

**Our Nation's Congestion  
Capital  
*We're #1!***

**Northern Virginia Transportation  
Alliance**

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# The Big Picture

- Congestion has grown...
  - ...in cities of all sizes
- It has spread to more:
  - ...times of the day, roads, buses & trains
- The recession reduced congestion
  - ...but is coming back with the recovery
- There are a lot of solutions,
  - ...but new strategies and processes are needed

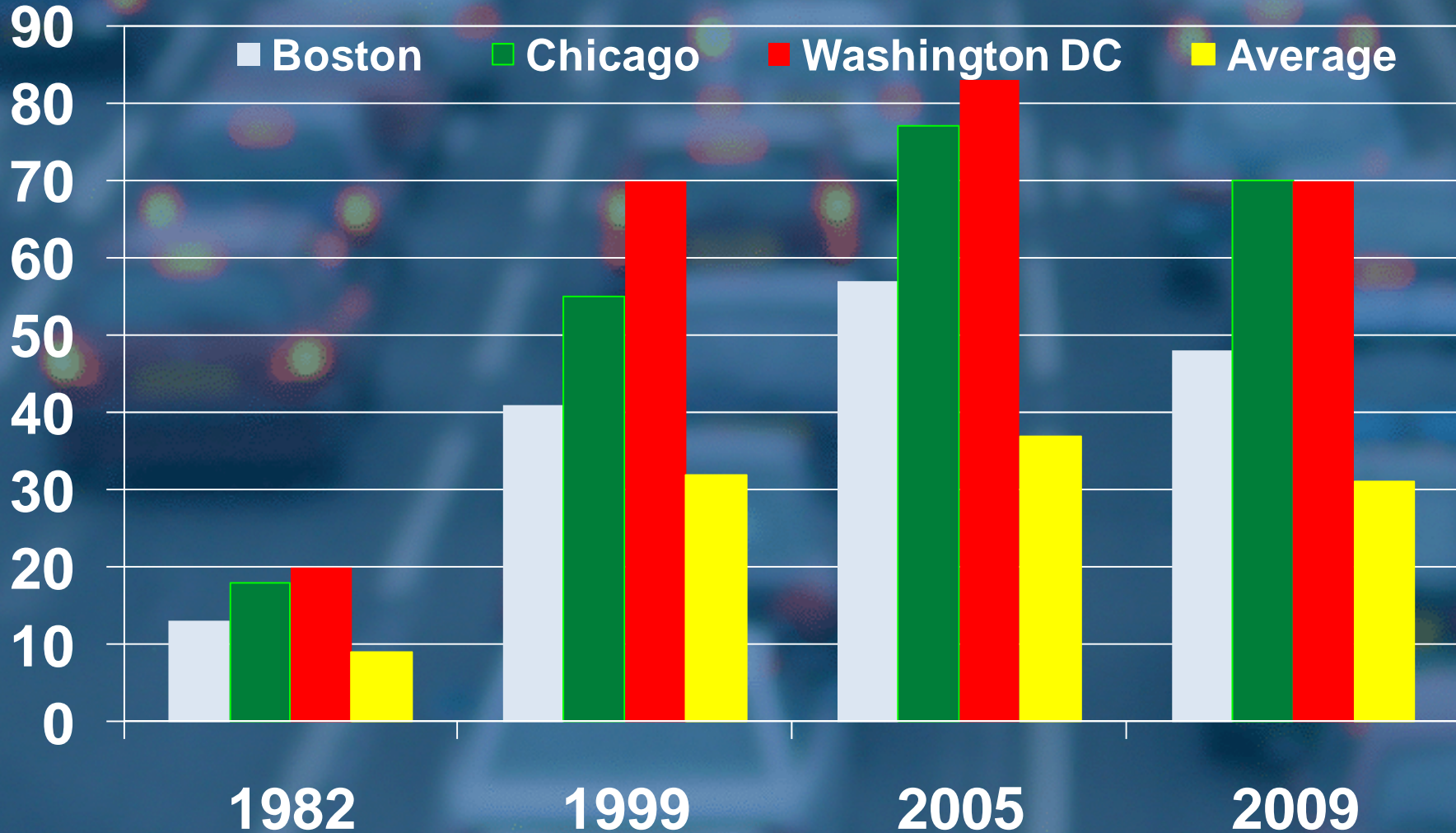
# Congestion is Worse in Cities of All Sizes – Recession Caused a Temporary “Reset”

