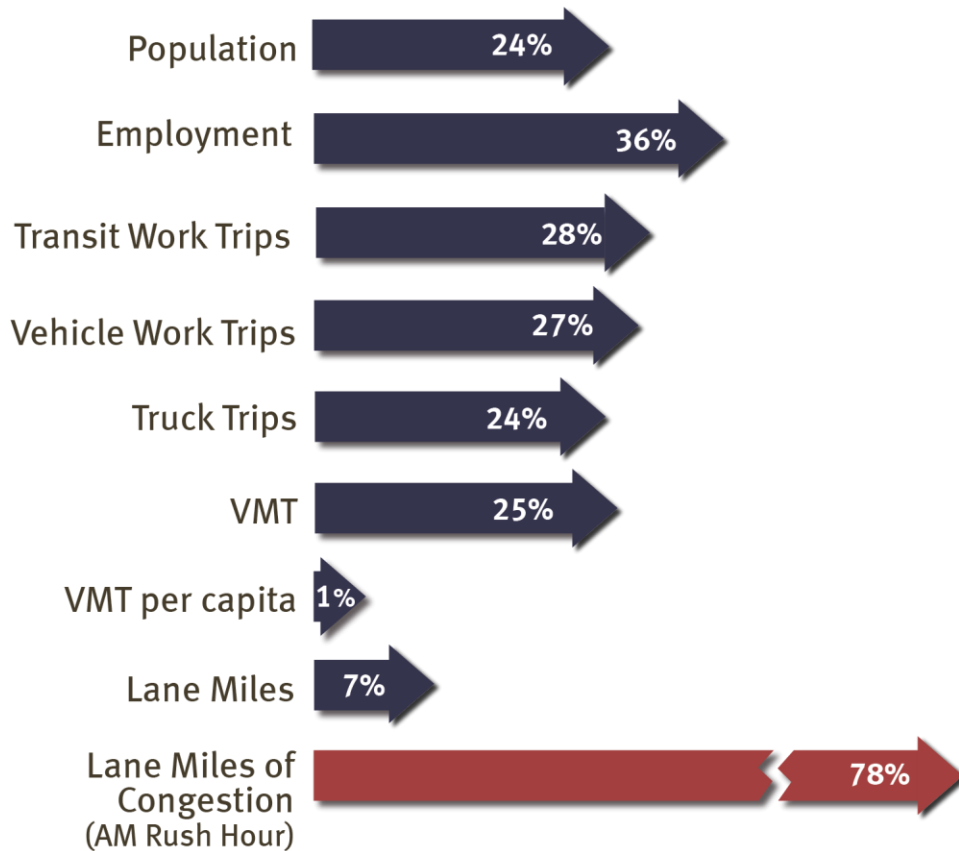
In 2040 population will be slightly more dispersed than it is today, and jobs will continue to concentrate toward the western side of the region.



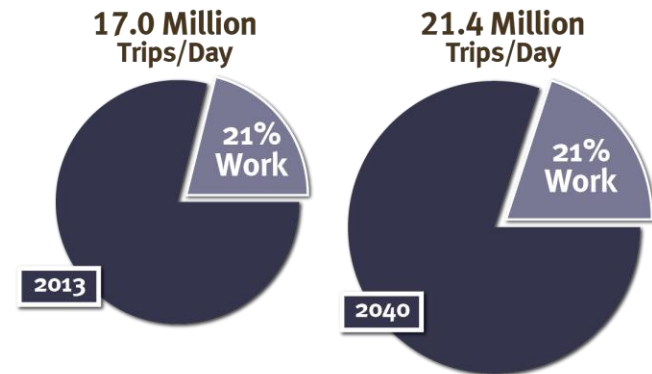
Travel Demand 2013 - 2040

In 2040 the total number of trips taken will increase by 4.7 million, or 27%. Commute trips will continue to account for only 21% of all trips taken in the region.

