

The TPB's Long Range Plan: Visualize 2045

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TPB Citizen Advisory Committee Member

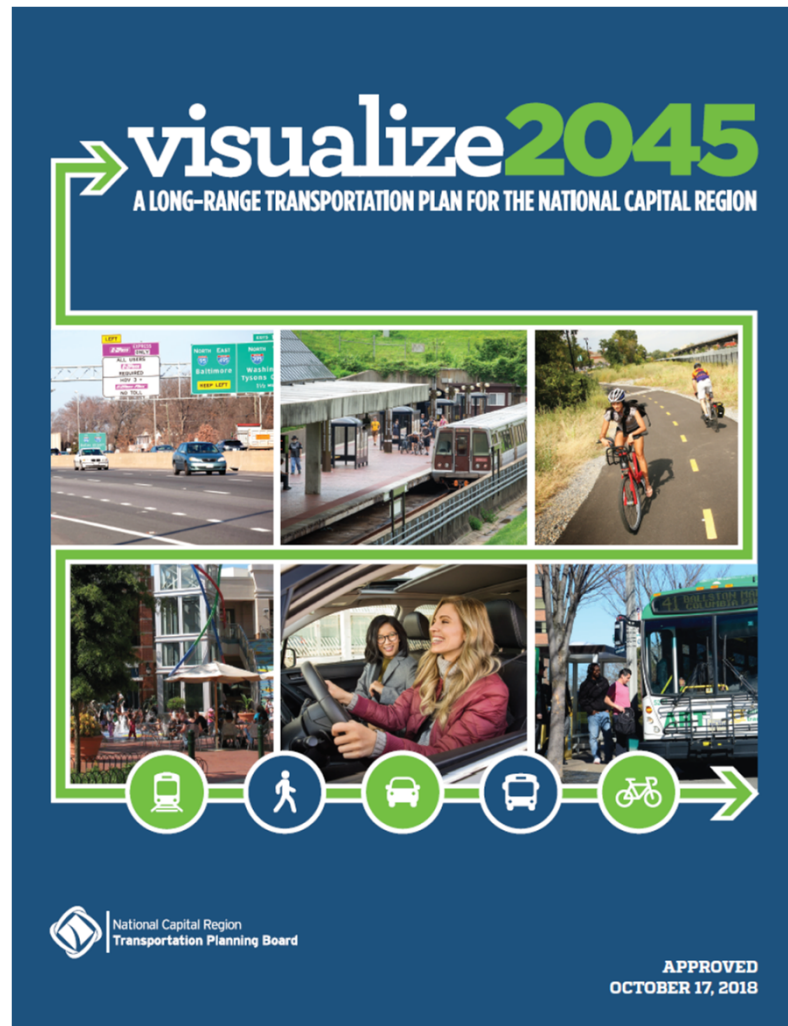
June 26, 2019

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION



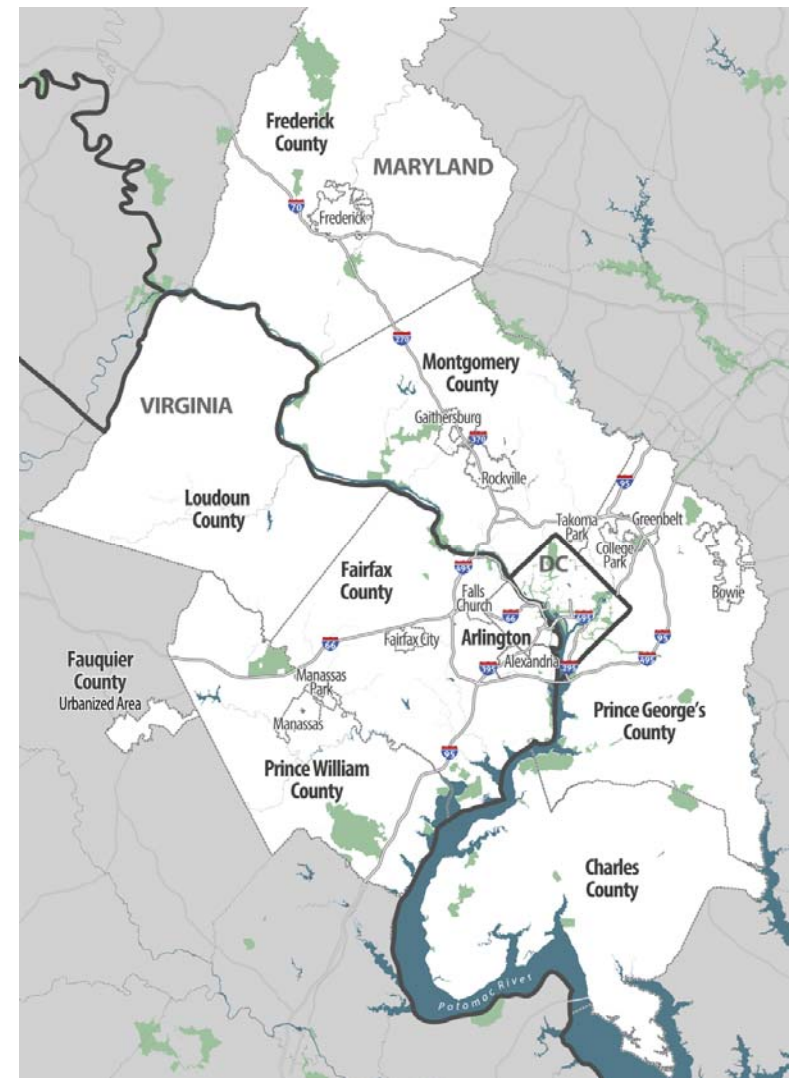
National Capital Region
Transportation Planning Board

