

Overview of Visualize 2045

The New Transportation Plan for the Metropolitan Washington Region

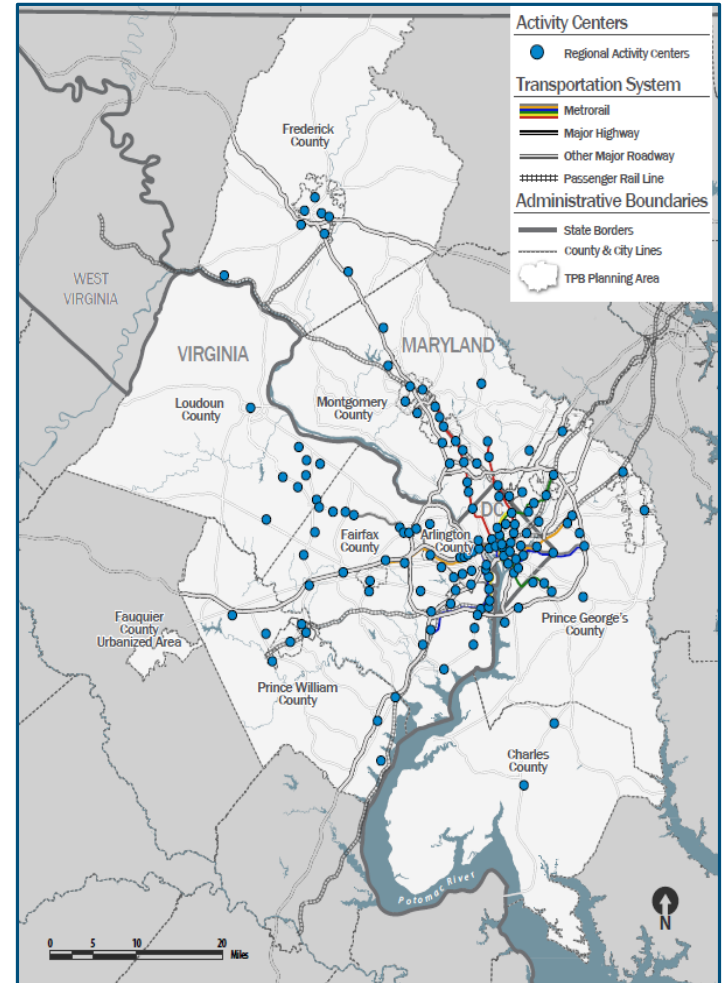
Lyn Erickson, Director of Plan Development and Program Coordination
John Swanson, Transportation Planner

Baltimore Regional Transportation Board
January 25, 2019



Our Region

- 5.7 million people
- 3.3 million jobs
- 3,500 square miles
- 141 Activity Centers



Transportation Planning Board

- The designated metropolitan planning organization (MPO) for the Washington region
- 24 local jurisdictions
- 45 members, 39 of which are voting members



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



Regional Policy

A regional policy framework guides the plan

- TPB Vision
- COG Region Forward
- TPB's Regional Transportation Priorities Plan
- Seven aspirational initiatives

Evolution Of The TPB Policy Framework

1998



2010



2014

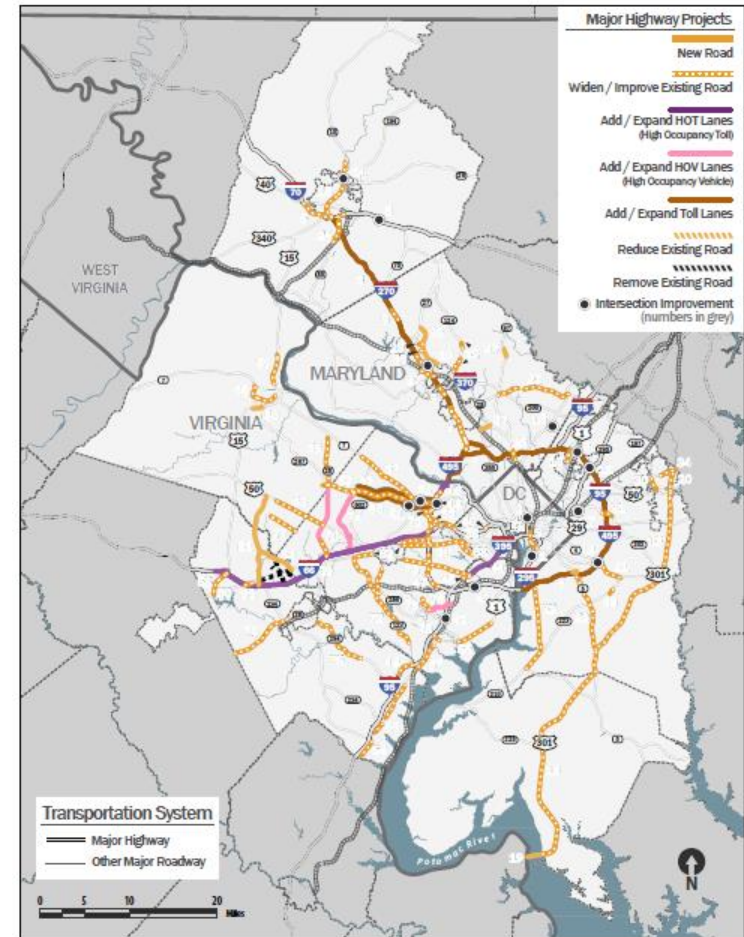


2017



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



Projects in the Constrained Element

	Roadway	Managed Lanes (subset of roadway)	High-Capacity Transit
Existing	17,048 lane miles	436 lane miles	292 miles
Added by Visualize 2045	1,388 lane miles	461 lane miles	124 miles
Total 2045	18,436 lane miles	897 lane miles	416 miles



MARC Growth & Investment Plan

Includes: Line extensions, rail infrastructure, new stations and station improvements, parking expansions on Brunswick, Camden and Penn lines, plus operations and state of good repair.

