



Overview of the Regional Transportation Challenges and the National Capital Region Transportation Planning Board (TPB)

**Community Leadership Institute
April 26, 2006**

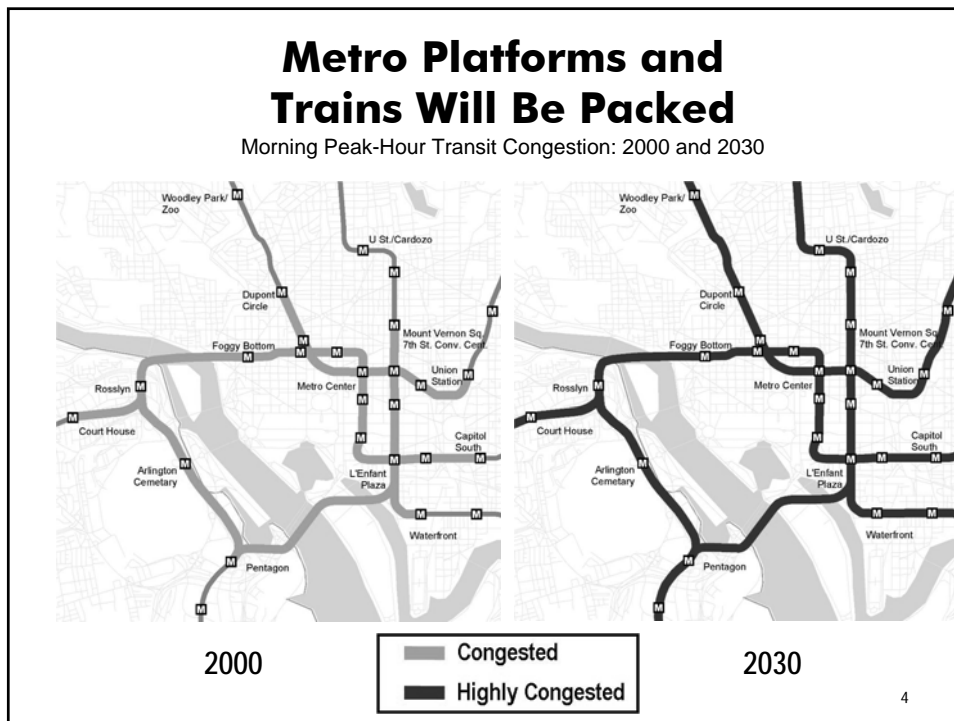
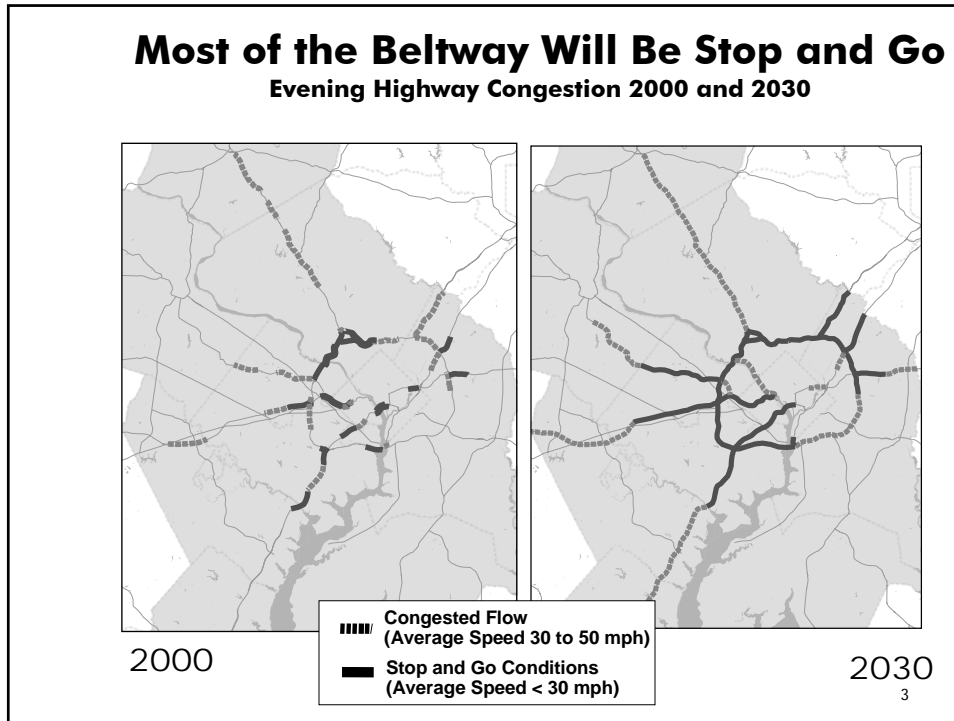
5/2/2006

