



# **Press Conference**

## **National Capital Region Transportation Planning Board (TPB)**

- **What's In the Plan for 2030?**
- **What if the Washington Region Grew Differently?**

**October 18, 2006**

An electronic copy is available online: [http://www.mwcog.org/pdf/tpb\\_oct18.pdf](http://www.mwcog.org/pdf/tpb_oct18.pdf)



# The Long-Range Transportation Plan

## What's in the Plan for 2030?

The Regional Long-Range Transportation Plan  
scheduled to be adopted October 18, 2006

### What is the Long-Range Transportation Plan?

The Financially Constrained Long-Range Transportation Plan, or CLRTP, includes all regionally significant transportation projects and programs that are planned in the Washington metropolitan region over the next 25 years.

Hundreds of projects are included, ranging from simple highway landscaping to billion-dollar highway and transit projects. Some of these projects are scheduled for completion in the near future, whereas others are only in the initial planning stages. Some of the major projects in the plan are highlighted on page 16.

The projects and programs that go into the plan are developed cooperatively by governmental bodies and agencies represented on the National Capital Region Transportation Planning Board (TPB). Each year the plan is updated to include new projects and programs, and analyzed to ensure that it meets federal requirements relating to funding and air quality.

This brochure was created to describe the draft plan. It is intended to provide information to facilitate public comment.

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*This brochure accompanies the regional plan website available at:*

**[regionaltransportationplan.org](http://regionaltransportationplan.org)**

**DRAFT,  
September  
20th**

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

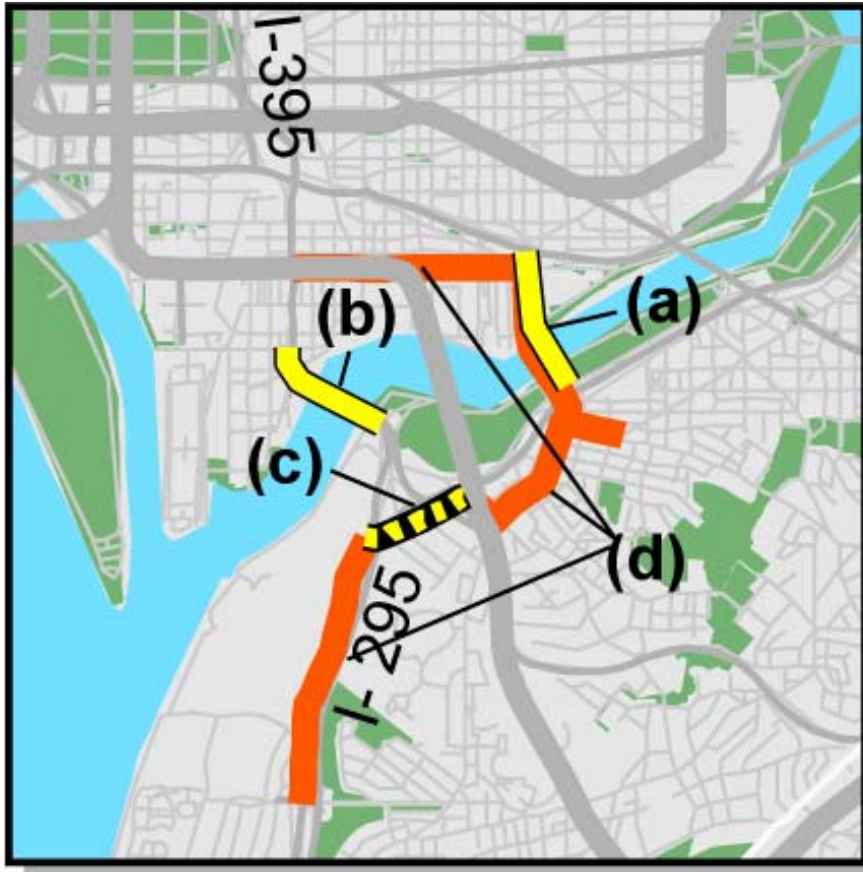


# What's in the Region's Long-Range Transportation Plan

Michelle Pourciau  
Director, District Department of  
Transportation



# New Projects Added in D.C.



## **11th Street Bridges Reconstruction (a)**

Length: 1 mile

Complete: 2011, Cost: \$377 million

Funding: Federal earmarks, local funds

## **South Capitol St/Bridge Reconstruction (b)**

Length: 3.5 miles

Complete: 2015, Cost: \$625 million

Funding: Federal earmarks, local funds

## **Anacostia Street Car Project, Phase I (c)**

Length: 1/2 mile

Complete: 2011, Cost: \$21 million

Funding: Bonds and local funds

## **Anacostia Street Car Project Study (d) Phases II - IV**

Length: 3.5 miles

Complete: 2011, Cost: \$3 million



# New Projects Added in D.C.

## 11<sup>th</sup> Street Bridges Reconstruction

- Length: 1 mile
- Complete: 2011
- Cost: \$377 million
- Funding: Federal earmarks and local funds