TPB's long-range transportation plan



TPB's long-range transportation plan

- Federally designated Metropolitan Planning Organization (MPO) for the Washington region
- 3,500 square miles in area
- Home to more than 5 million people and 3 million jobs
- Members include:
 - State transportation agencies
 - 23 local jurisdictions
 - State and DC legislatures
 - WMATA
 - Others



What is an MPO?

- Regional transportation planning organization for the urbanized area.
- Serves as a representative group of local stakeholders of the region.
- Carries out a “Continuing, cooperative, and comprehensive” consultation process. (3Cs)
- Develops plans and programs that consider all transportation modes and support metropolitan community, and economic development.
- Works in conjunction with state air and transportation agencies to meet federal Clean Air Act standards.



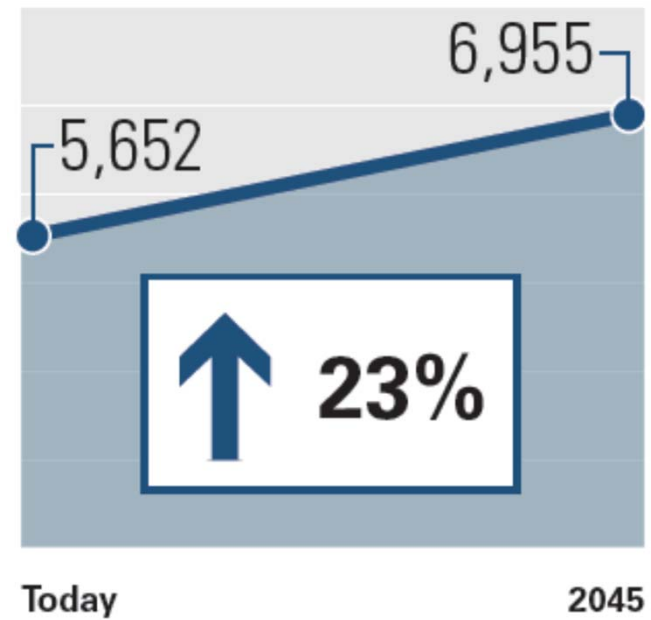
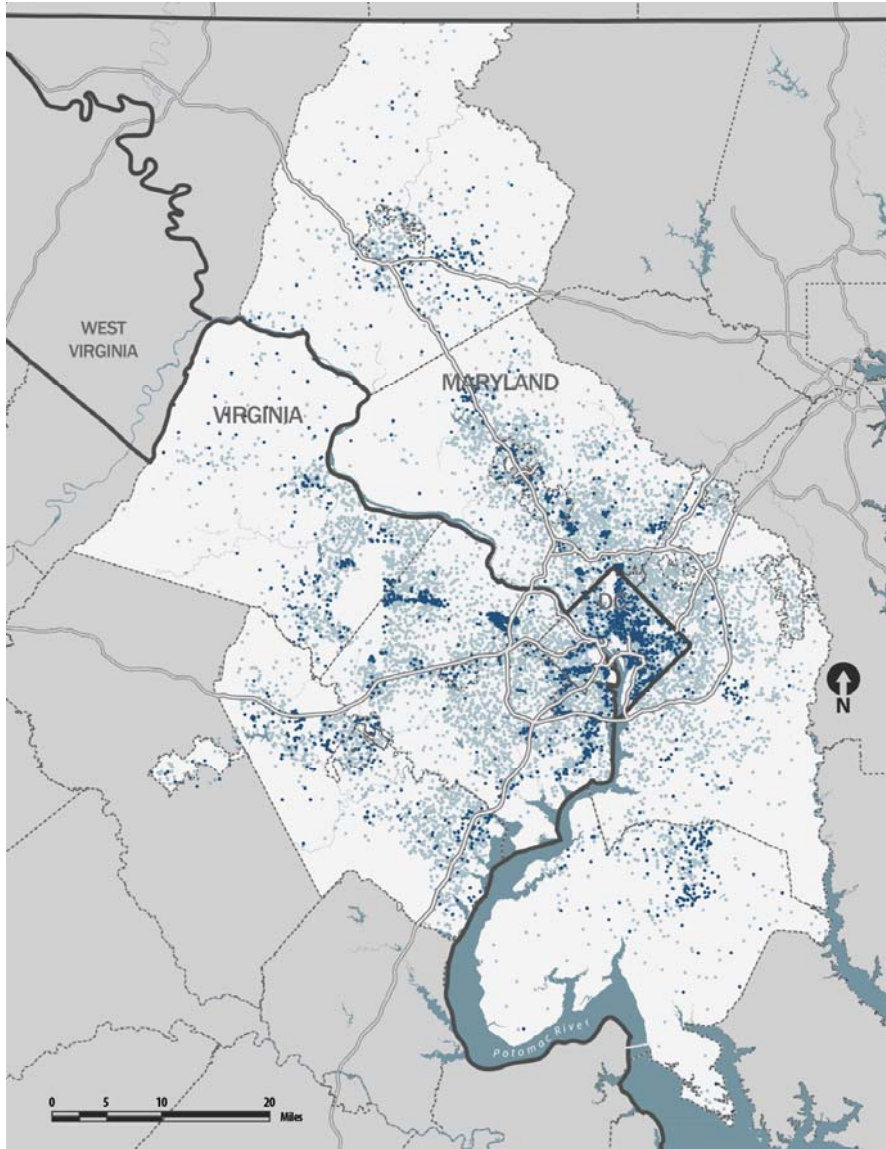
Framework for Visualize 2045