- Total cost: \$8.75 billion (Washington Region only)
- Complete: 2045

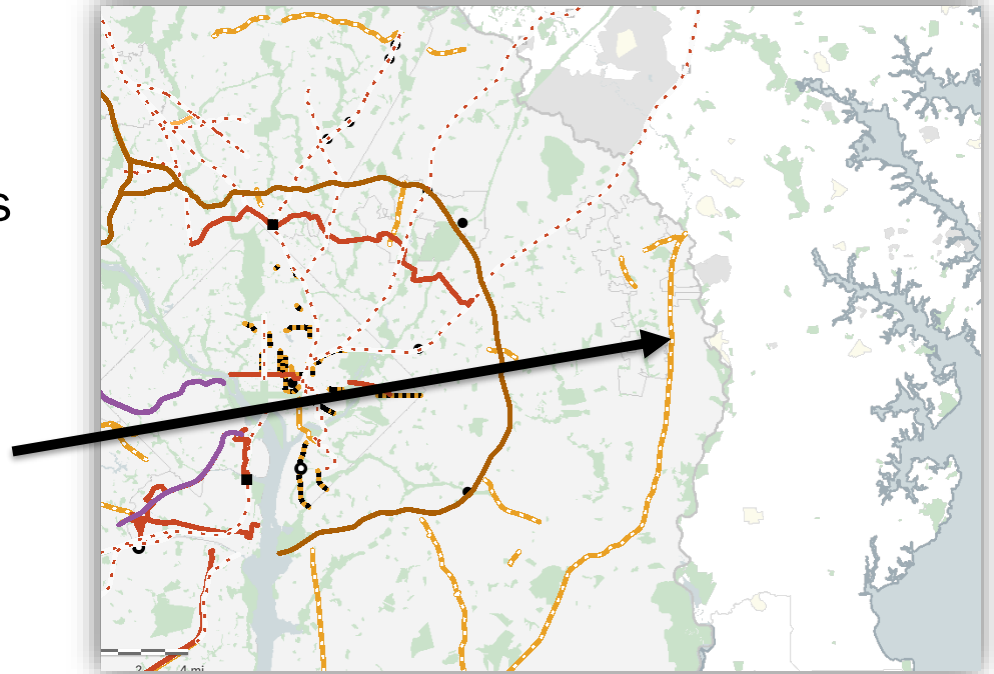


MD 3 Corridor Improvements

Upgrade and widen MD 3 from 4 to 6 lanes to address safety and capacity concerns
Bicycle and pedestrian access will be provided where appropriate.

Project Limits: MD 3 Corridor from I-595/US 50/US 301 to I-97/MD 32 (8.9 miles).