Change in Land Use and Travel Forecast 2013-2040



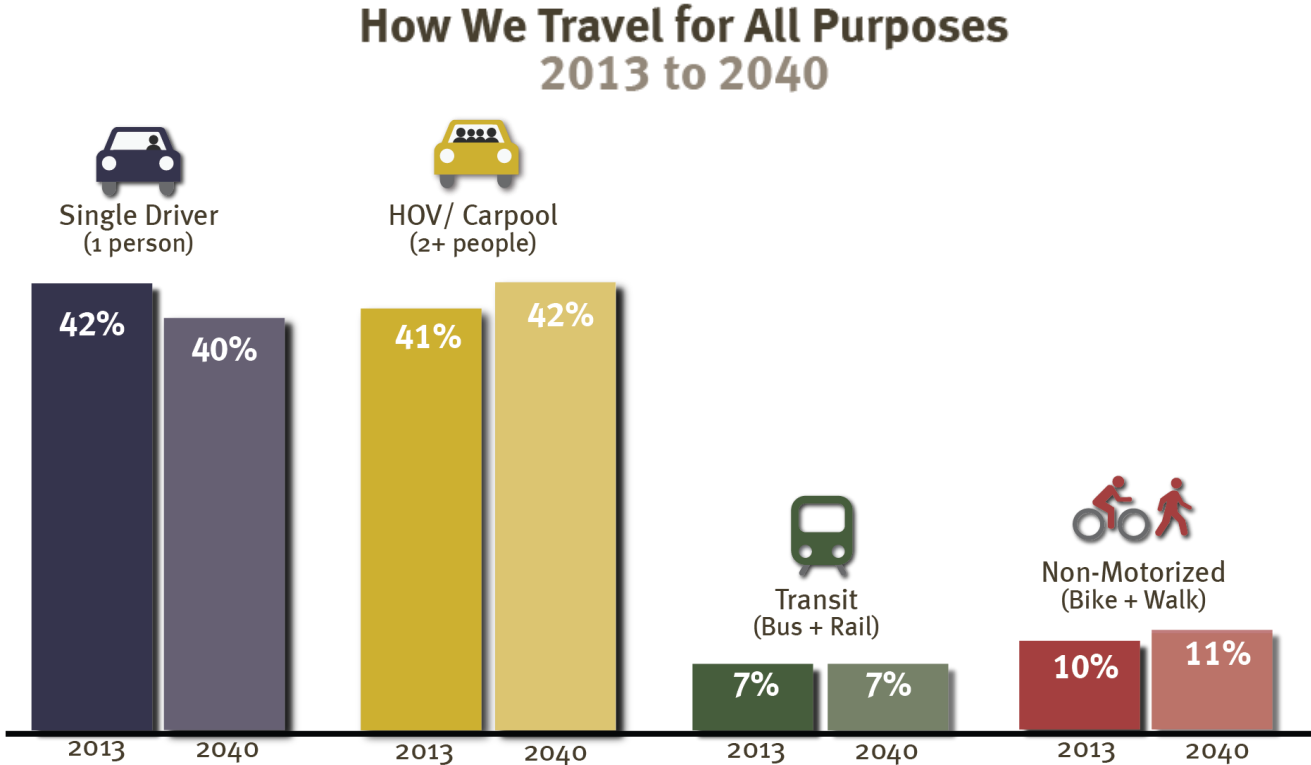
Trips by Purpose 2013 - 2040



Daily Mode Share 2013 - 2040

Currently 43% of all trips are single occupancy vehicle trips, 41% are carpool, 7% by bus or rail transit, and 9% by walking or biking.

