

**Statement of Robert O. Chase  
To the National Capital Region Transportation Planning Board  
April 21, 2010**

In the early 1970's George Allen proclaimed that for the Washington Redskins, "The future is now."

Today, nearly 40 years later, the TPB is getting a first hand look at what the future of transportation now looks like in the form of a list of projects proposed to be removed from or delayed in the Constrained Long-Range Plan for a lack of funding.

For several years now, the CLRP has been in neutral -- adding little of regional significance. In fact, the TPB has refused to *even study* or test projects such as new Potomac River crossings offering extraordinary regional benefits.

Now the CLRP is shifting into reverse.

The proposed list of delays and cancellations is relatively short. However, as things stand now, it is more likely to signal what is to come as opposed to an aberration.

It's also disturbing that the TPB's website summary page on this topic contains no mention of project cuts. One must scroll to the end.

With each passing month, traffic problems mount along with the cost of solutions. Repair and replacement costs of bridges, roadways, rail lines, stations and buses continue to increase consuming scarce transportation dollars at an alarming rate.

George Allen did more than declare that the future is now; he also provided the leadership and energy that transformed the Redskins into a championship organization and the region into a rabid football town.

So will any level of government or group of public officials step up to address the region's steadily worsening transportation future and funding crisis or will it be more business as usual?

Composed of local and state entities, the TPB is a natural forum in which to build consensus around regional and state funding solutions.

However, in the twelve years since it committed to adopt enhanced regional funding mechanisms by 2000, the TPB has spent virtually no time on this issue other than issuing occasional funding short-fall updates and press statements calling on the federal government or someone else to do more.

Demanding that the federal government and others provide more money makes some people feel good, but has done residents of this region little good.

It is the Alliance's hope that the TPB will commit to making consensus building and implementation of new state and regional funding mechanisms a major part of this year's agenda, starting with its May 21<sup>st</sup> collegial discussion of transportation.