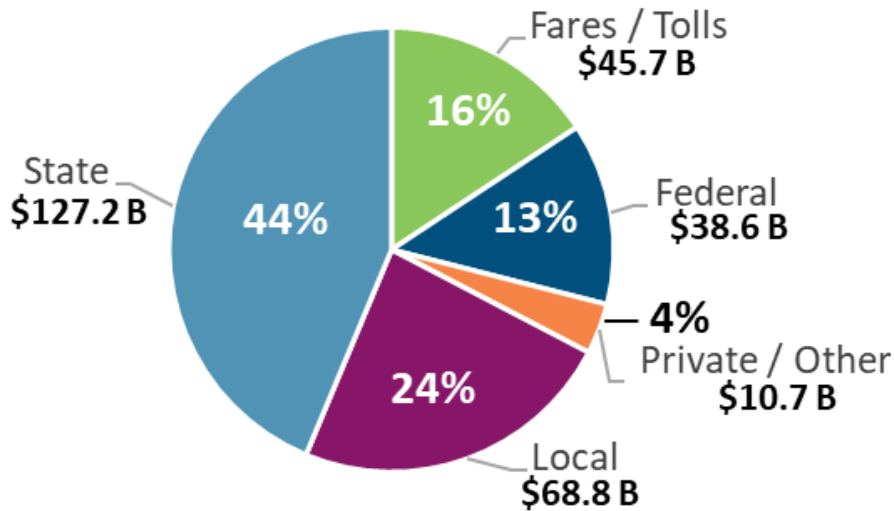
- Total cost: \$1.797
- Complete: 2035



Regional Revenues

Visualize 2045 Revenues

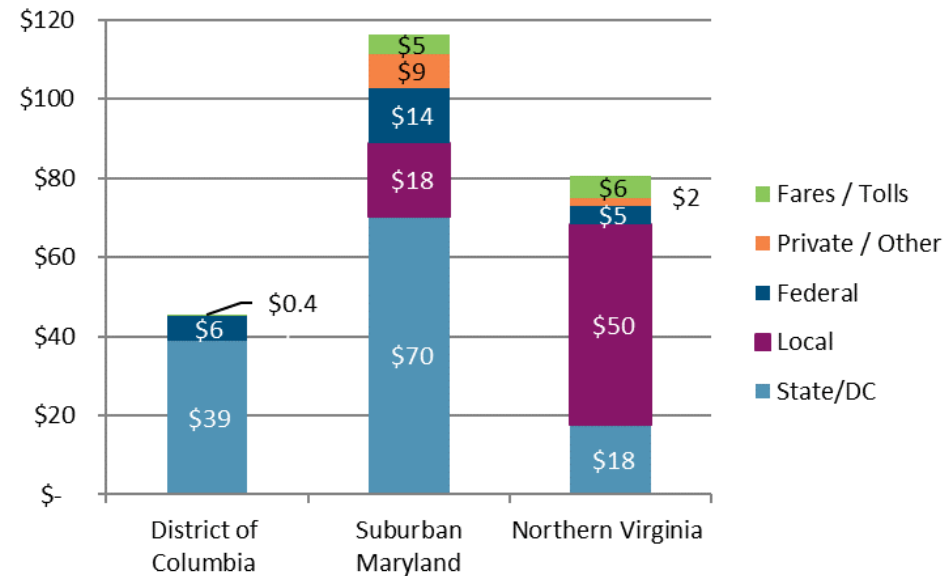
\$ Billions Year of Expenditure



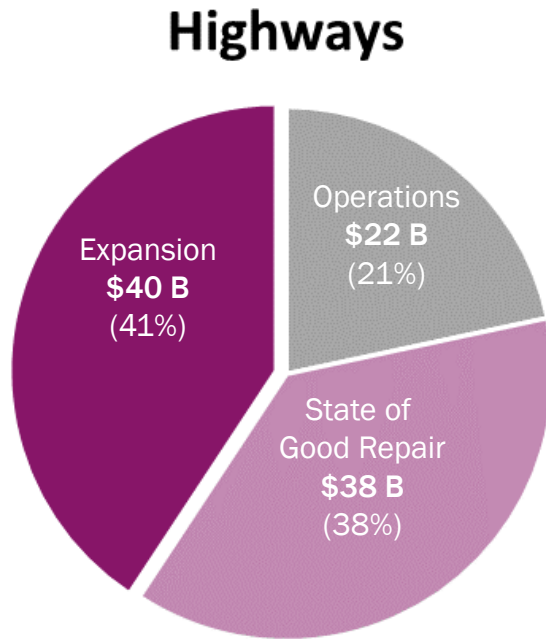
Total: \$291.1 Billion

Revenues by State (2019 – 2045)

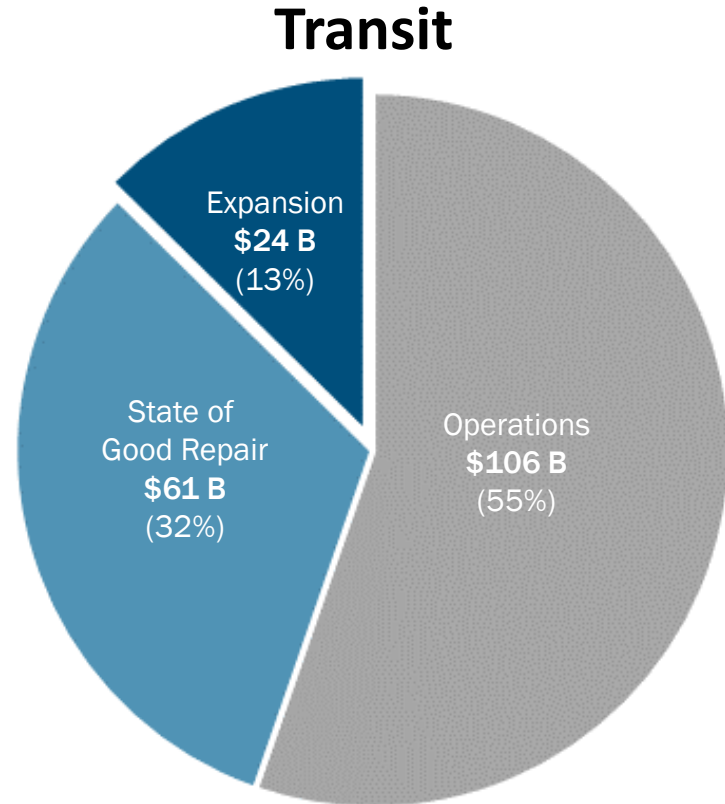
(Does not include WMATA federal or fare revenues)



Regional Expenditures



\$99.5 Billion
(34% of total expenditures)