Delay per Auto  
Commuter



# Regions Between 3M & 1M People

## Delay per Auto Commuter



# Washington D.C. Congestion

## The Commuters

- 70 hours per auto commuter - #1
- 57 gallons per auto commuter - #1
- \$1,550 per auto commuter - #2

## The Region

- \$945 million truck congestion cost
- \$4.1 billion in total congestion costs

## Some Good News - The Savings

- \$320 million – operations treatments
- \$760 million – public transportation

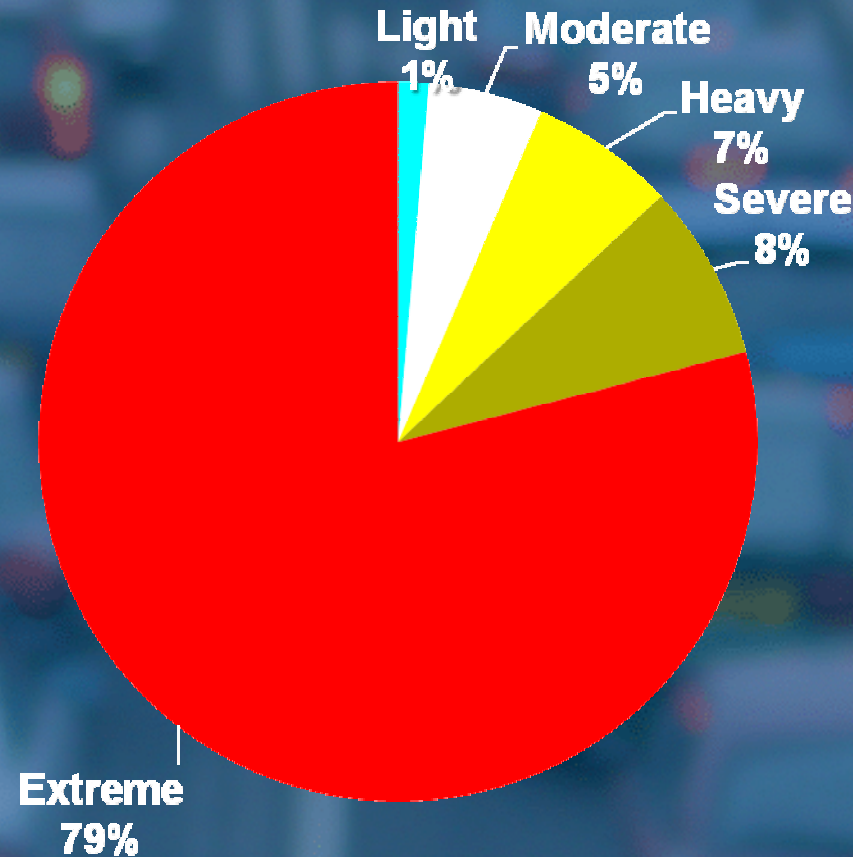
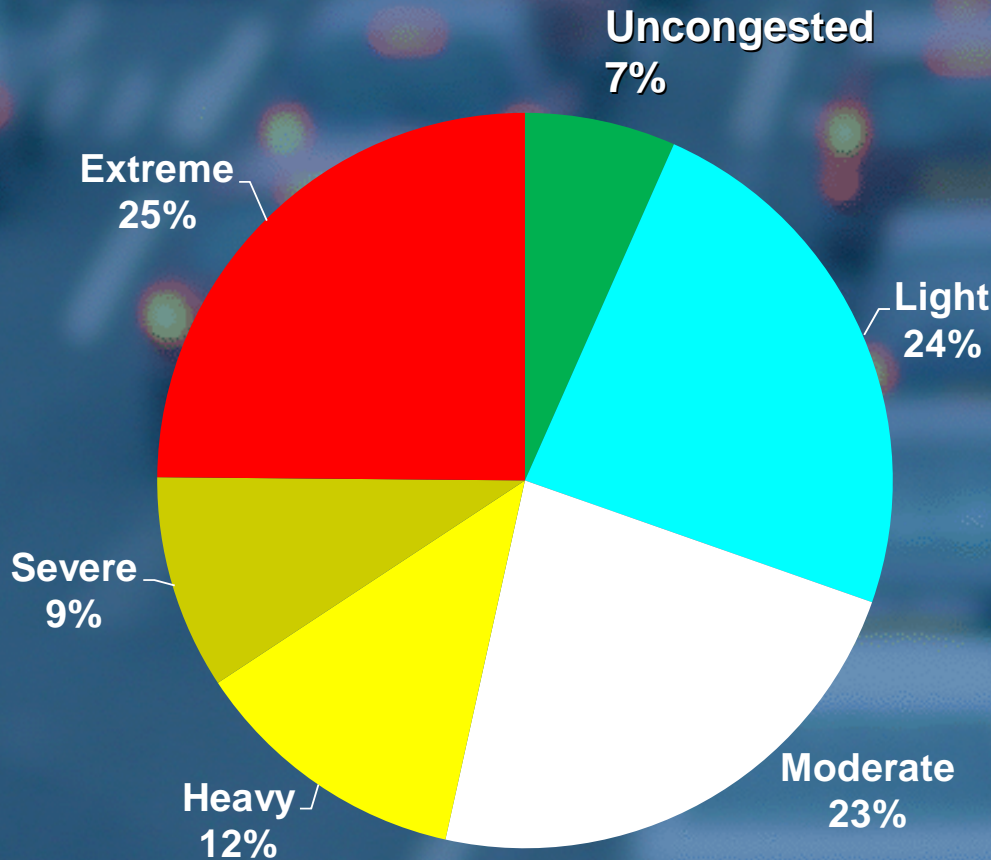
# Washington D.C. Congestion - 2009