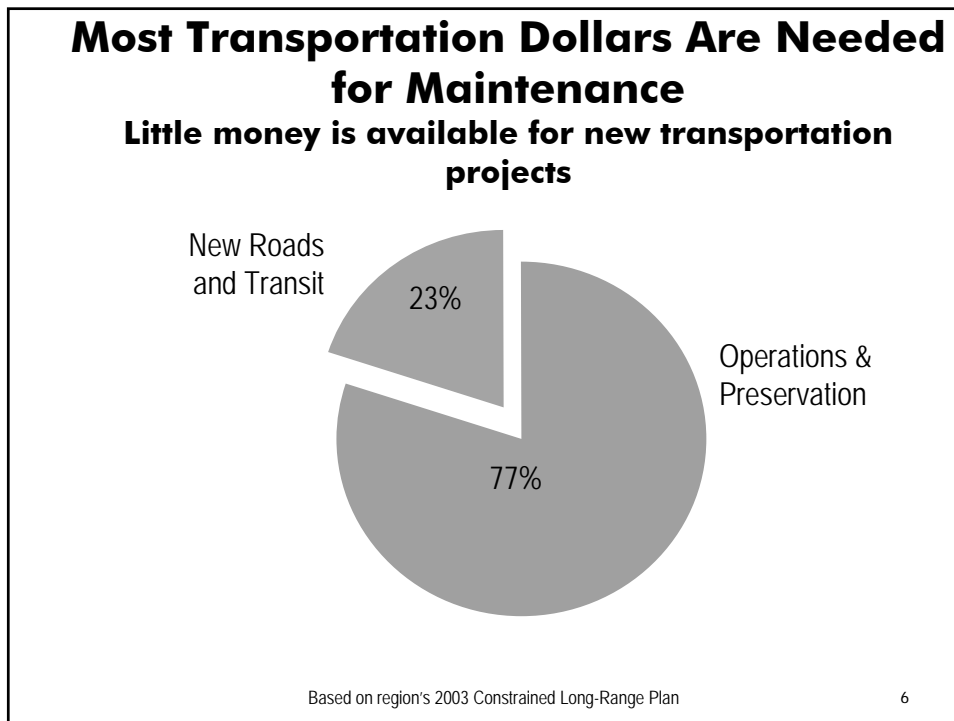
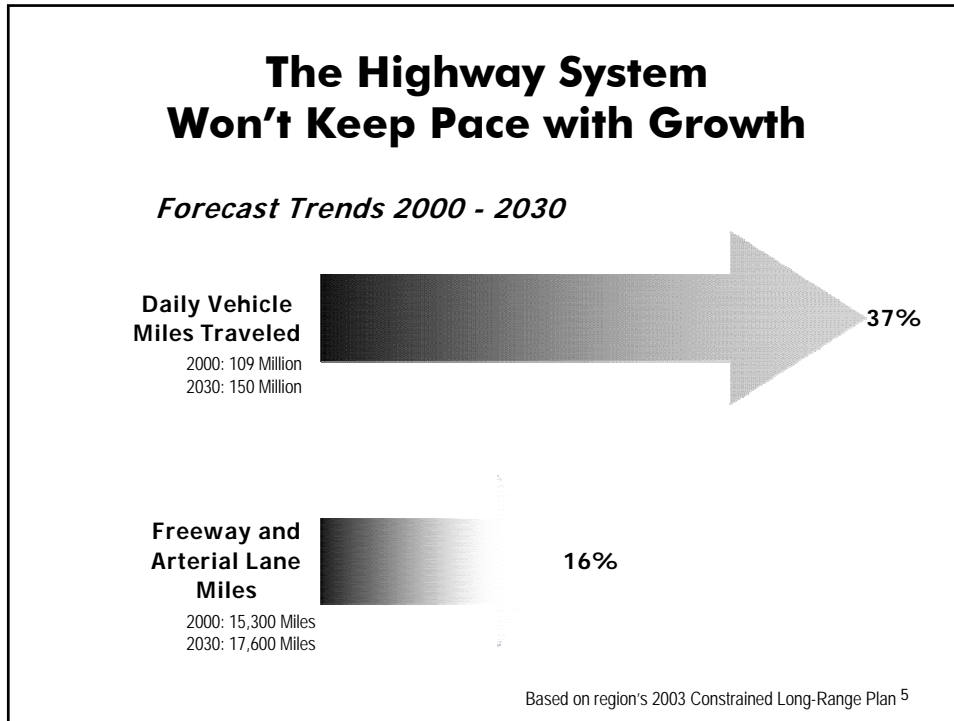
1

Regional Transportation Challenges

5/2/2006

2





Workers are Living Farther Away from Their Jobs

- Inner jurisdictions – most job growth
- Outer jurisdictions – lion's share of household growth
- Affordable Housing issue