# New Projects Added in D.C.

## South Capitol Street and Frederick Douglas Bridge

- Length: 3.5 miles
- Complete: 2015
- Cost: \$625 million
- Funding: Federal earmarks and local funds





# New Projects Added in D.C.

## Anacostia Streetcar Project, Phase I

- Length: Approximately ½ mile (Phase I only)
- Complete: 2011
- Cost: \$21 million
- Funding: Bonds and local funds





# New Projects Added in D.C.

## Anacostia Streetcar Project, Phases II - IV

- Length: Approximately 4 miles (all four phases, including half-mile in Phase I)
- Complete: 2011
- Cost: \$3 million

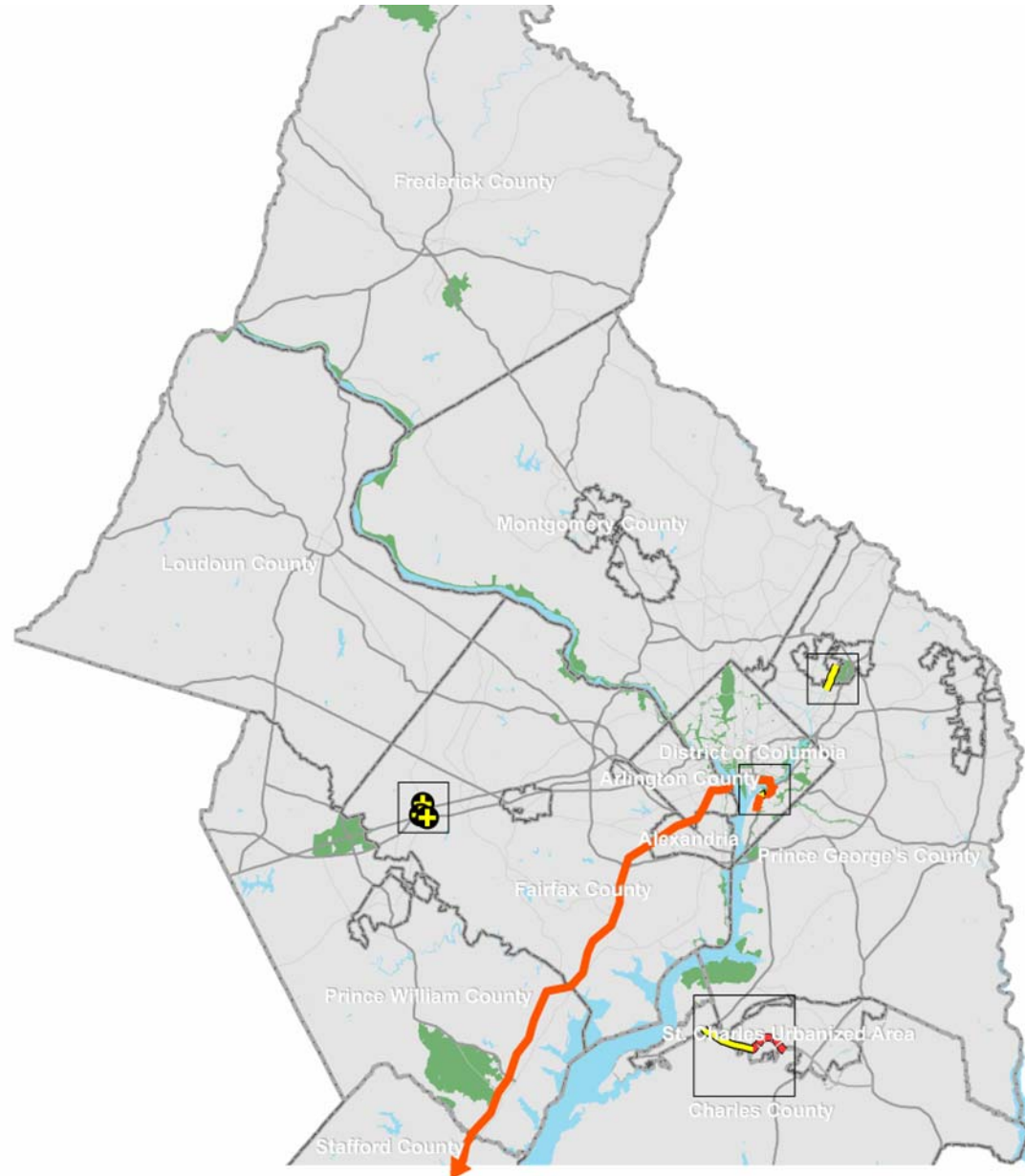






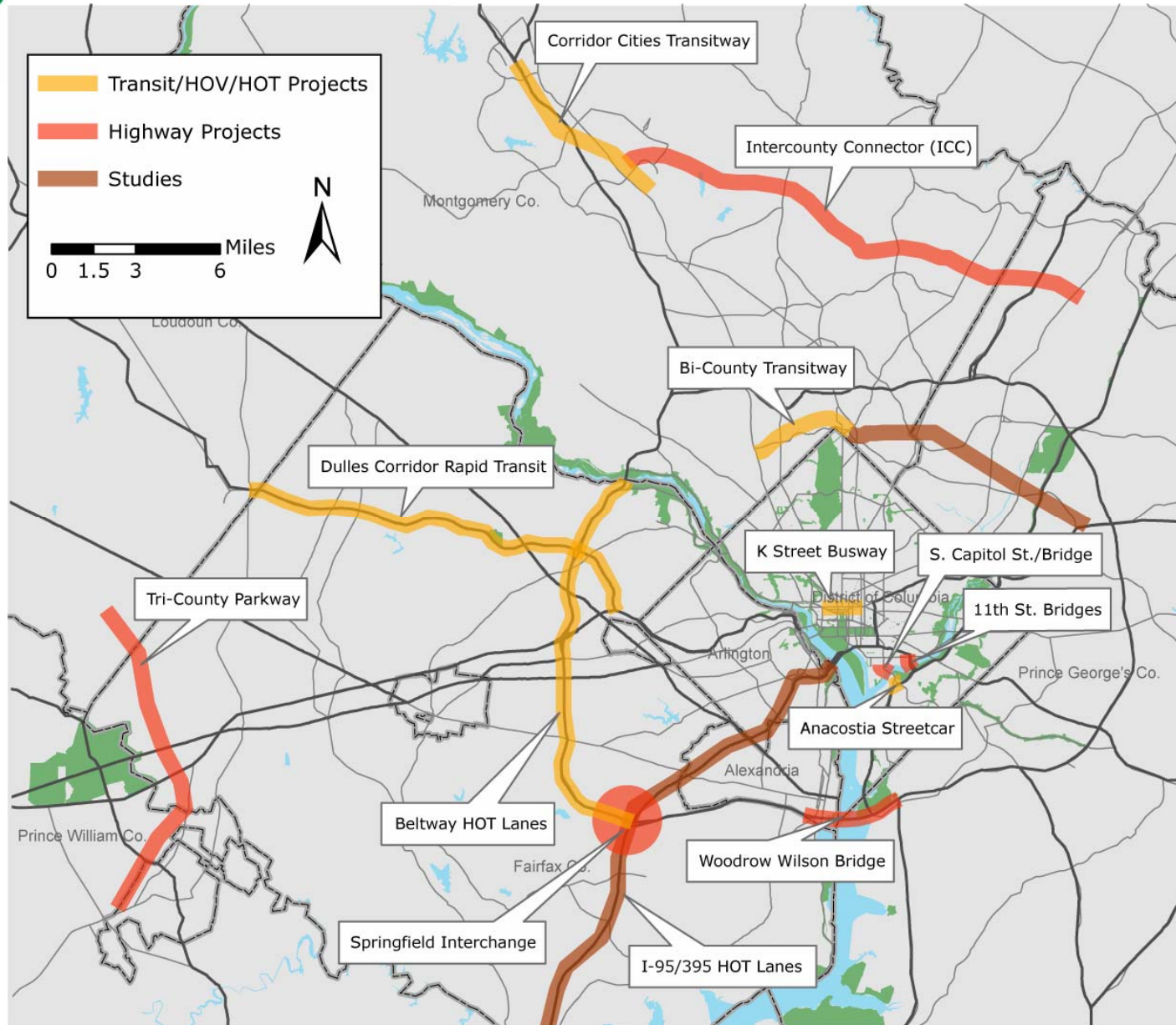
# Other New Projects and Studies

- **Maryland**
  - 201 Widening
  - Cross-County Connector
- **Virginia**
  - VA 28 Interchange at I-66
  - I-95/395 HOT Lane Study