**Fuel Wasted**  
**148 Million Gallons**

**Total Delay**  
**180 Million Hours**

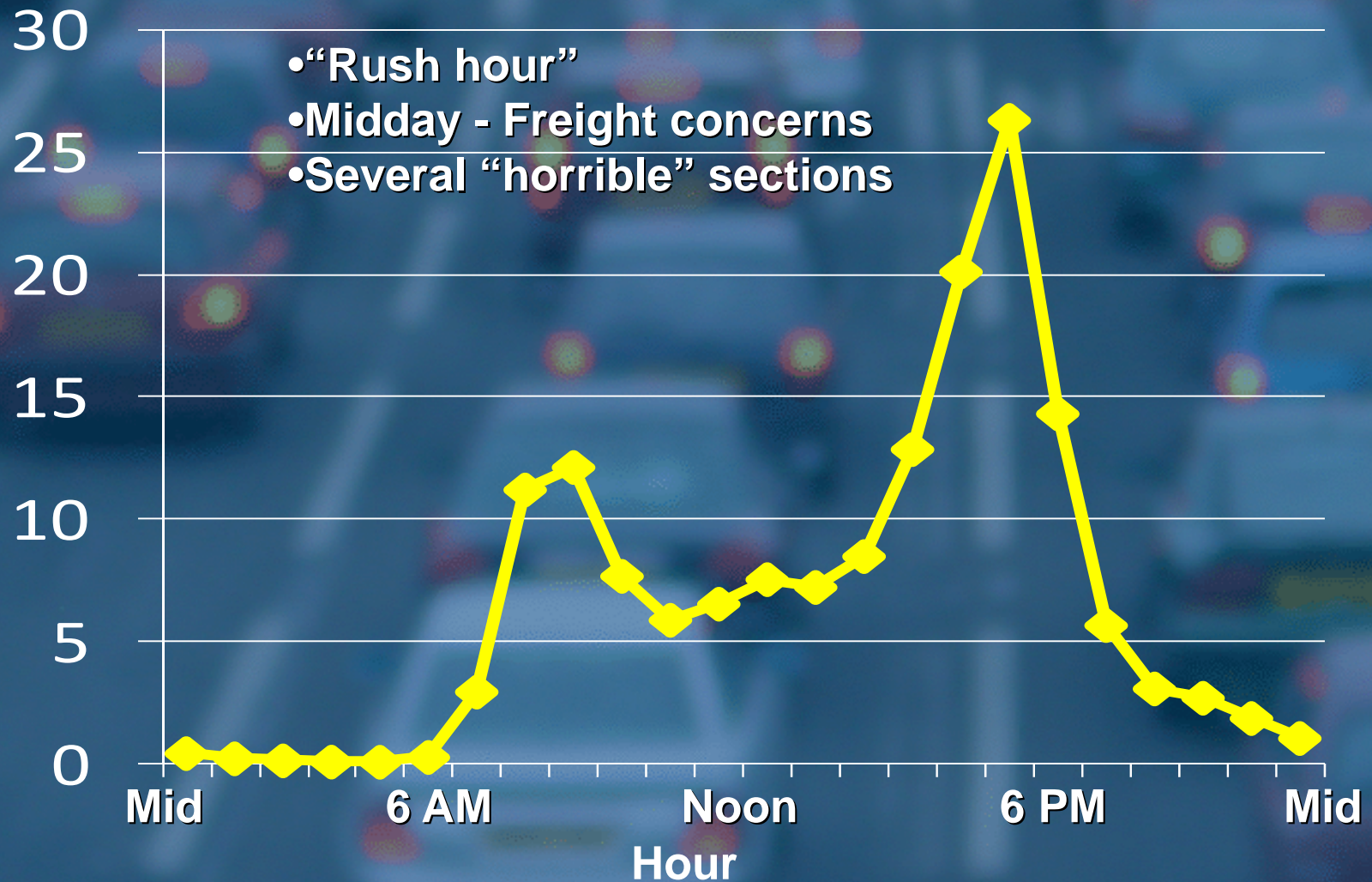