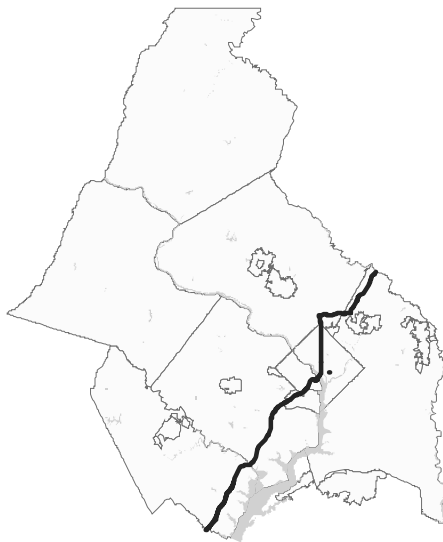
How Far Is Too Far?
Developer Plans 4,300 Homes 100 Miles From D.C.



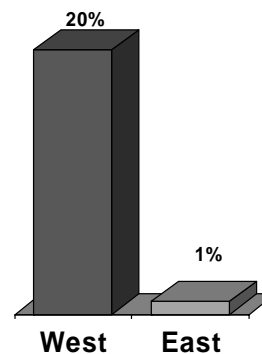
7

East-West Divide

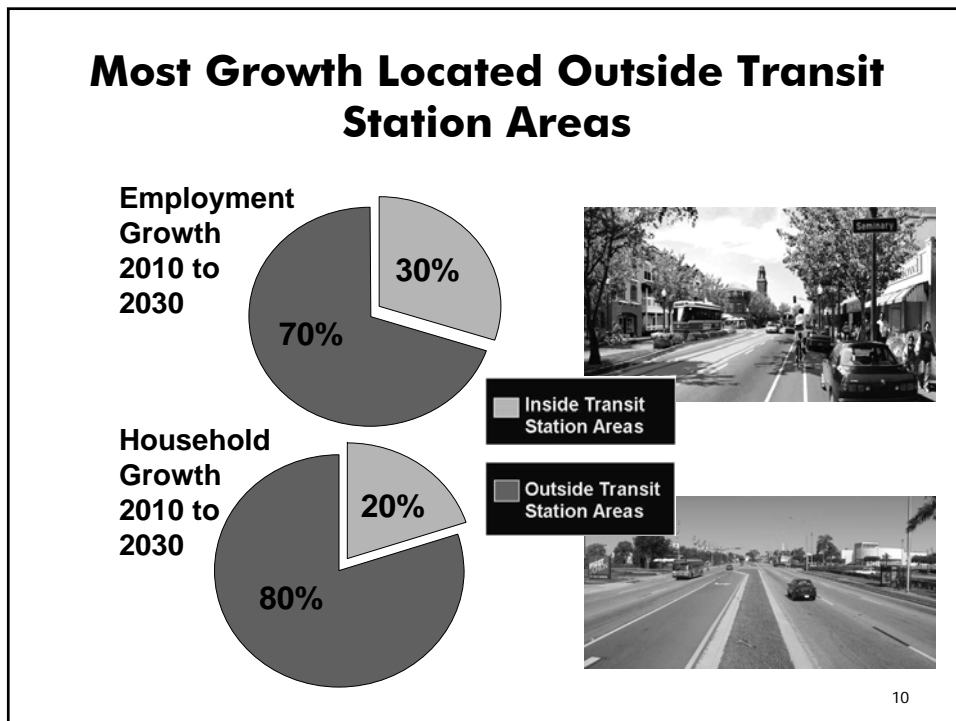
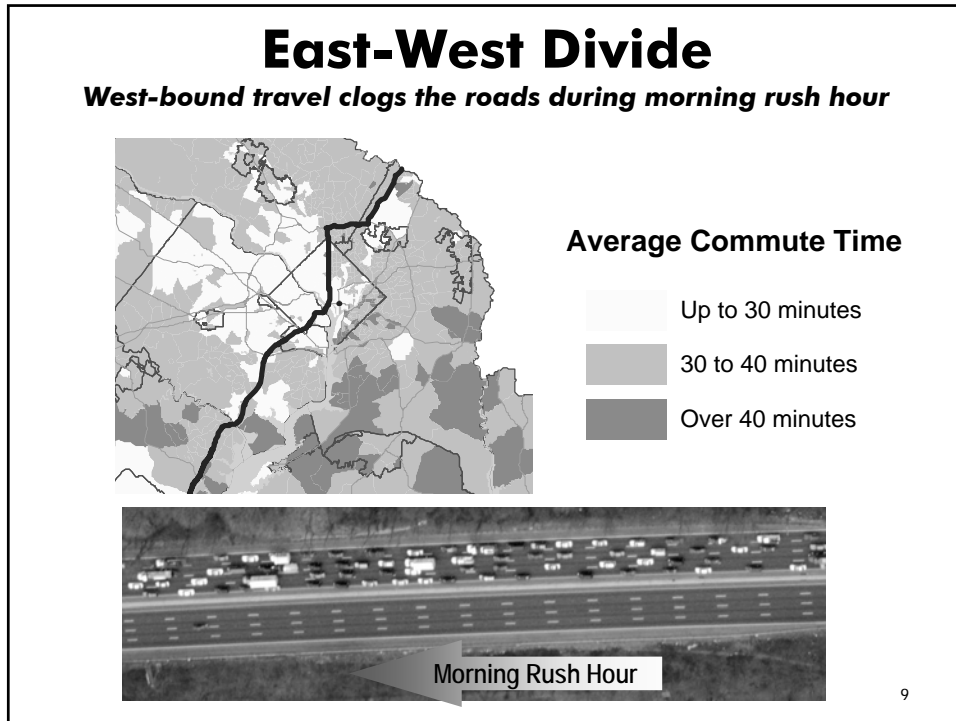
A 1999 Brookings Institution report highlighted disparities between the eastern and western parts of the region