# Selected Project Highlights



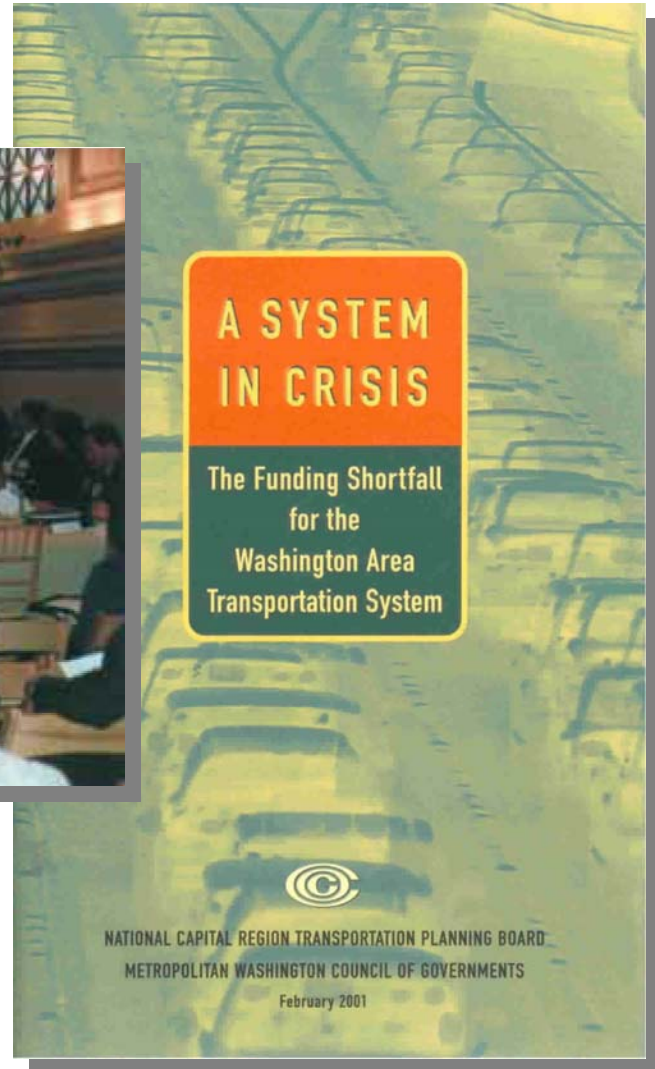


# A Dose of Reality: A Regional Overview of the Plan

Cathy Hudgins  
Fairfax County Board of Supervisors



# Reality Check: System in Crisis







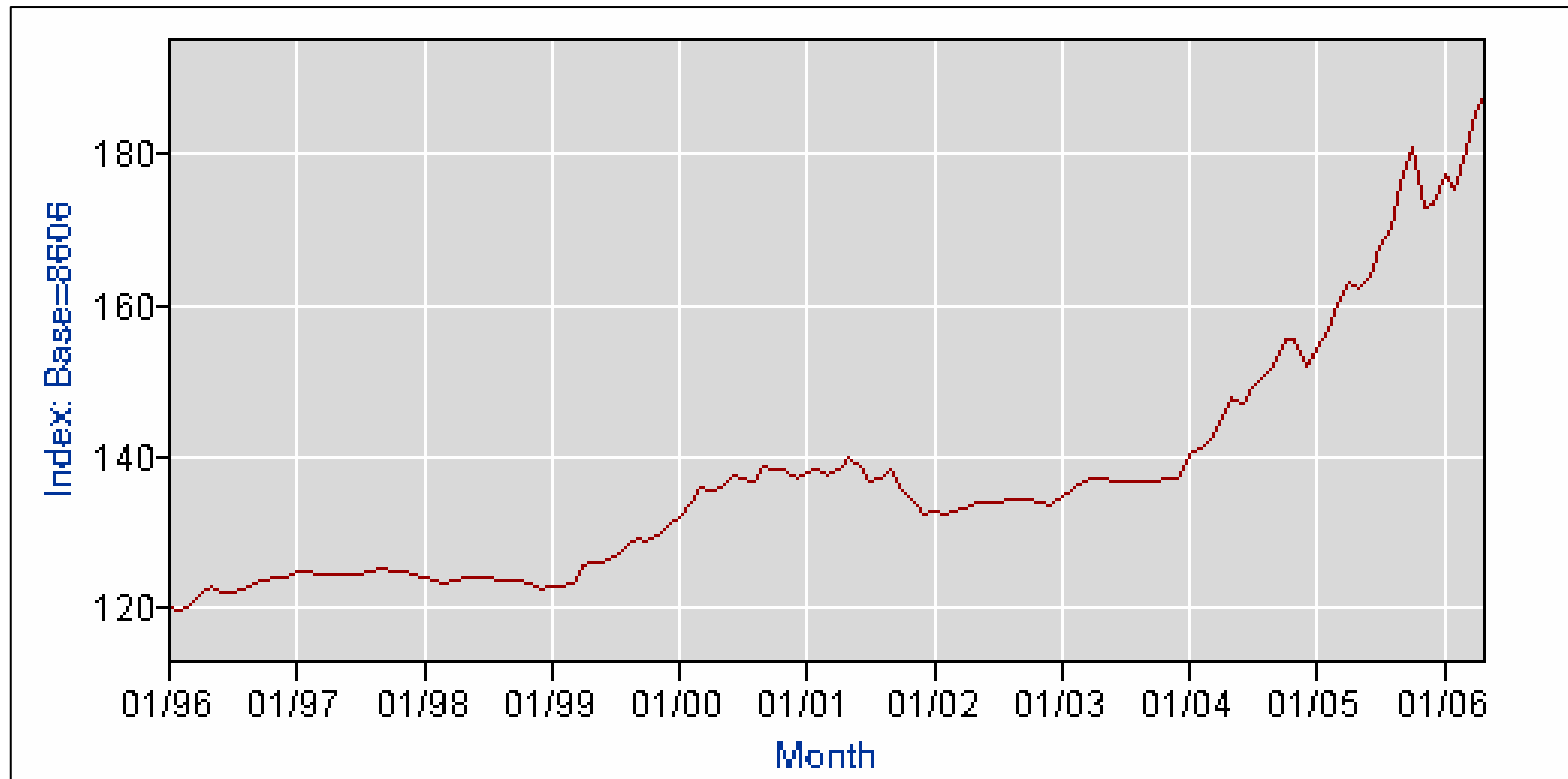
## Positive Developments

- Metro Matters program provided an infusion of urgently needed funding for transit capital needs through 2010