The plan aims to help decision makers and the public “visualize” the region’s future by illustrating:

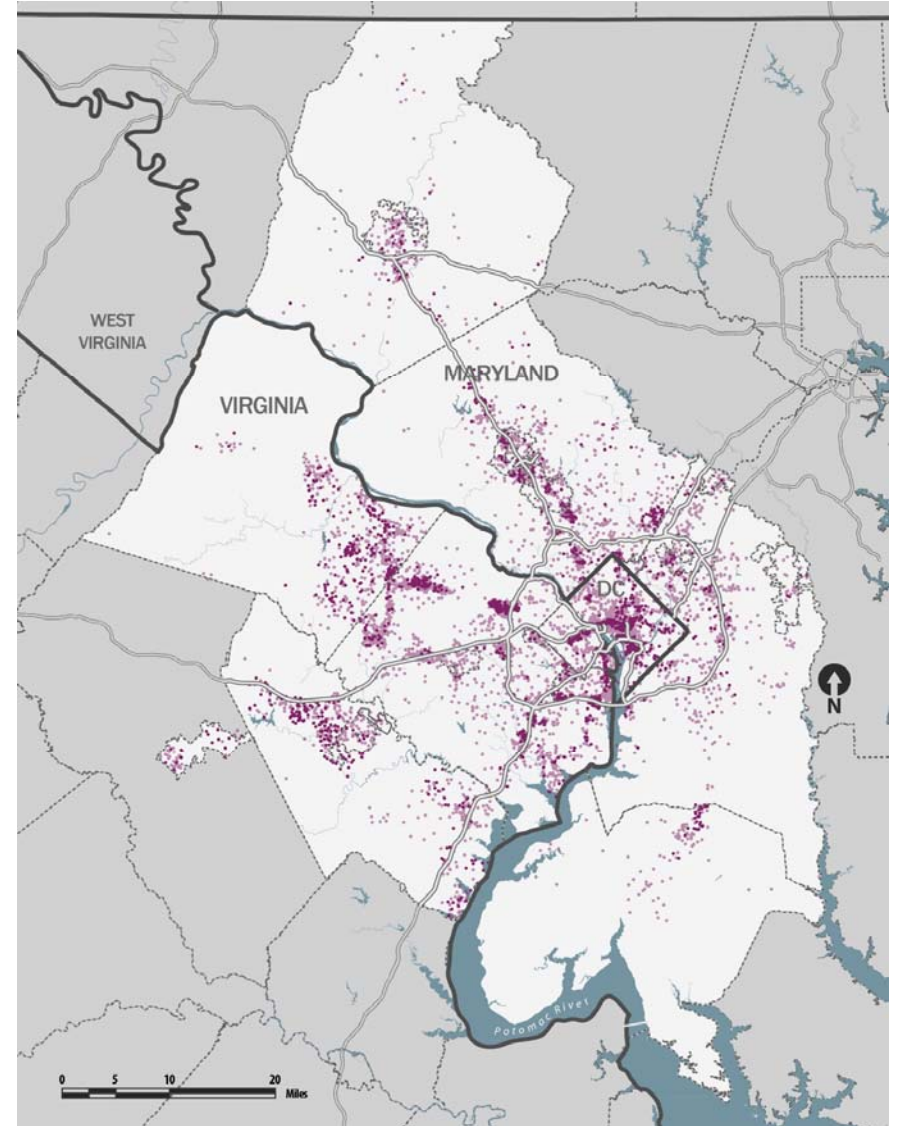
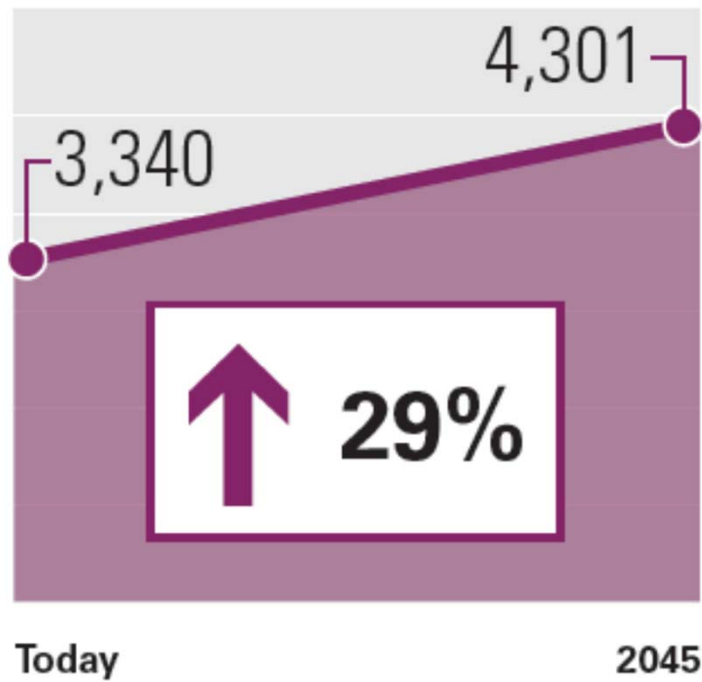
- What the region **must do** to meet federal requirements
- What the region **can do** with current levels of funding
- What the region **aspires to do** if more resources were available