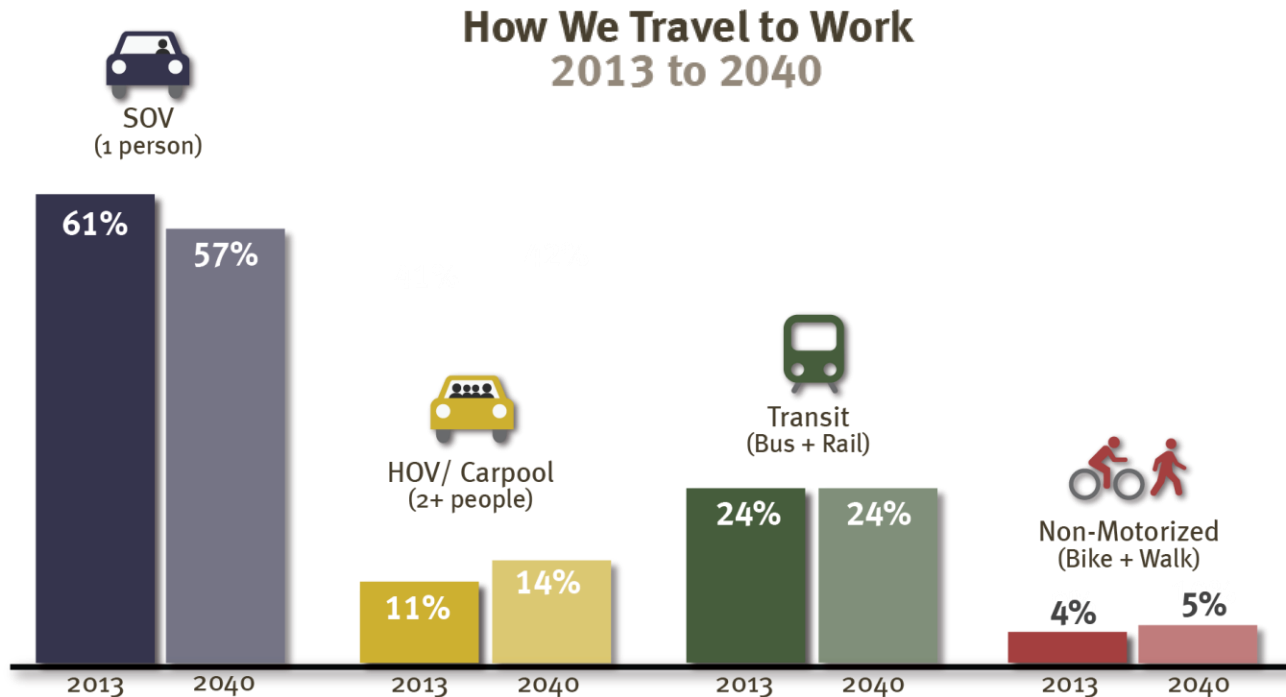
By 2040, these figures will not change drastically. SOV trips will drop slightly, while carpool and non-motorized trips will increase slightly.



Commute Mode Share 2013 - 2040

About 3 out of every 5 commute trips are made by people driving on their own (SOV), about 1 quarter of all trips are made by bus or rail transit, 11% are by carpool, and 4% by non-motorized modes.

In 2040 these figures will also not change drastically. SOV trips are projected to fall as a share of all trips, while Carpool and non-motorized trips are expected to increase.