- The Davis bill provides hope for sustained funding for Metro beyond 2010
- Groundbreaking Development in Toll Projects:
  - Beltway HOT lanes in Virginia
  - Intercounty Connector in Maryland.





# Construction Costs Are Increasing



The graph shows the producer price index rates over the past ten years as indexed

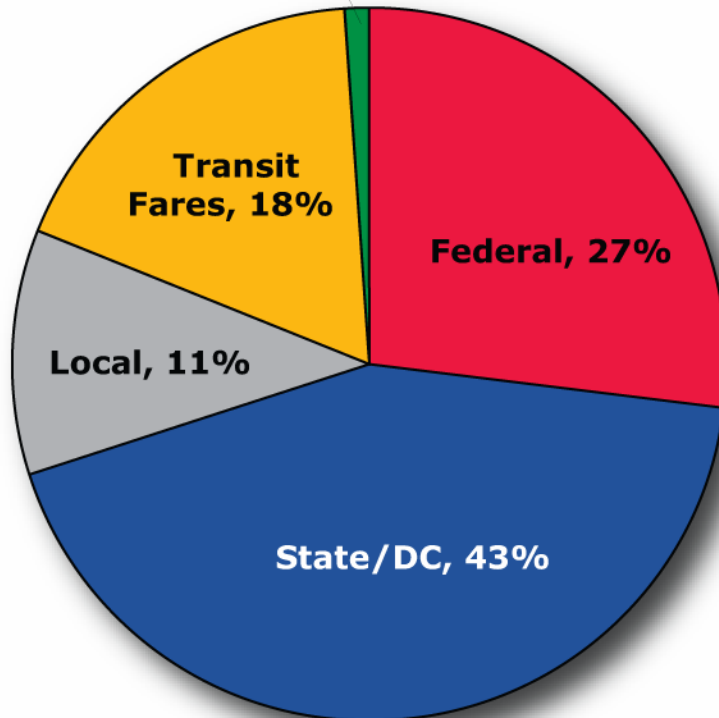


# Shifting Funding Sources

Total CLRP Revenues 2007 – 2030: \$4.5 Billion per year (2006 dollars)