Population growth

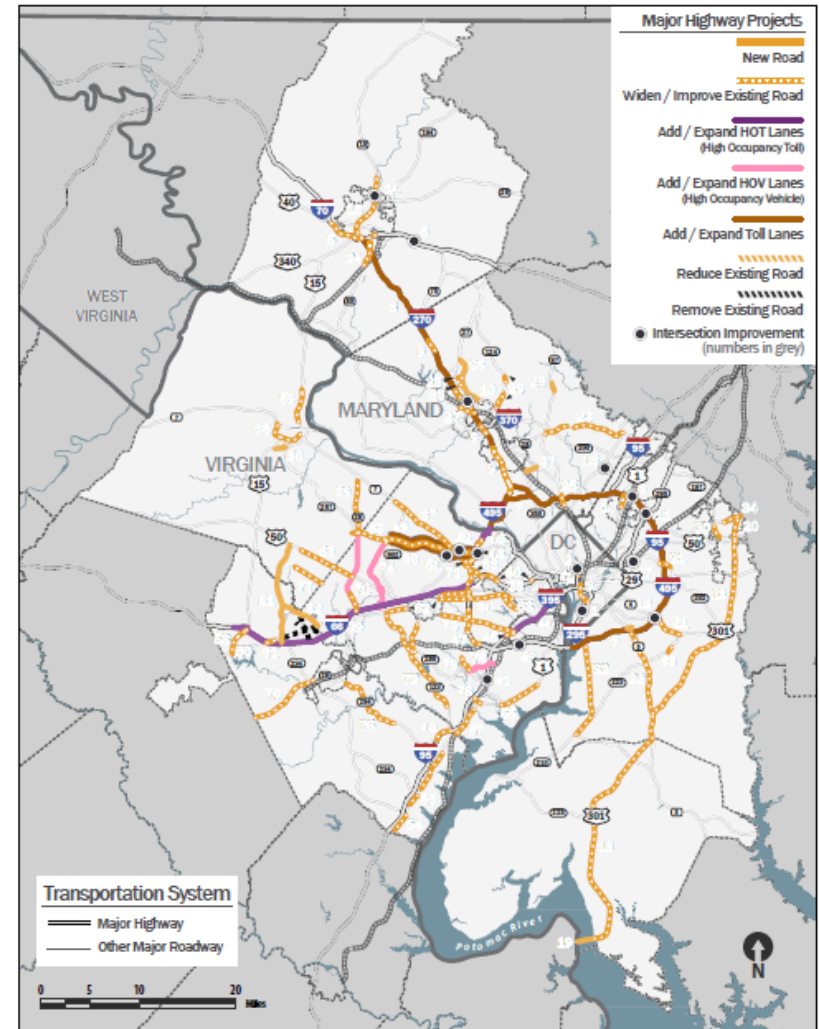


Employment growth



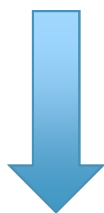
Financially Constrained Element

- Includes more than **100 major projects** that expand or change the region's highway or transit system capacity (see map, right)
- More than **600 projects in total**
- See Appendix B: Summary of Projects in the Financially Constrained Element for more details