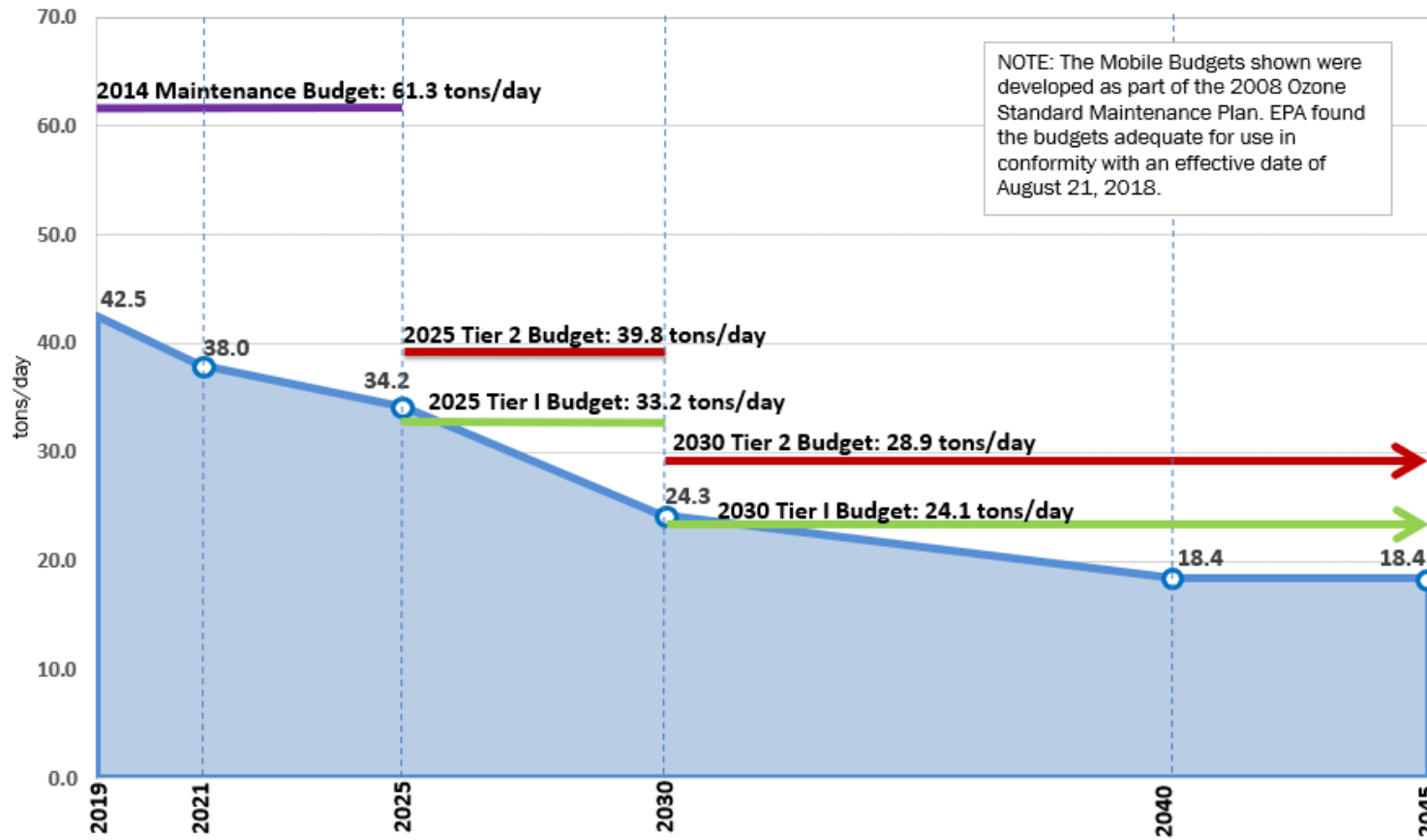


\$191.6 Billion
(66% of total expenditures)