**Peak Miles Traveled**

**Delay in Congestion Ranges**



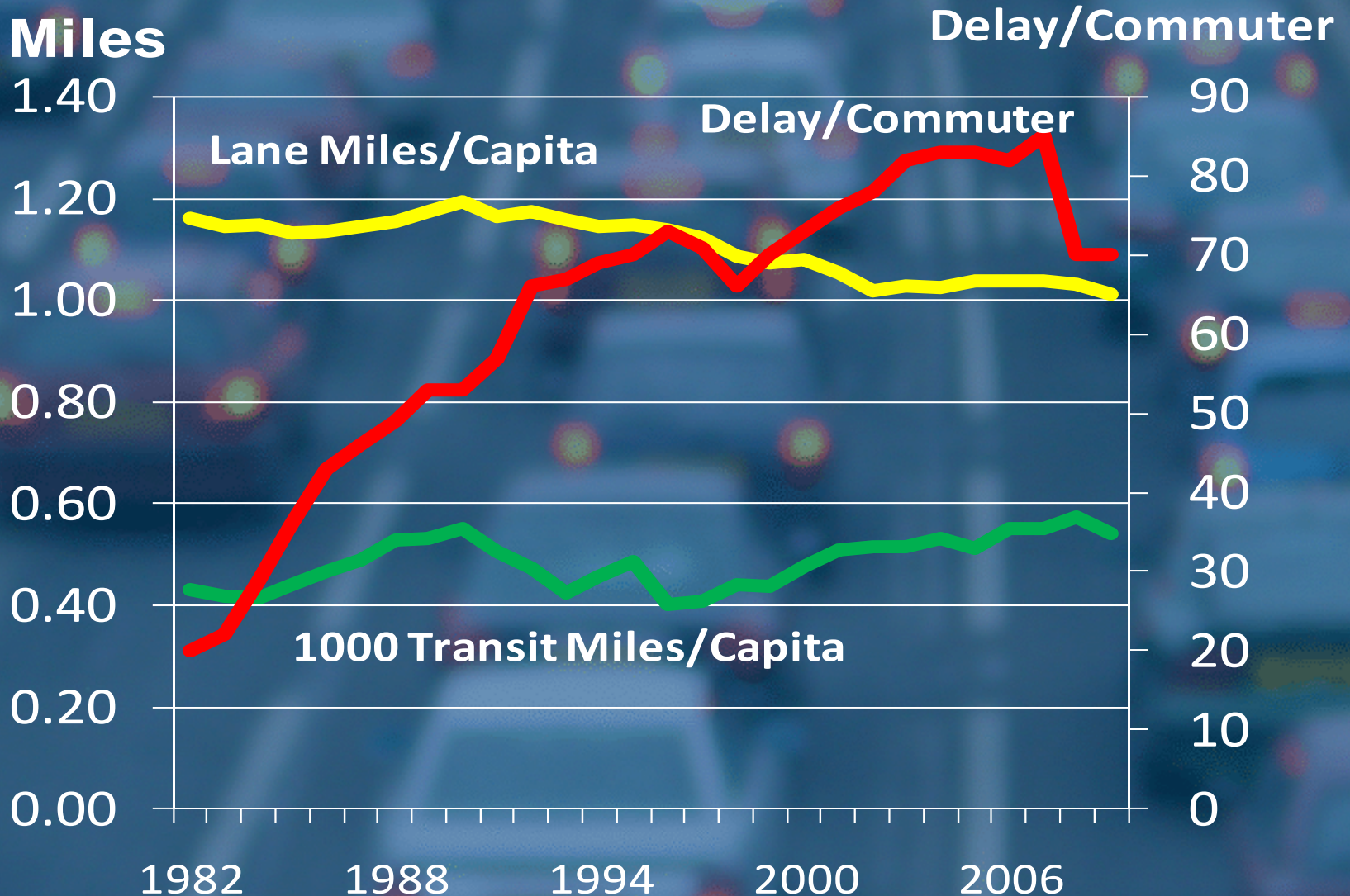
# Washington D.C. Congestion When? & How Much?