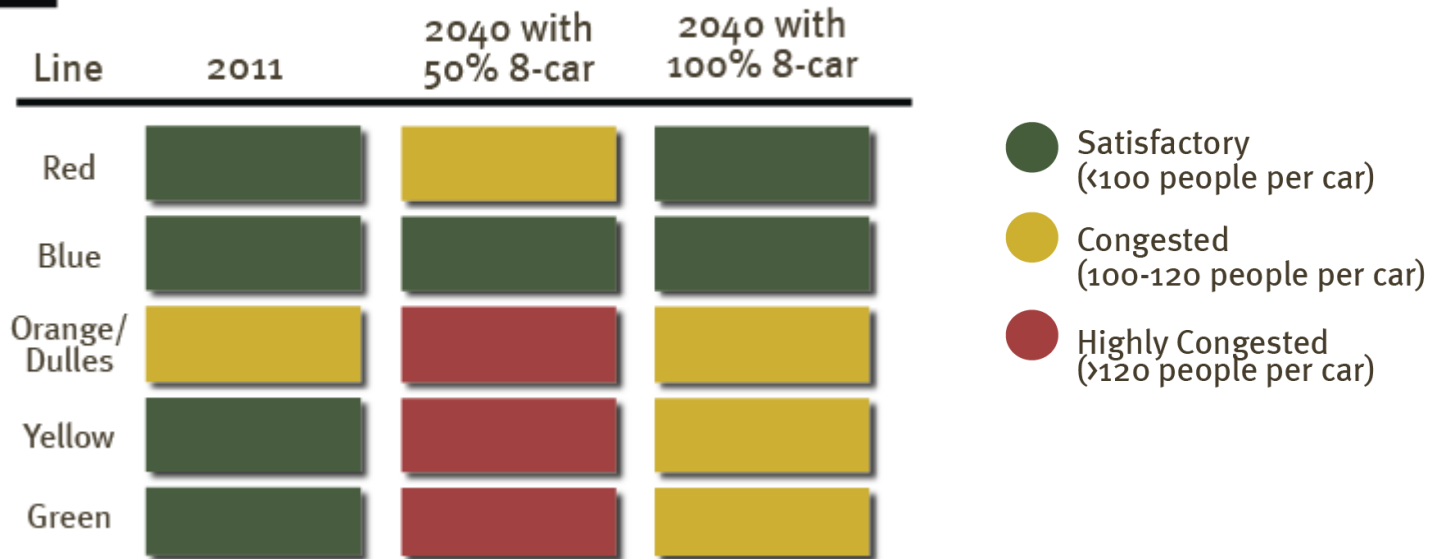
Transit Congestion 2013 - 2040

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 railcars beyond those currently funded, all lines entering the core will become congested by 2040.



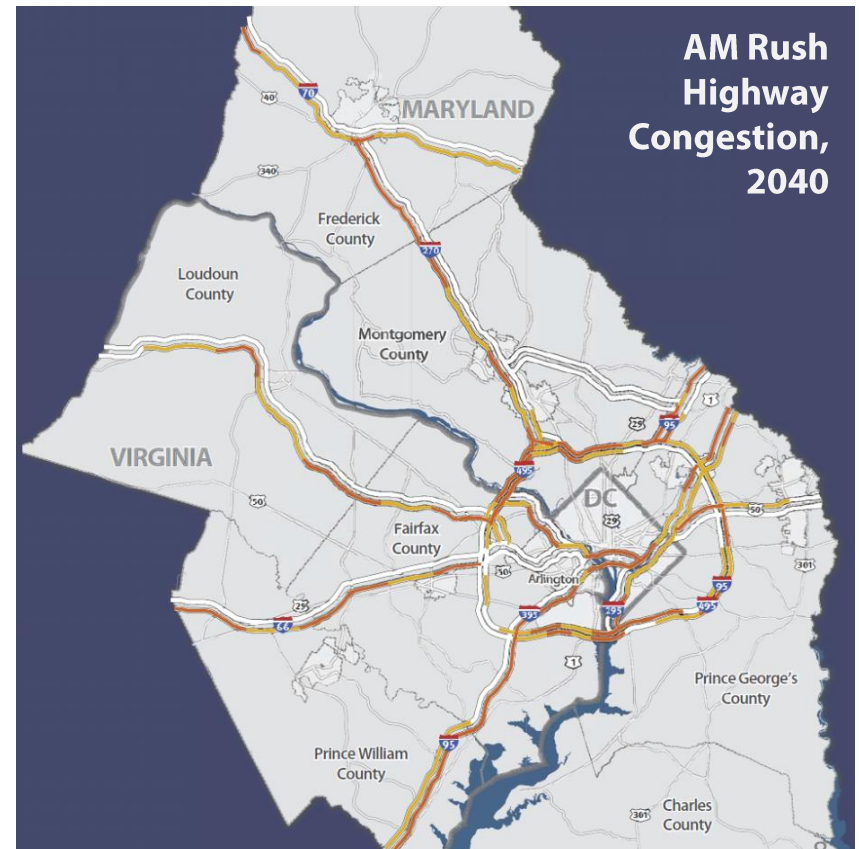
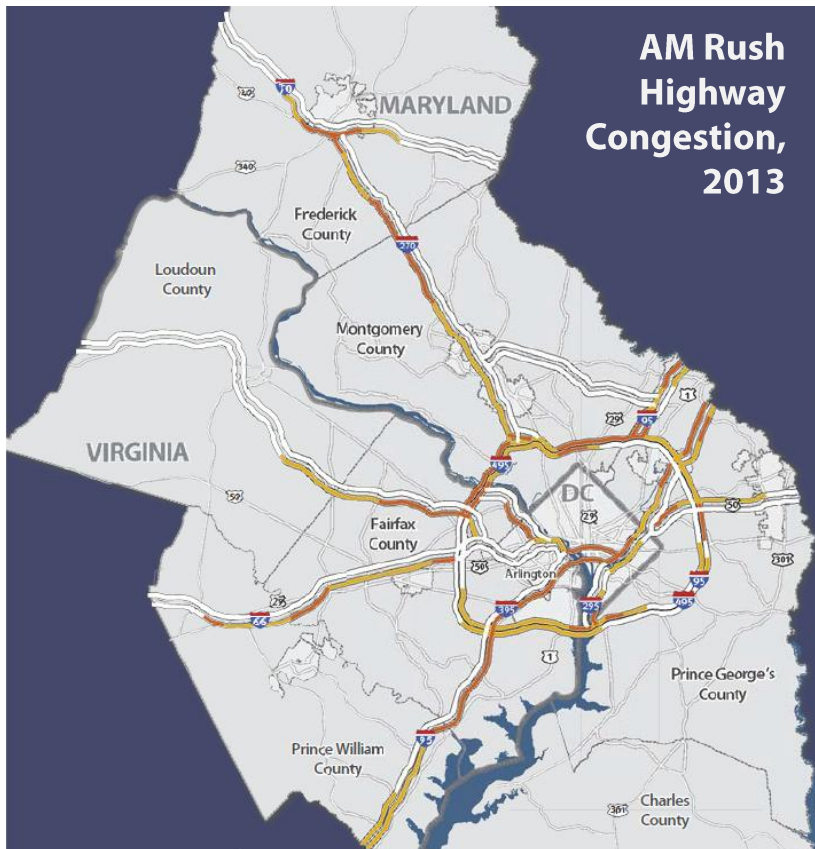
MetroRail Congestion AM rush hour