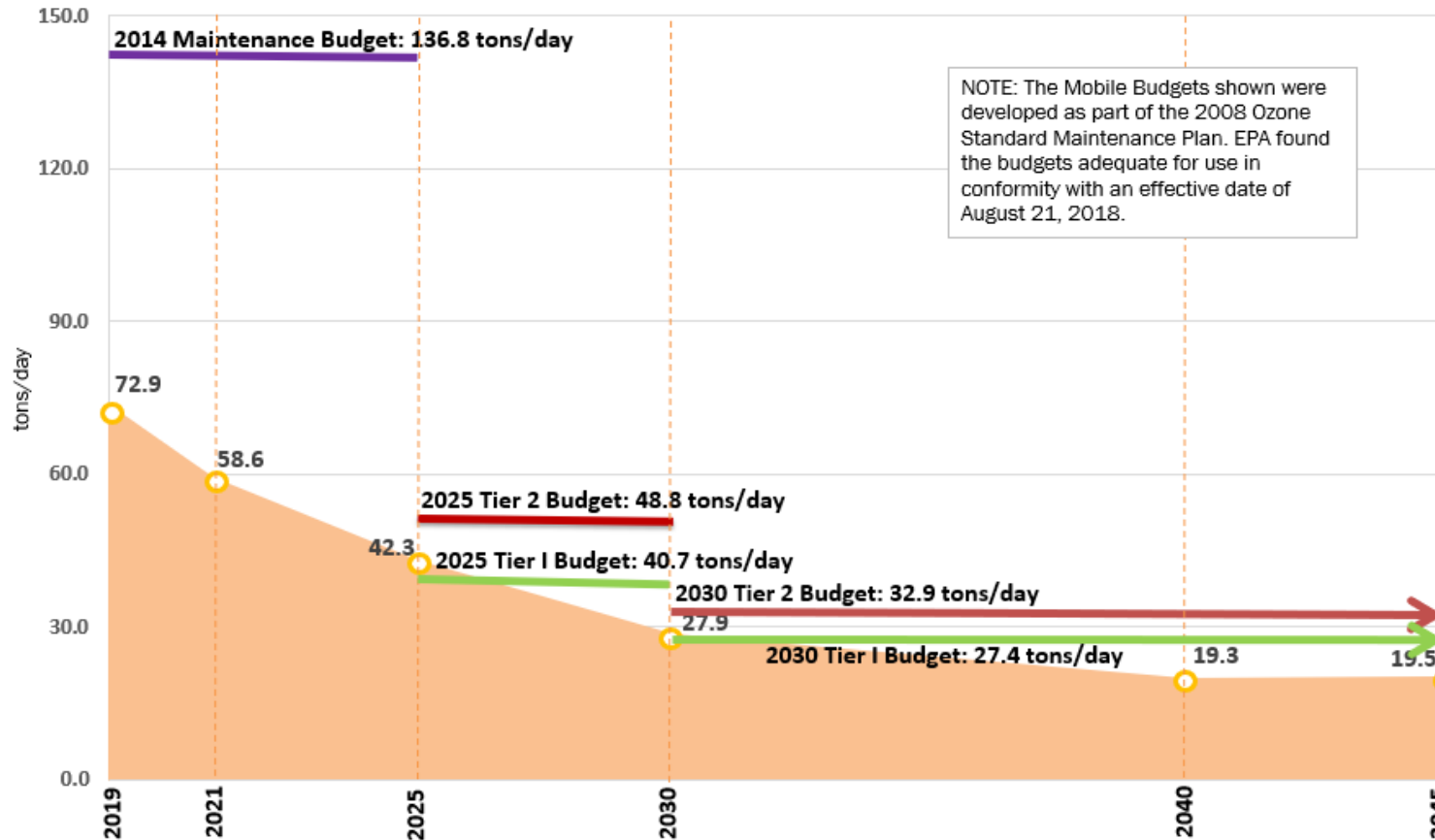
Air Quality Conformity

Mobile Source Emissions and Mobile Budgets Ozone Season VOC

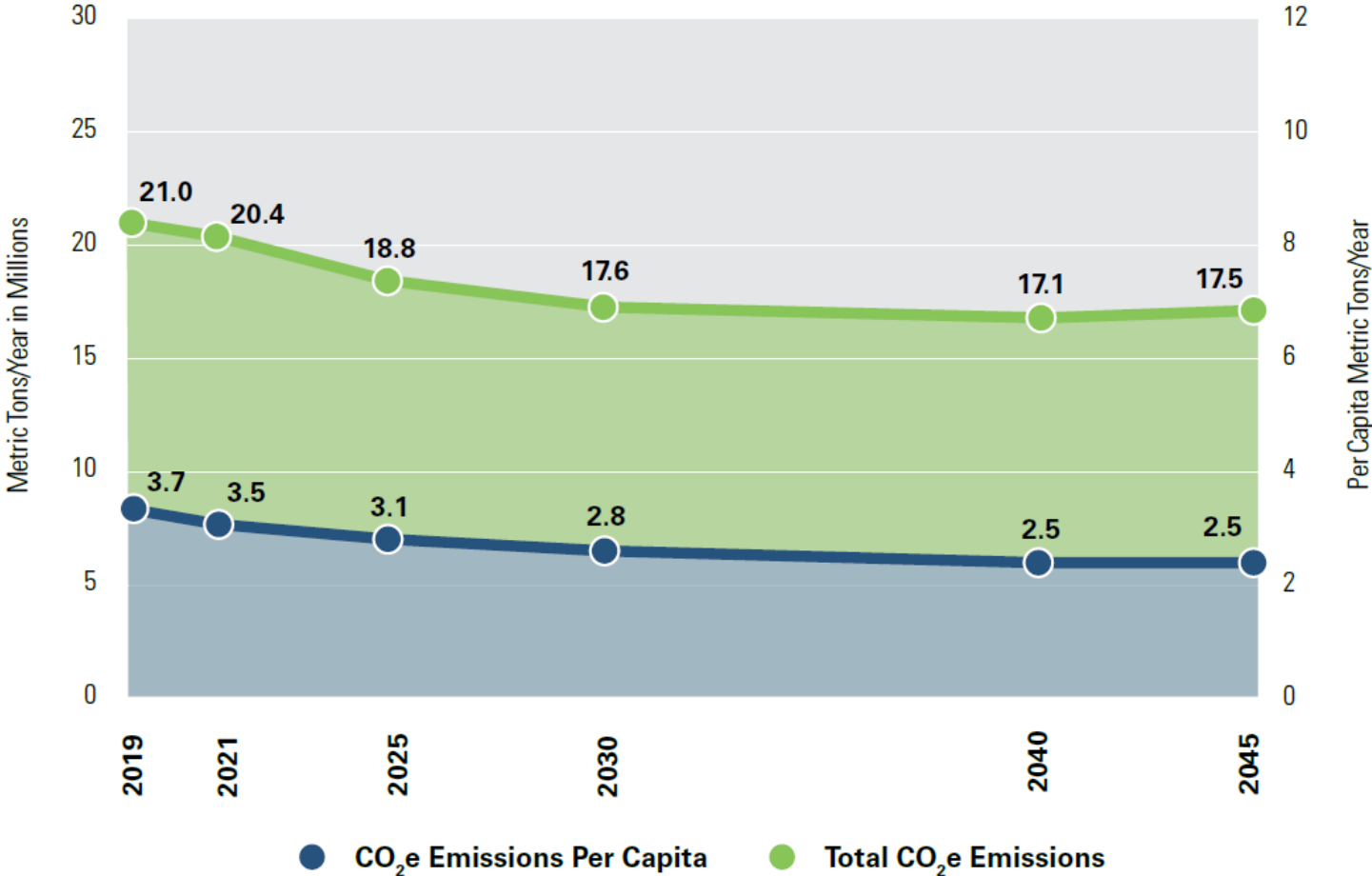


Air Quality Conformity

Mobile Source Emissions and Mobile Budgets Ozone Season NOx

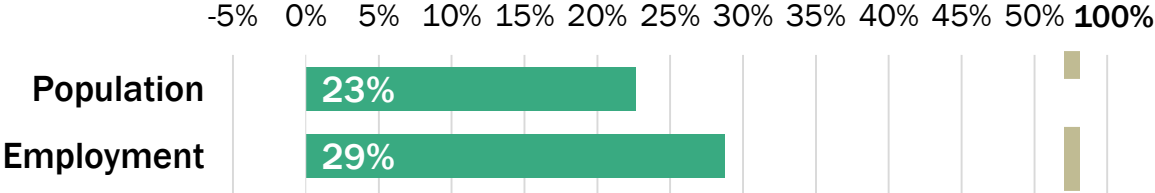


Carbon Dioxide Equivalent (CO₂e) Mobile Source Emissions



Performance Overview

% Change 2019 – 2045 Build



Beyond the Constrained Element

What we expect
we can do



What we would
like to do



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

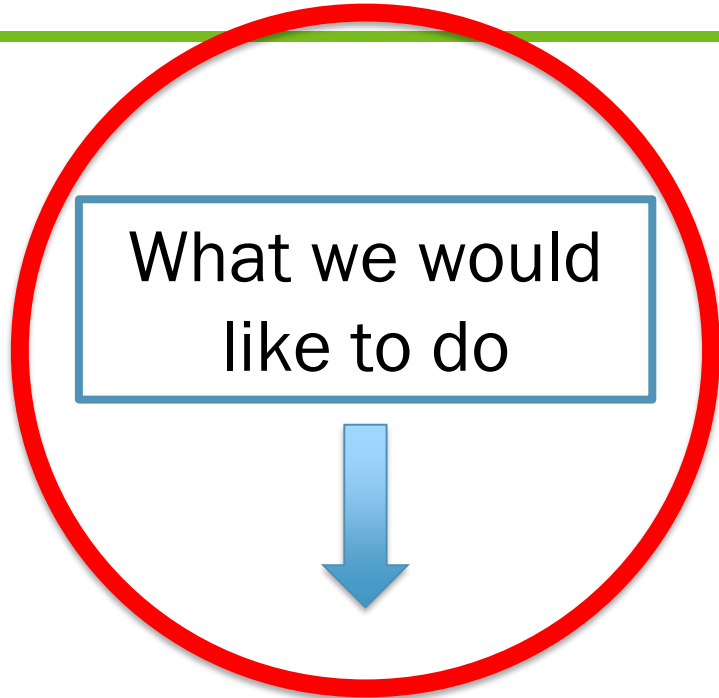


Our aspirations

What we expect
we can do



What we would
like to do



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



Aspirational element

Why now?