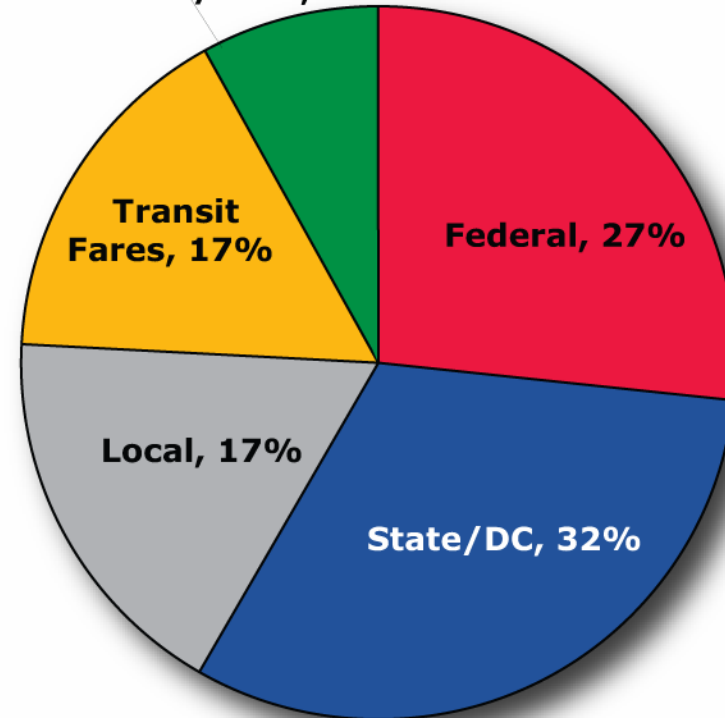
**CLRP Revenues (2004 - 2030)**

Private/Tolls, 1%



**CLRP Revenues (2007 - 2030)**

Private/Tolls, 7%





## Land Use and Population Realities

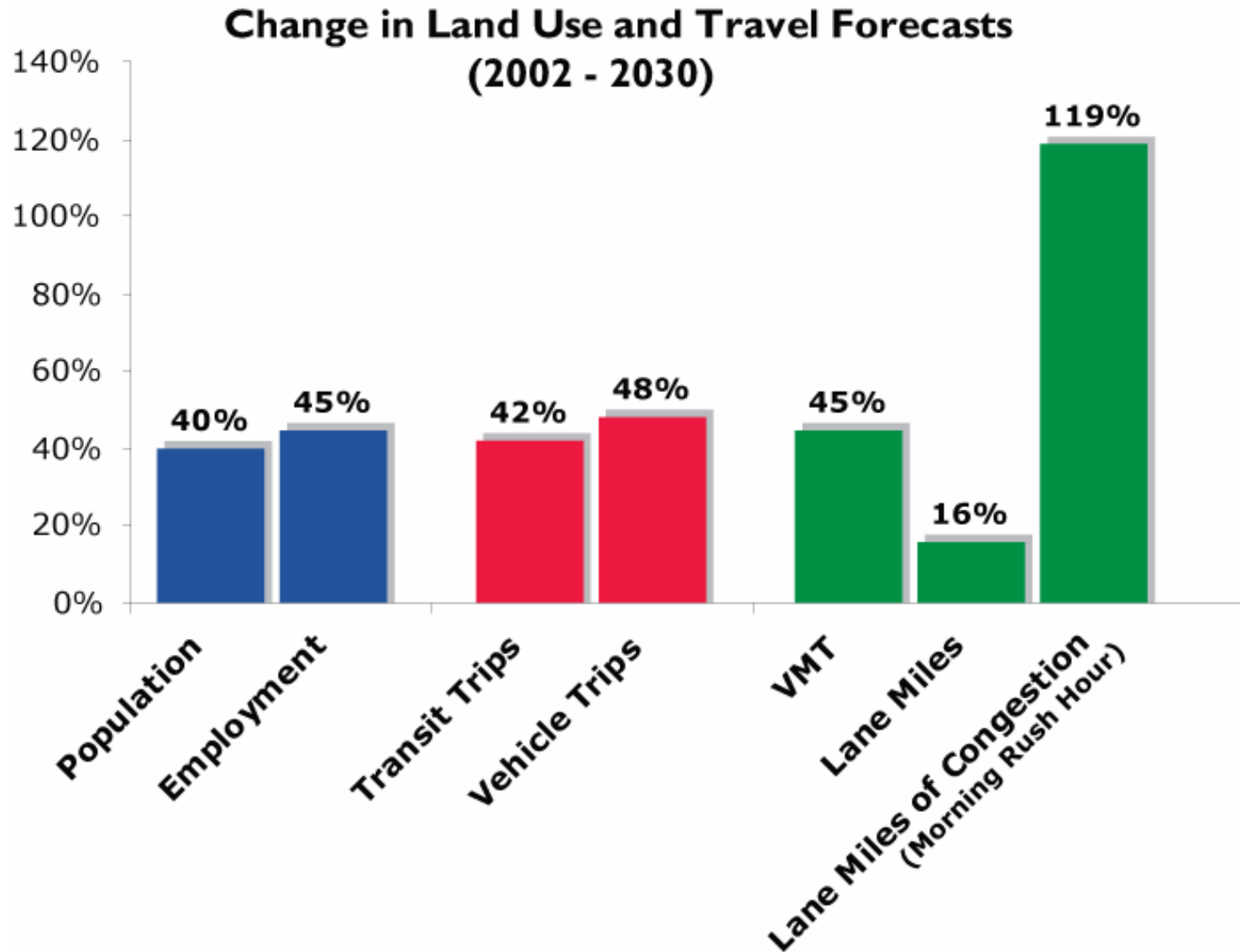
- The region is *growing at a rapid pace*
- People are going to live *farther from their jobs*
- People on *the eastern side of the region* are commuting long distances to jobs in the west due to uneven development patterns
- The *land around transit stations* is not being used as efficiently as we would like