Highway Congestion 2013 - 2040

Severe stop-and-go congestion is expected to be prevalent throughout the entire region in 2040, not just in isolated areas.

The HOT lane projects included in the 2012 CLRP are projected to relieve some of the congestion along I-495 in Virginia



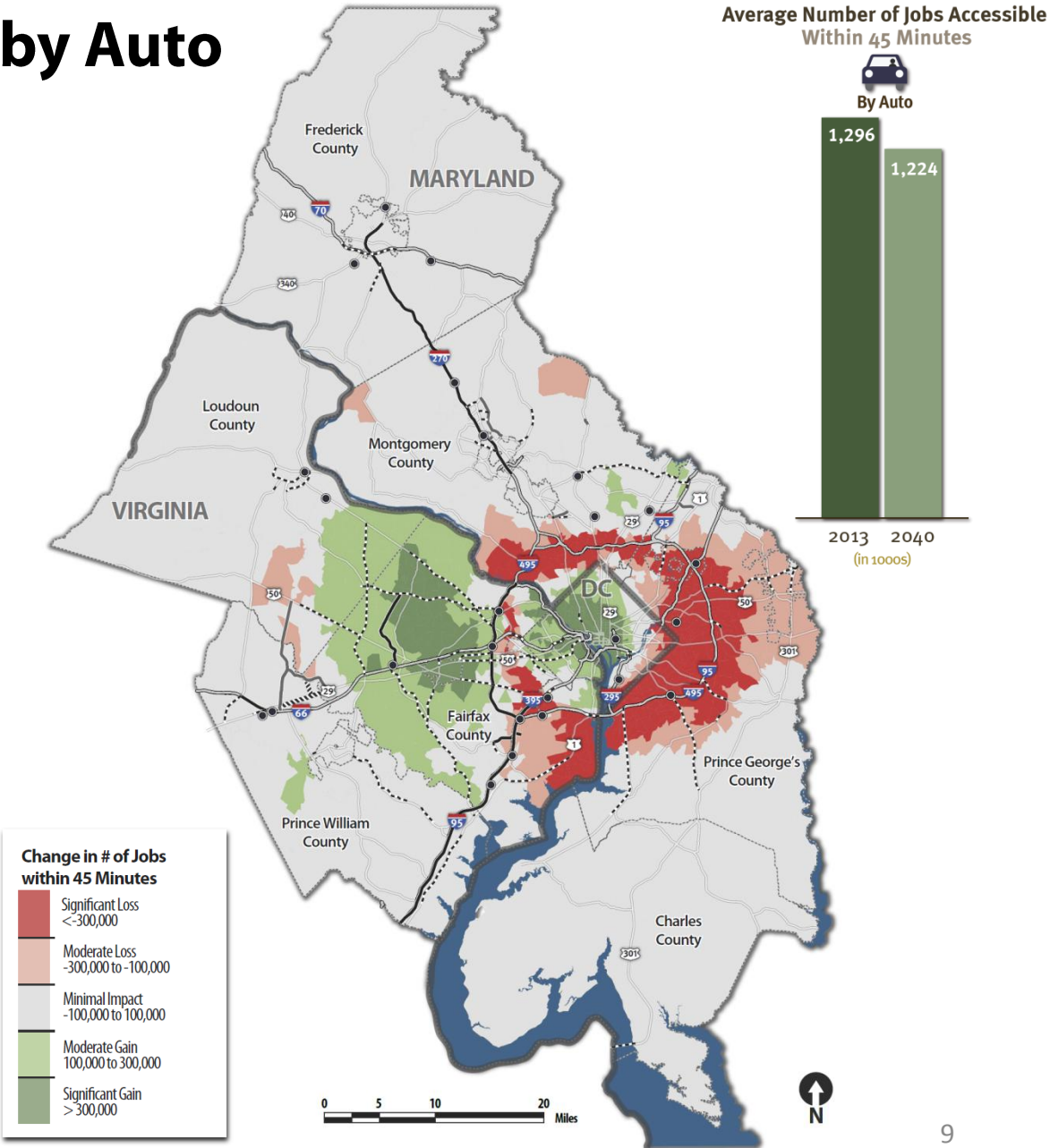
Accessibility to Jobs by Auto

2013 - 2040

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

The greatest reductions in job accessibility are expected to be on the eastern side of the region.

Accessibility to jobs is decreasing on the eastern side due to increases in congestion system-wide, and a higher concentration of future jobs on the west side.