- The previous long-range transportation plan was not anticipated to provide satisfactory future performance nor move us close enough to our regional goals

Why these aspirational initiatives?

- TPB Consensus - Top performing, Regional, Multimodal, and Multidiscipline
- Two year systematic examination of local jurisdictions' plans
- Selected from 100+ ideas and an analysis of 10 “bundled” initiatives
- Includes mutually supportive projects, programs and policy strategies
- Informed by findings from many past scenarios studies
- Addresses identified challenges to achieving transportation goals



Analysis of initiatives

	BASE	I1	I2	I3	I4	I5	I6	I7	I8	I9	I10
QUANTITATIVE MOES	2040 CLRP	Express Travel Network Operational	Improve Mentments & Hot Spot	Relief North Bridge	BRT and Transitways	Commuter Rail	Metro rail Core Capacity	Transit Rail Extensions	Regional Land-Use Balance	Transit Fare Policy Changes	Travel Demand Management
Travel Time (SOV)	50.7	-2%	-4%	0%	-1%	-1%	-2%	-1%	-5%	0%	-4%
Travel Time (HOV)	58.9	-5%	-4%	-1%	-1%	-1%	-1%	-1%	-6%	<1%	-6%
Travel Time (Transit)	53.9	-1%	-2%	<-1%	-1%	<1%	-6%	<-1%	-5%	1%	<1%
Daily Vehicle Hours of Delay	1.85 million	-11%	-8%	-3%	-2%	-2%	-9%	-3%	-19%	-3%	-24%
Jobs Accessible by Transit	523,000	2%	2%	<-1%	4%	1%	19%	10%	10%	0%	0%
Jobs Accessible by Auto	876,000	5%	8%	1%	1%	<1%	2%	1%	10%	<1%	10%
Mode Share: SOV	58.1%	<1%	3%	<1%	-1%	-1%	-4%	-1%	-2%	<1%	-8%*
Mode Share: HOV	11.6%	-1%	-7%	0%	-1%	-1%	-5%	-3%	-4%	-2%	24%*
Mode Share: Transit	24.6%	1%	-4%	<-1%	4%	2%	11%	5%	<1%	2%	6%*
Mode Share: Non-Motorized	5.6%	0%	0%	0%	<1%	<1%	<1%	<1%	29%	0%	16%*
Travel on Reliable Modes	11.5%	42%	-5%	-2%	6%	2%	9%	6%	0%	3%	-3%
VMT daily	141.91 million	<1%	2%	1%	<-1%	<1%	-1%	-1%	-3%	-1%	-6%
VMT daily per capita	21.17	<1%	2%	1%	<-1%	<1%	-1%	-1%	-6%	-1%	-6%
Share of Households in Zones with High-Capacity Transit	39.9%	0%	0%	<-1%	25%	<1%	<1%	17%	9%	0%	0%
Share of Jobs in Zones with High-Capacity Transit	57.7%	0%	0%	<-1%	15%	<1%	0%	13%	2%	0%	0%
VOC Emissions	18.9	0%	-3%	1%	-1%	0%	-2%	-1%	-4%	-1%	-8%
NOx Emissions	18.8	0%	0%	1%	0%	0%	-2%	-1%	-4%	-1%	-7%
CO ₂ Emissions	47,082.3	0%	-1%	1%	-1%	0%	-2%	-1%	-4%	-1%	-7%

*Mode shares reflect trips taken. Due to telework, actual number of transit trips declines; bicycle/pedestrian stays flat; HOV increases slightly.

Approval of initiatives

TPB's December 2017 endorsement:

The TPB “endorses the attached list of five initiatives, found to have the most potential to significantly improve the performance of the region’s transportation system compared to current plans and programs, for future concerted TPB action, and directs staff to **include these initiatives in the aspirational element of the TPB’s long-range transportation plan, Visualize 2045.**”