## Percent of Delay



# One Explanation?

## Roads and Transit Did Not Increase Enough



**I admit, congestion where I  
come from is different ....**

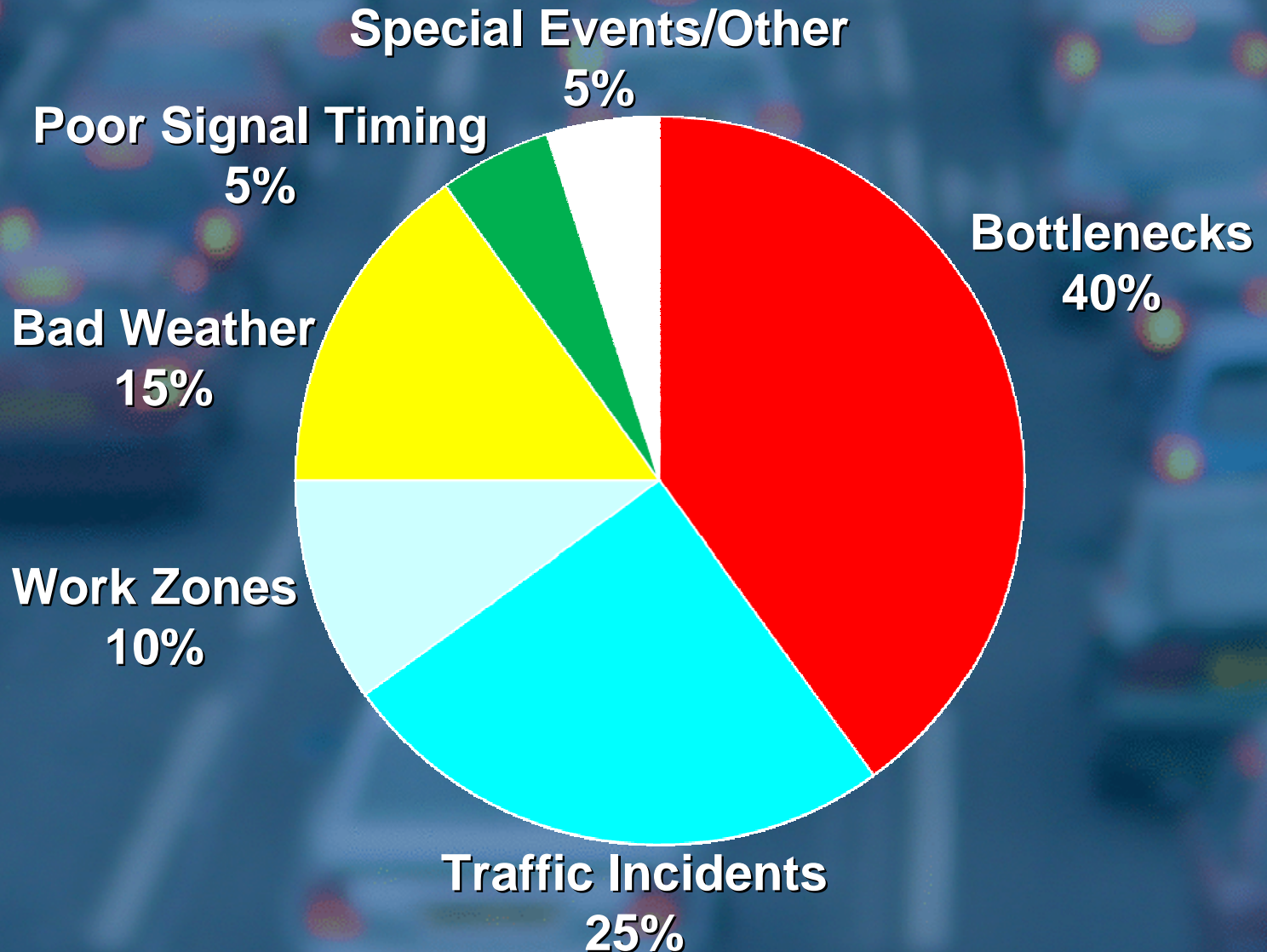


**I admit, congestion where I  
come from is different ....**



...but we still work with our stakeholders

# Congestion Has Many Causes



# ...But No Single Solution

100%

% Varies for Each City

0%



Accept Some Congestion

Diversified Development Patterns

Less Construction Delay

Commute & Travel Options

Improve System Efficiency

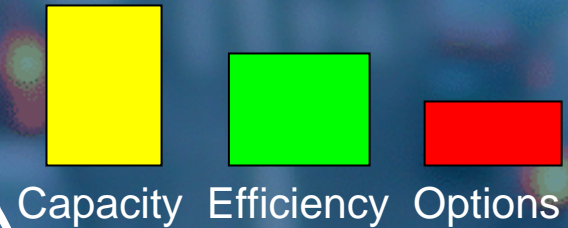
Build More Capacity

# ...And the Solution Mix Will Be Different Within Regions

Outer Loop



Inner Loop



# So What Do We Do?

Nationally – Revenue increases have a few things in common

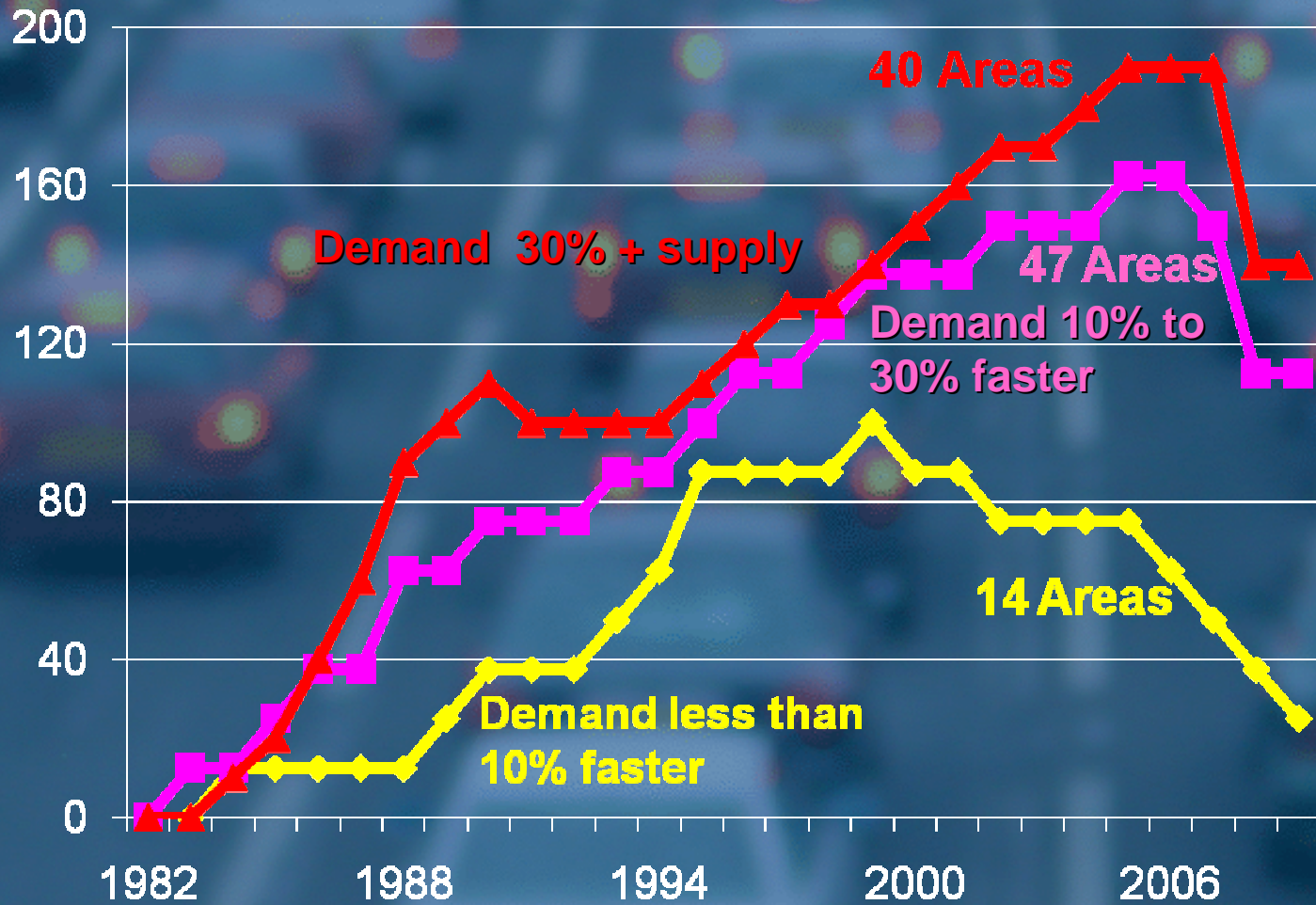
- Agencies perceived as doing a good job with funds they have