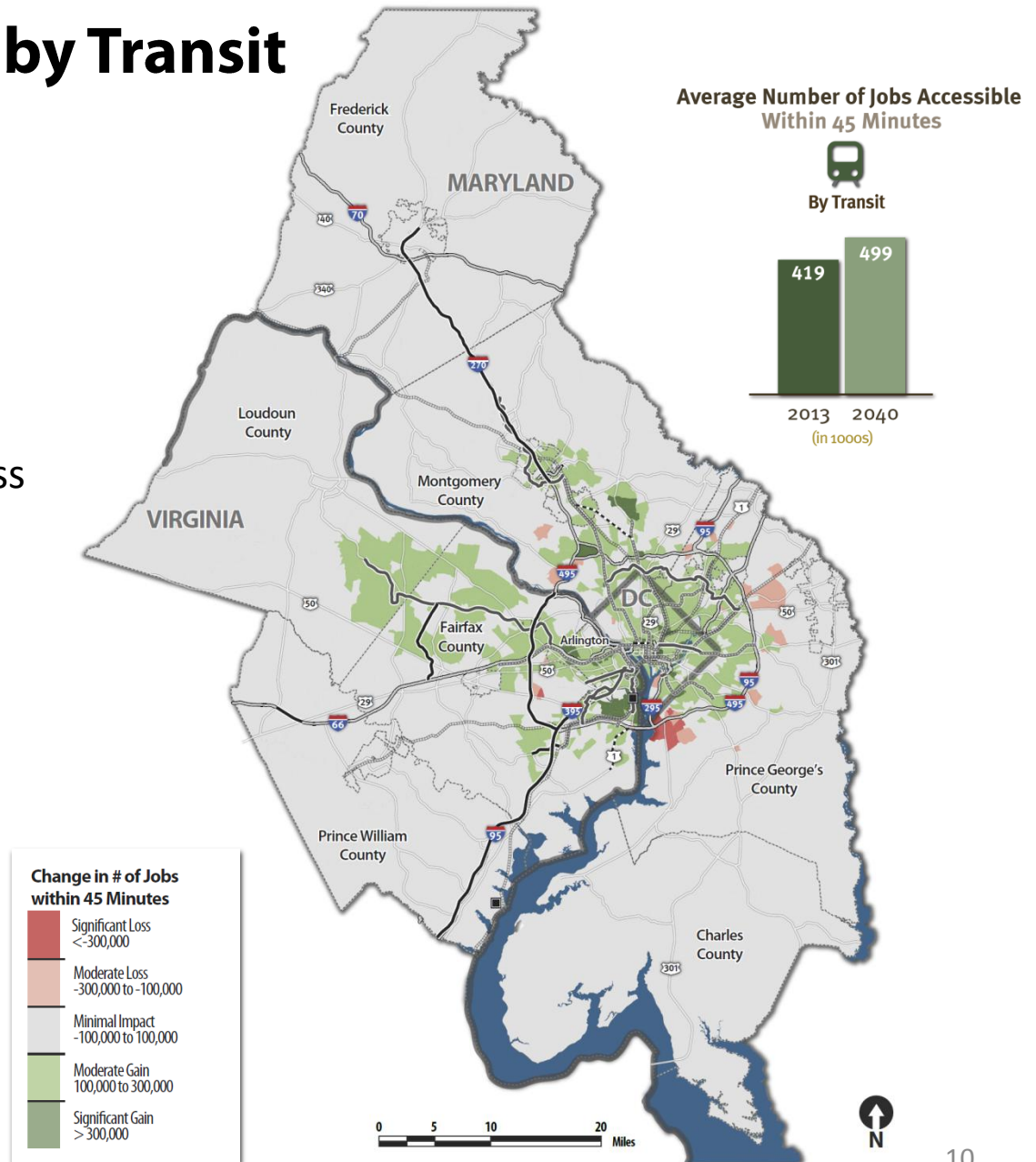


Accessibility to Jobs by Transit

2013 - 2040

Average accessibility by transit is forecast to increase.

Overall accessibility to jobs by