*Jan 2018 TPB passed two others

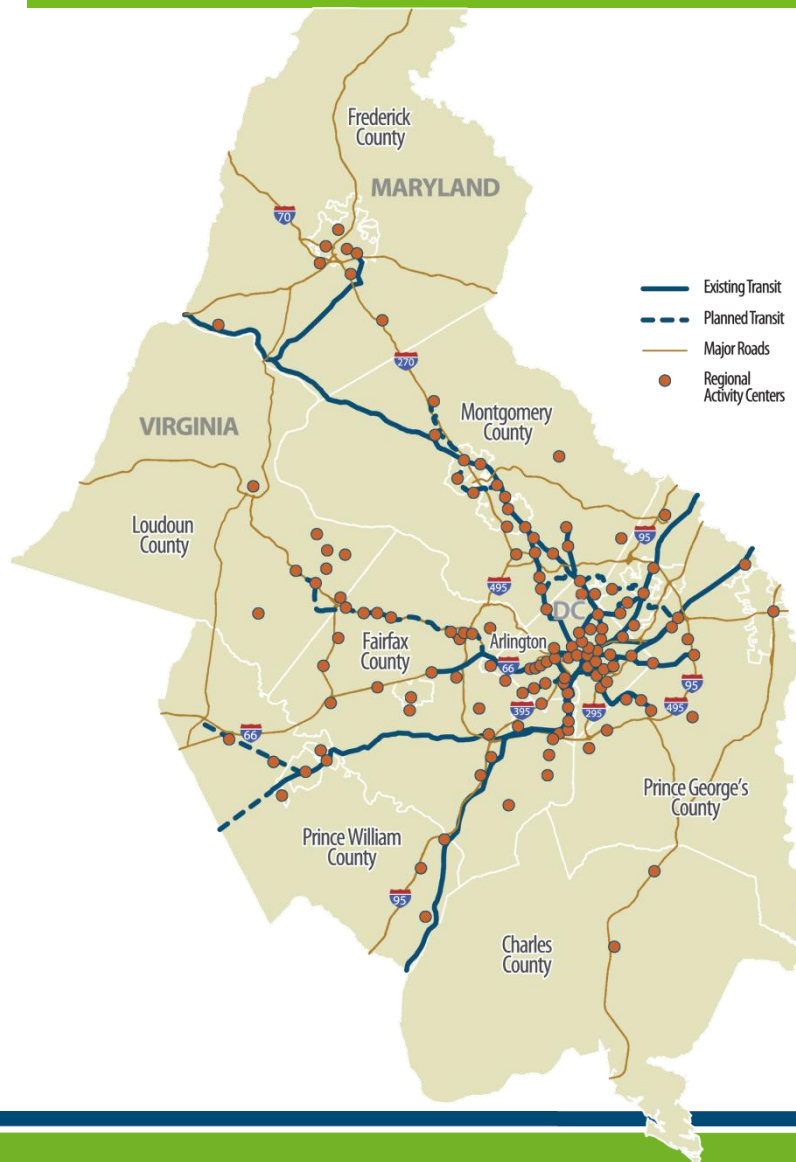


Seven endorsed initiatives

- 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



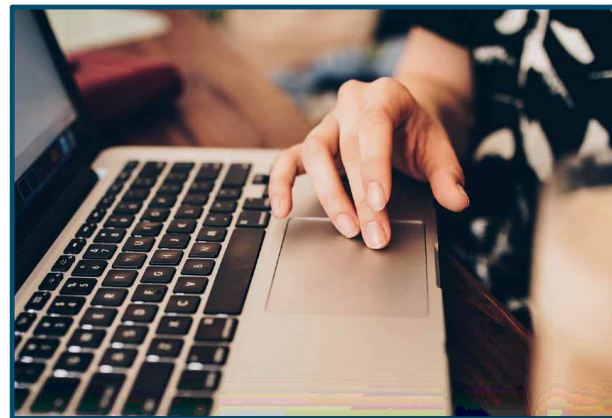
Move more people on Metrorail

- 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

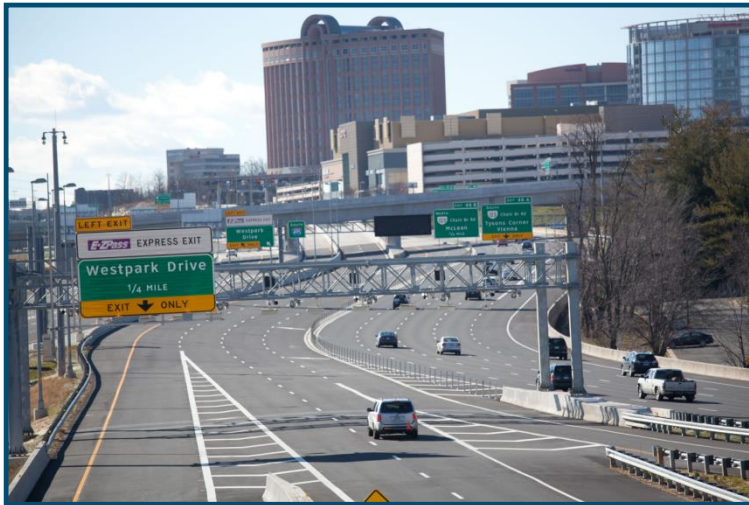


Telecommuting & other commuting options

- 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

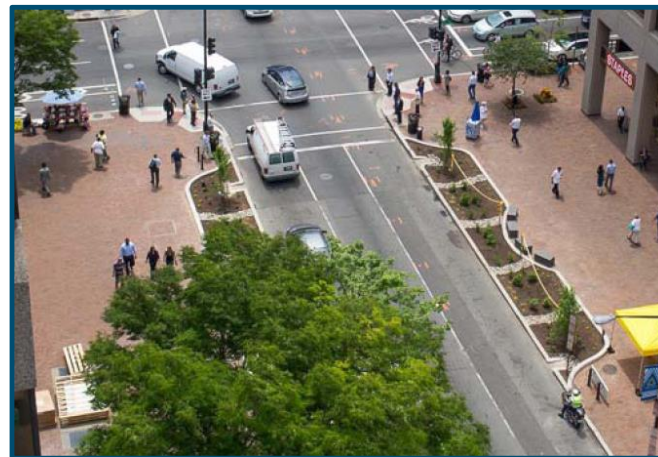
Essential:

- 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



“The NCT is compelling because it is simple, understandable, and refrains from trying to be overly ambitious or inclusive of all trails in the National Capital Region or broader region.”

-NPS Paved Trails Plan, 2016



Performance Planning

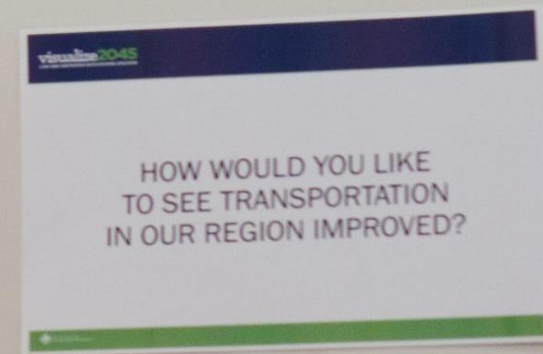
Performance Based Planning and Programming, the Congestion Management Process, and Safety

- TPB champions improvements in the ways the transportation system is managed and operated
- Federal laws require target setting and progress reports through PBPP
- Visualize 2045 includes these elements of performance planning as drivers of decision making



Public Participation

- Public Input Survey
 - Two groups of survey respondents
 - Outreach included 15 survey events, social media, and other promotion
- Public Forums across the region
 - Focus on the aspirational initiatives where input is most needed
- Open Houses
 - 3 Open Houses so people in the region can learn more about the plan



visualize2045

A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

visualize2045.org



**You Could Win
a \$50 Gift Card!**

Everyone who fills out a survey will be entered into a drawing for a \$50 Visa gift card. Ten winners will be drawn.