- Develop a plan with public input
- Involve businesses and travelers
- Talk about benefits
- Project delivery includes: transparency, accountability, reliability

# Crafting a Plan

- “Value for Money” – A key element
- Public “sees” waste
  - Signals don’t work; crashes stay on road
  - Response should be - Fix it or tell your story
- “Solutions” relieve problems – but not always same mode, same road or same type
- Public expectations and feasible solutions
  - More congestion expected downtown
  - Not much in rural areas
  - Corridors different than activity centers

# Building Helps, But Can't Solve the Whole Problem

Percent Increase in Congestion



# What's the Long-Term Strategy?

- Aggressively operate what you have
- Install better processes
  - operations, planning, design & construction
- Add capacity and service strategically
- Tell the public
  - Performance reports & targets
  - Link deployment, events and actions
  - What can travelers & businesses do?
- Reliable operations and project delivery are part of the next funding request

(<http://mobility.tamu.edu>)

# 2030 Texas Committee Scenarios

## *Conditions, Funding and Letter Grade*

***F – Unacceptable Conditions*** – What will happen if policies and funding levels do not change? Conditions deteriorate & congestion grows rapidly

***D – Worst Acceptable Conditions*** – Preserve enormous infrastructure investment, but congestion grows rapidly

***C – Minimum Competitive Conditions*** – Conditions equal to or better than median of peer cities & states

***B – Continue 2010 Conditions*** – Maintain current quality & congestion levels

Note: Spending focused on addressing deficiencies to achieve goals

# Average Annual Transportation Costs per Texas Household, 2011 to 2035