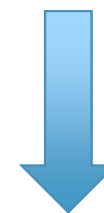


Beyond the Constrained Element

What we expect
we can do



What we would
like to do

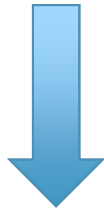


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Our aspirations

What we expect
we can do



What we would
like to do



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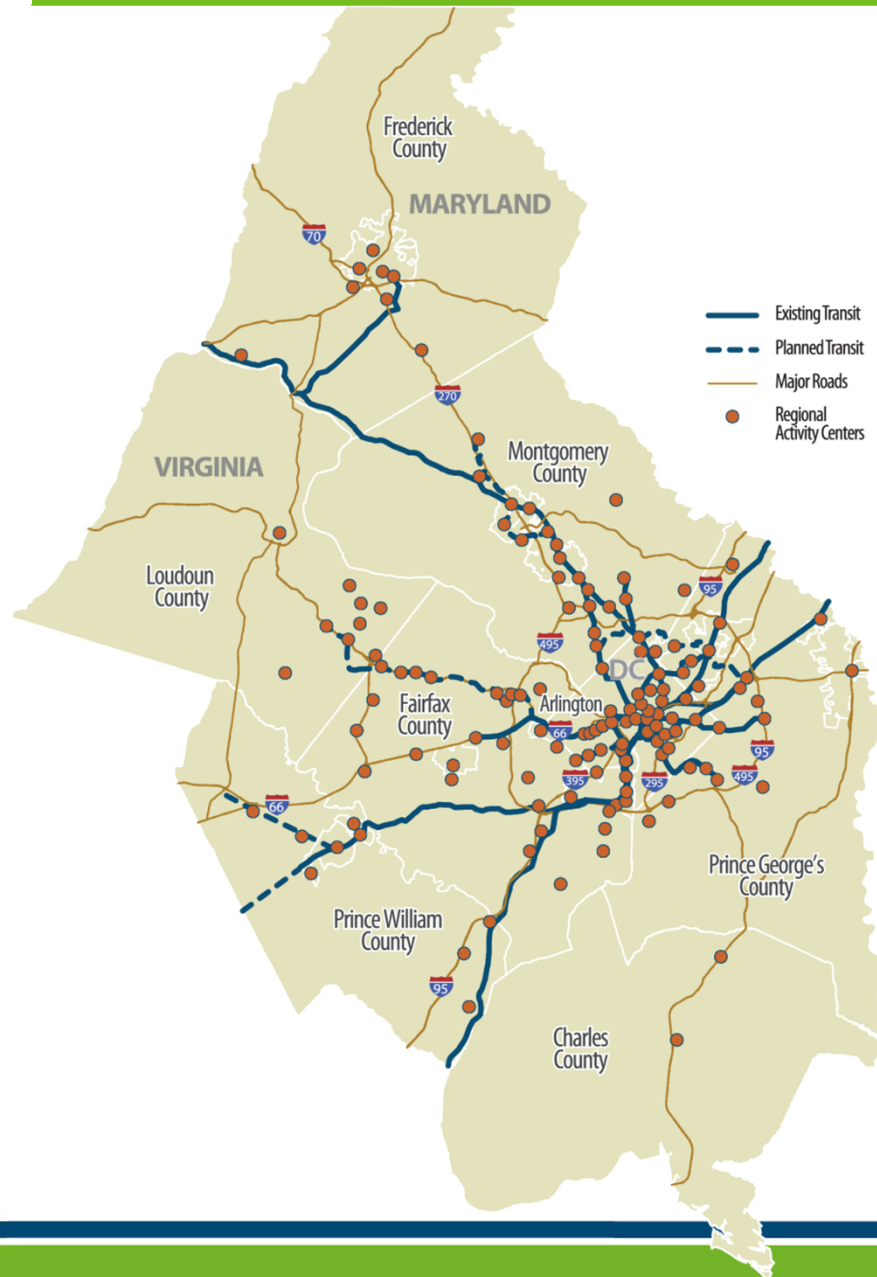