Participate in Visualize 2045 Today!

*What issues most affect your daily travel? What would make your experience better? Your answers will help inform discussions among elected leaders and regional planners about the planning and funding decisions we should be making to improve the region's transportation future. **Surveys must be completed by July 31, 2017.***

Take the Visualize 2045 Public Input Survey at visualize2045.org

With Simon, the architectural firm of Whittlesey & Conklin designed a "New Town." Construction of Lake Anne Village, its lake, central plaza, stores, and townhouses, began in 1963. With innovative zoning, Reston became one of the first master-planned communities in the United States, with residential clusters, mixed-use development, landscape conservation, ample recreational space, walking and biking trails, and public art. Reston received the American Institute of Certified Planners' National Landmark Award in 2002.

DEPARTMENT OF HISTORIC RESOURCES, 2014

Take the Visualize 2045 Survey Today!

What will our region's transportation FUTURE look like?

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

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



visualize2045.org

MAIN STREET
FARMER'S MARKET
fresh local
SPECIAL SELECTION

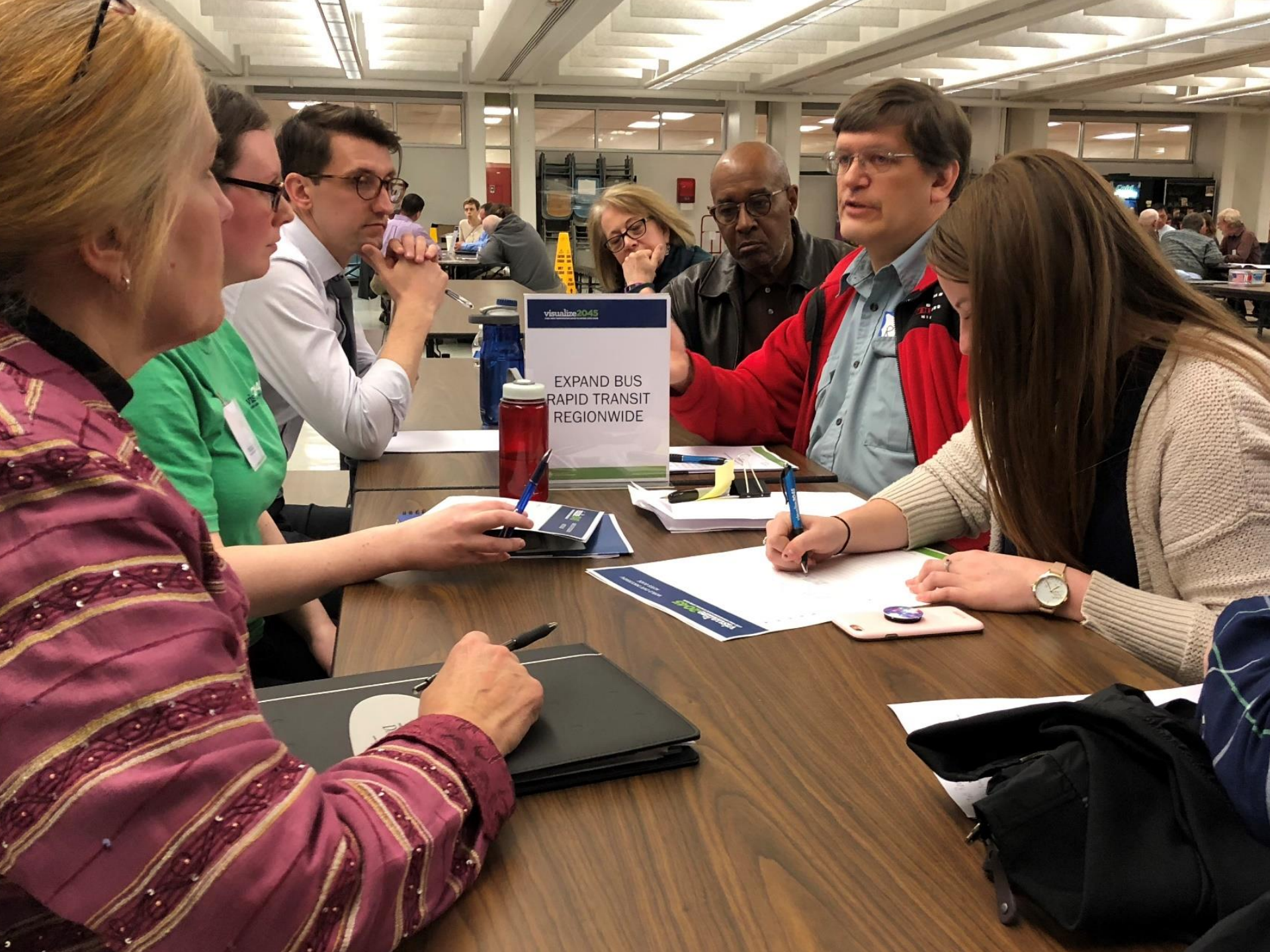


Visualize 2045
Your region's transportation FUTURE

FUTURE
Look Here!
Visualize 2045

PARKING FOR THE CAR POOL BEHIND THE BUILDING

LeGrand
FRESH



visualize2045

EXPAND BUS RAPID TRANSIT REGIONWIDE



visualize2045

COMPLETE
THE NATIONAL
CAPITAL TRAIL

What people said:

- Frustrations with system reliability
- General familiarity with the aspirational initiatives
- Desire to move more quickly in implementing changes
- Concerns about equity and regional balance
- Calls for thinking “outside the box”



Moving forward

- October 16, 2018 – TPB approved Visualize 2045
- September-November - Subject-matter subcommittees developed 14 recommendations for implementation of the aspirational initiatives.
- December 19 - TPB resolution R10-2019 directed staff to take action to advance the initiatives



Lyn Erickson, lerickson@mwcog.org
John Swanson, jswanson@mwcog.org

Visualize2045.org