# Congestion is Getting Worse

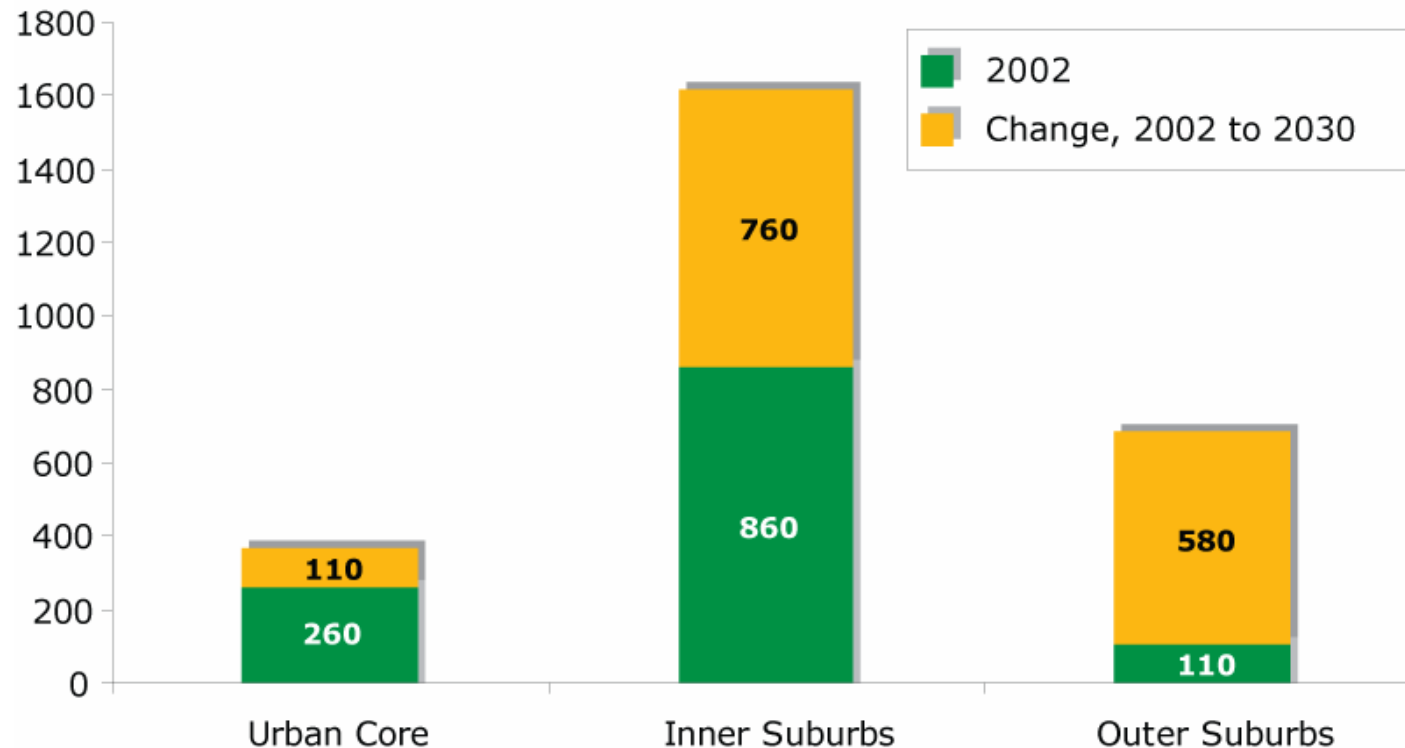




# Greatest Congestion in Inner Suburbs

- Most Dramatic Change in Outer Suburbs

**Lane Miles of Congestion, Morning Rush Hour  
(2002 - 2030)**



Urban core defined as The District, Arlington and Alexandria. Inner suburbs defined as Fairfax county in Virginia and Montgomery and Prince George's counties. Outer Suburbs defined as Loudoun, Prince William, and Stafford counties in Virginia; Frederick, Calvert and Charles counties in Maryland.



## How Do We Respond?

- We have to keep making the case with traditional funding sources, including the federal and state governments, for increased transportation funding.
- We need to draw from a wide variety of other funding sources, including tolls and local proffers, impact fees and bonding.
- We must do a better job of integrating land use and transportation.



# Challenges for the Future: What Can We Do?

Michael Knapp  
Montgomery County Council



# Looking at “What If” Scenarios

The Regional  
Mobility and  
Accessibility  
Scenario  
Study

## What if

the Washington region grew differently?