Seven endorsed initiatives

- Bring jobs and housing closer together
- Expand bus rapid transit (BRT) regionwide
- Move more people on Metrorail
- Provide more telecommuting and other options for commuting
- Expand the express highway network
- Improve walk and bike access to transit
- Complete the National Capital Trail



Bring jobs & housing closer together



- Job/housing balance in each Activity Center
- Housing options for different populations:
 - Affordable
 - Attractive
- Support development on the eastern side of the region
- Tailored to each place's unique identity – *not* one-size-fits-all!



Expand BRT & other cost-effective transit

Bus Rapid Transit:

- Advantages: Extensive, quick, less money
- Possible on arterial roads or on limited-access highways

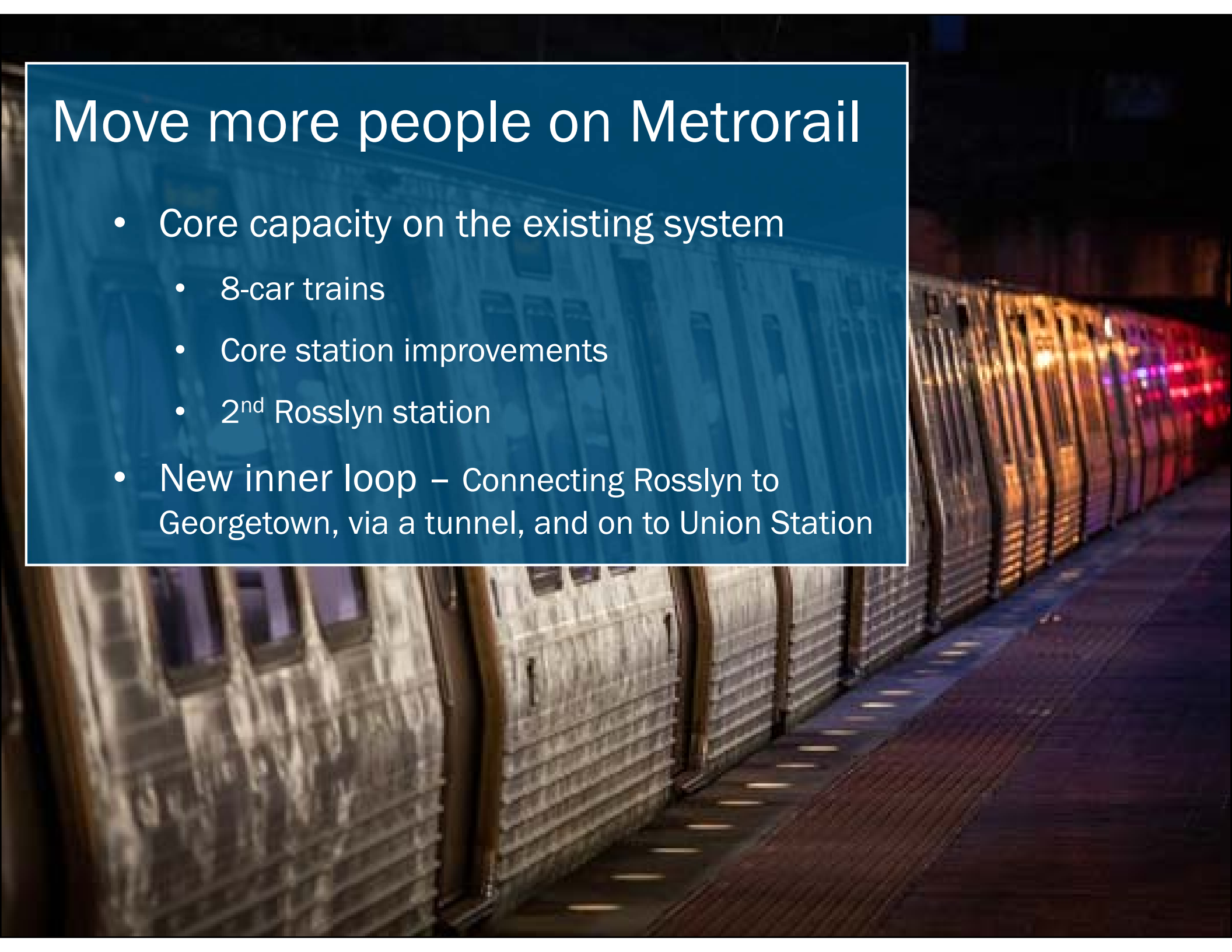
Street-level transit, like light-rail:

- Opportunities for economic development and fast, efficient service



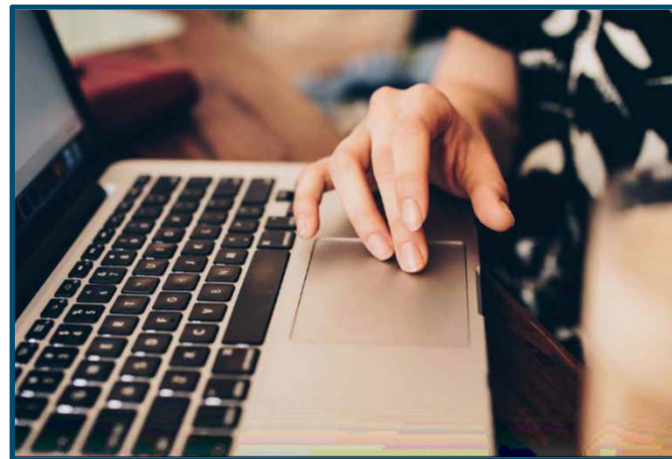
Move more people on Metrorail

- Core capacity on the existing system
 - 8-car trains
 - Core station improvements
 - 2nd Rosslyn station
- New inner loop – Connecting Rosslyn to Georgetown, via a tunnel, and on to Union Station

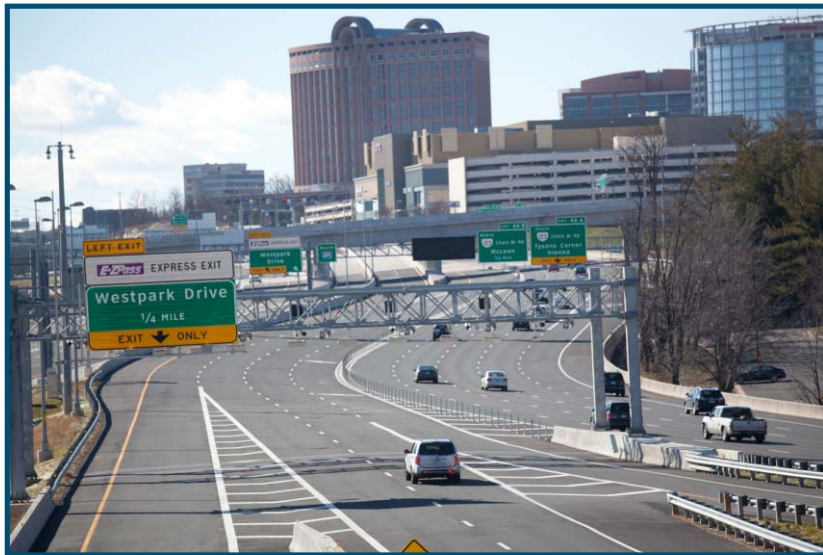


Telecommuting & other commuting options

- Expand programs to support telework, carpooling, transit use, & biking/walking
- Reduce parking benefits



Expand express toll lanes



Twin purpose:

- Manage Congestion
- Raise Revenue

Pricing should be considered:

- Particularly for new capacity
- On existing capacity when feasible

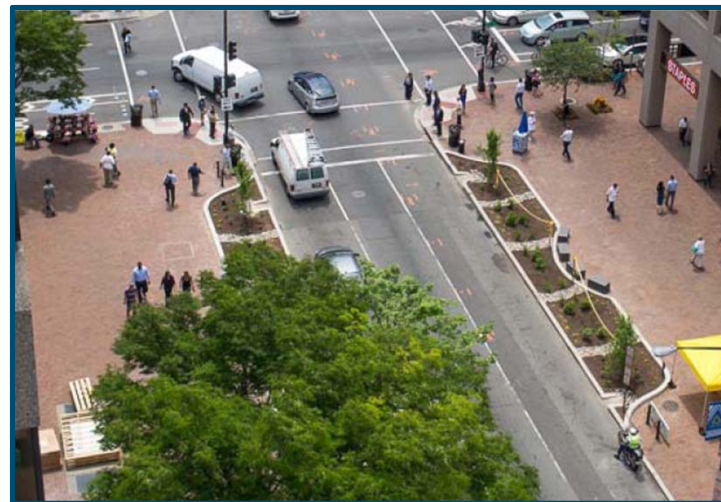
Essential:

- Provide high-quality transit, particularly BRT

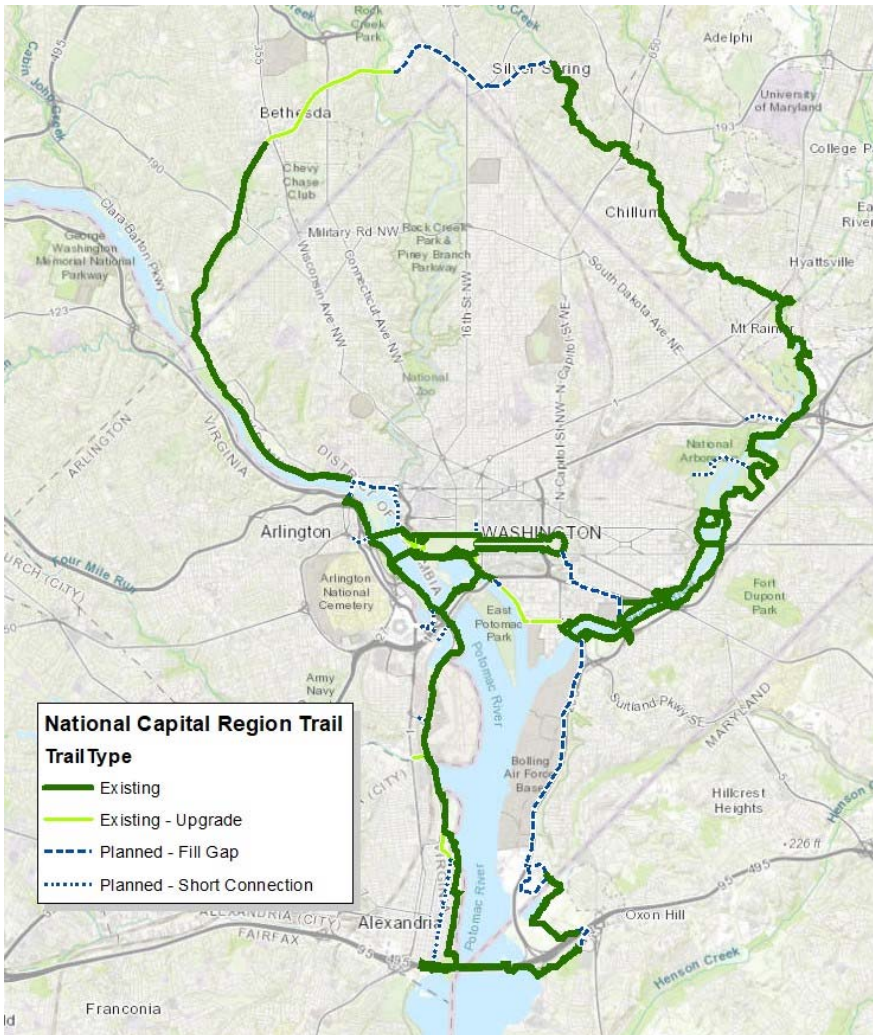


Improve walk & bike access to transit

Increase access to transit stations through improved first- and last-mile connections on foot or by bike



Complete the National Capital Trail



- 60 miles total
 - 21 miles currently incomplete
- Connect:
 - 26 Metrorail stations
 - 36 Activity Centers
- Basis for expansion to a regional trails network



A child wearing a red helmet and a red backpack is riding a blue bicycle through a water fountain. The child is seen from behind, moving away from the camera. The fountain is spraying water in various directions, creating a misty atmosphere. In the background, several other people are visible, some standing and some walking. The scene is set outdoors, likely in a park or public square. The overall mood is playful and refreshing.

[Visualize2045.org](https://visualize2045.org)

TPB's Coordinated Regional Planning

- **Who develops projects?**

Project development typically occurs at the state and local levels. The TPB usually does not select and fund projects.

- **Who controls the money?**

D.C., Maryland and Virginia each controls its own funding stream. Each has its own system for moving projects forward.

- **Influence of the TPB process is often indirect.** Regional policies and federal transportation planning requirements exert an influence on the types of projects that are developed and submitted by the states and locals to the TPB.