transit will remain significantly less than by automobile

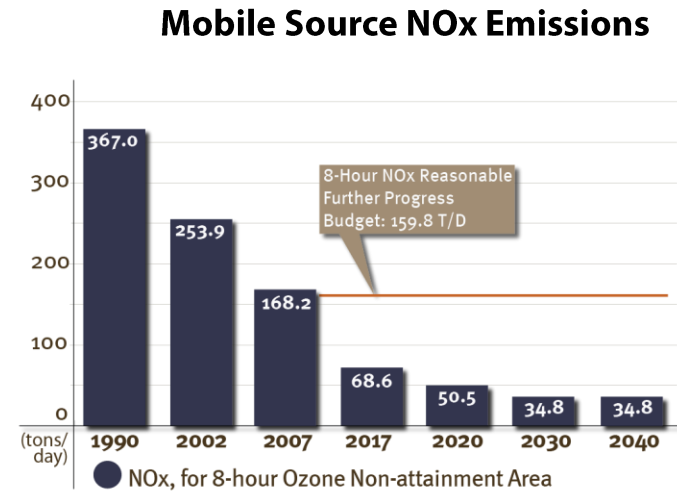
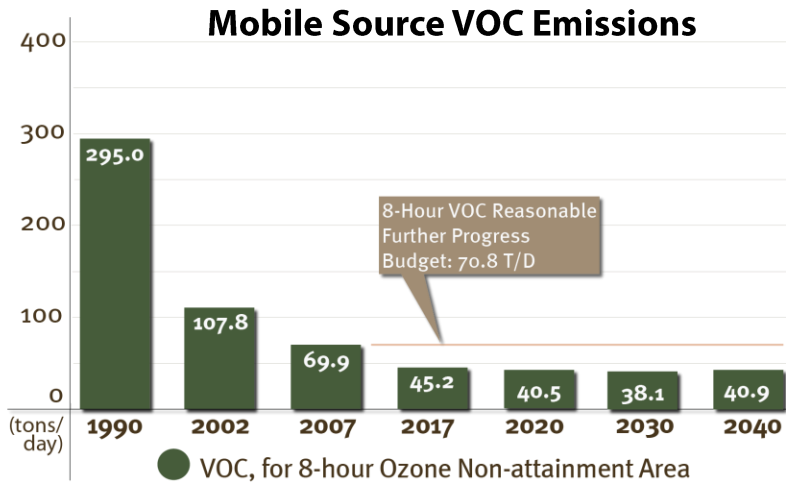
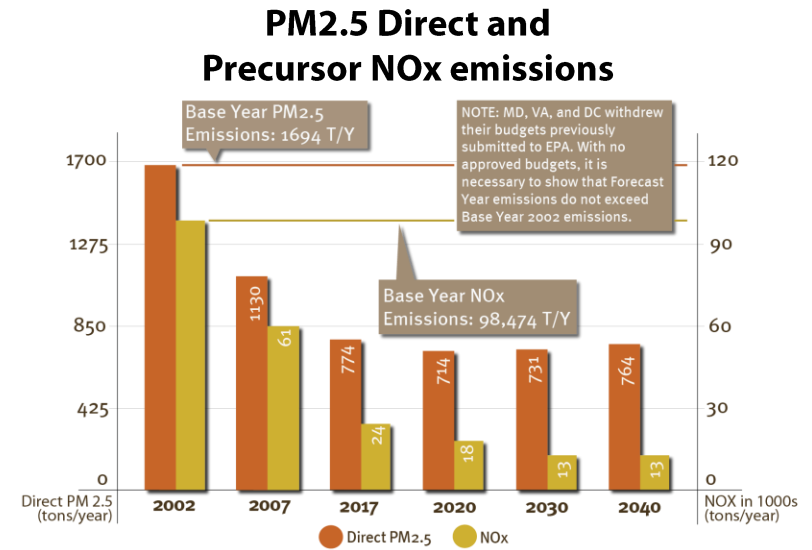