Job Growth Rate 1990 – 2000



8



Summary of Challenges

- **Congestion is growing**
- **Transportation funding is tight**
- **The region is divided**
- ***Need for expanded community involvement and collaborative leadership***

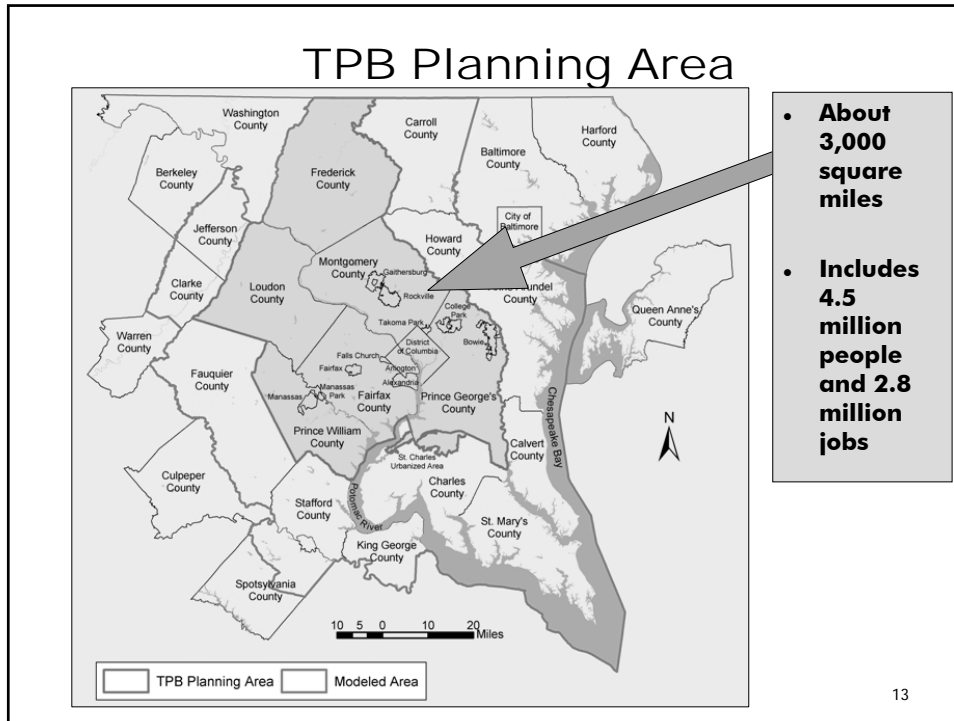


11

What is the Transportation Planning Board?

- ***Federally Mandated Role:*** As the Metropolitan Planning Organization (MPO) for the Washington region, the TPB is responsible for coordinating planning and funding for the region's transportation system.
- ***Members:*** TPB members include representatives of local governments; state transportation agencies; state and District of Columbia legislatures; and WMATA.

12



Key Roles of the TPB

1. Federally required planning process
2. **Forum for regional coordination**
3. **Technical resources for decision-making**

Federally Required Planning Process

Key Documents

- **The CLRP – Financially Constrained Long-Range Transportation Plan**
 - Comprehensively updated every three years
 - Horizon must be at least 25 years
- **The TIP – Transportation Improvement Program—**
 - Must be updated every two years
 - Always a six-year program



15

Federal law requires the CLRP and TIP to be tested for:

Financial constraint — The CLRP & TIP may only include projects that can be “reasonably anticipated” to be funded.



Emissions impacts — The CLRP & TIP must meet the limits established in the region’s air quality improvement plan. This is called a “conformity finding.”

16

The TPB Vision ***Approved in 1998***

- **A policy framework guiding the region's transportation investments in the 21st century.**
- **Goals include:**
 - **Promoting activity centers**
 - **Increasing transit use**
 - **Reducing driving**



17