Air Quality

2013 - 2040

The CLRP shows drastic reductions in all three main pollutants through 2020, and a minor increase between 2030 and 2040.

Estimate emissions are well within the budget for each pollutant



Air Quality – Carbon Dioxide (CO₂)

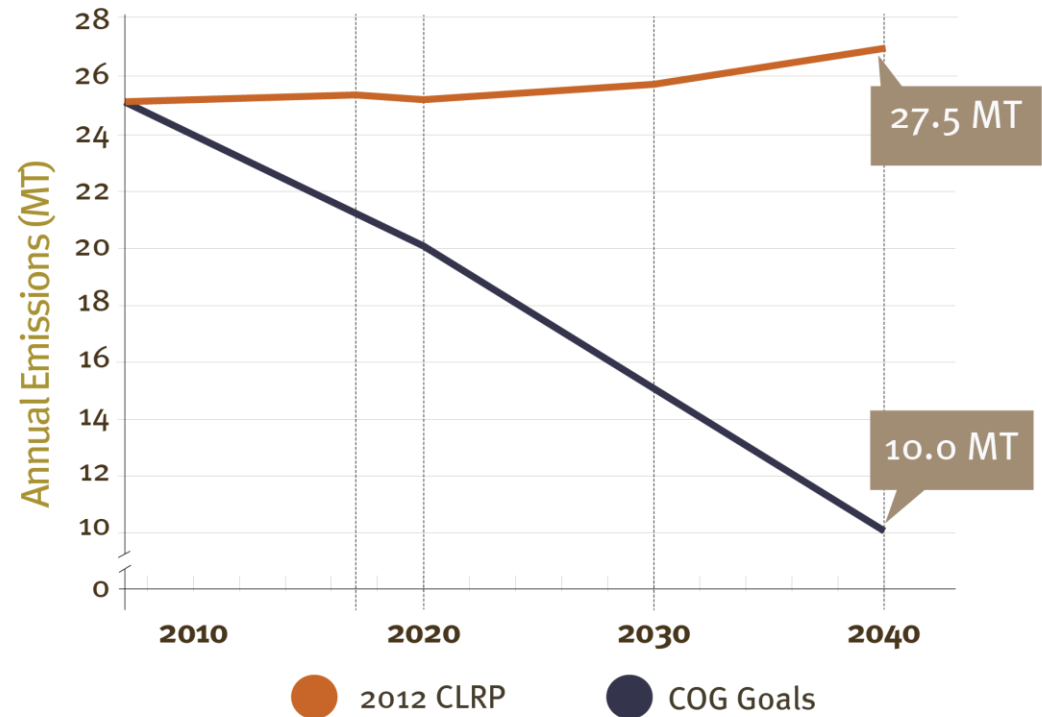
2013 - 2040

The regional target for carbon dioxide emissions is far from being met.

Emissions are projected to increase between 2010 and 2040.

Recent initiatives by the federal government to improve fuel economy standards are expected to make a significant contribution to reducing CO₂ emissions.

Carbon Dioxide (CO₂) Emissions



NOTE: The estimate illustrated here does not take into account the new fuel economy standards set by the federal government. When included, it is expected that new model will show a decrease in CO₂ emissions