National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
October 2006



# All Five Scenarios Reduce Congestion

## LANE MILES OF SEVERE AM PEAK PERIOD CONGESTION







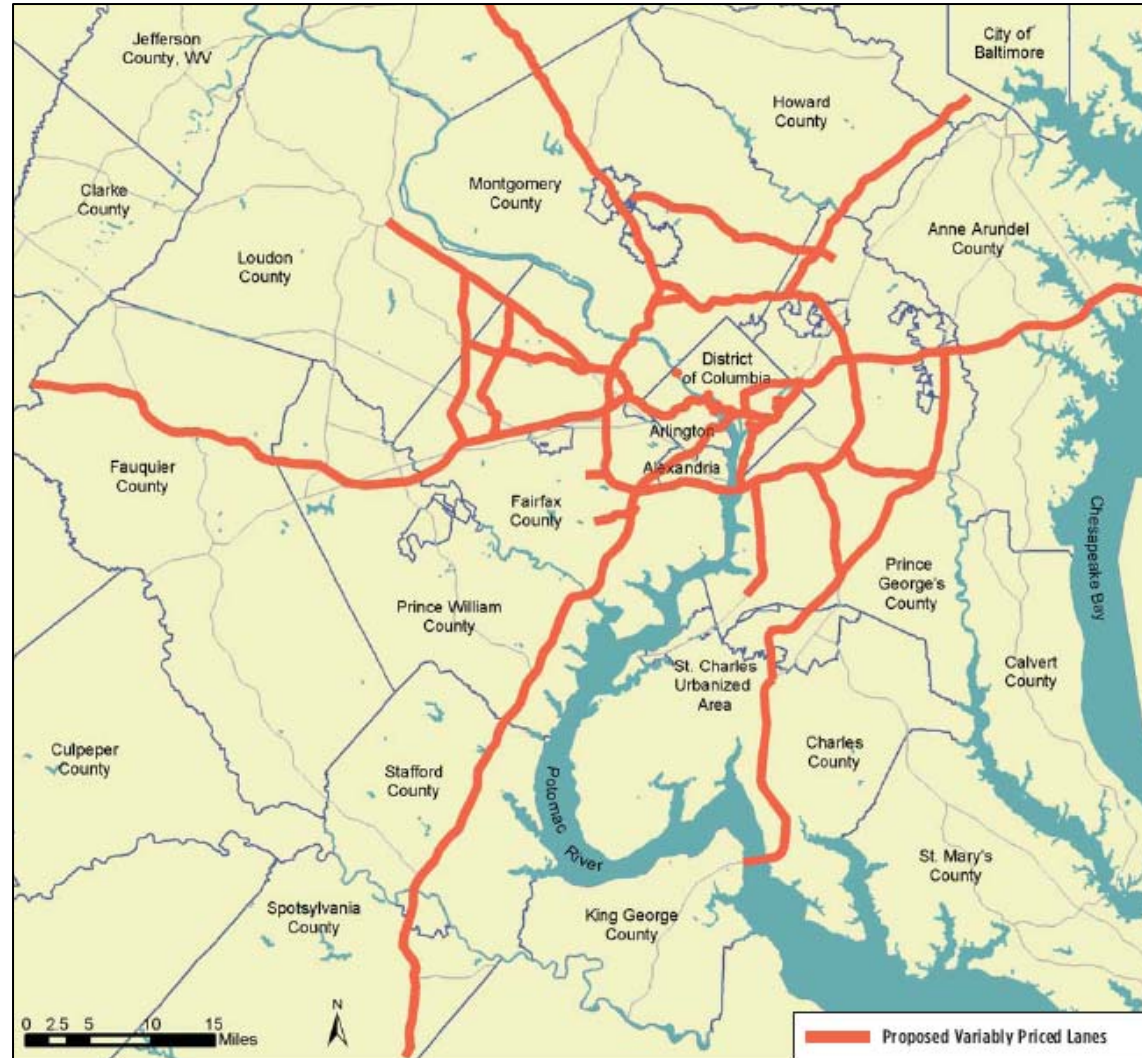
## Successful Strategies From the Five Scenarios

- Put jobs and households closer together
- Encourage mixed-use development around transit
- Provide more transit to support regional activity centers.





# New Scenario Under Study: A Regional Network of Variably Priced Lanes







# From “What If” to “How To”

How to integrate the successful strategies into the Plan

- **Recognize Questions Regarding Implementation:**
  - Local traffic and neighborhood Impacts
  - Funding Needs
- **Conduct Extensive Public Outreach**
  - Inform Citizens Throughout the Region
  - Spur Discussion of the Issues
- **Introduce New Planning Assistance Program for Localities...**



## New Transportation/Land Use Connection (TLC) Program

- **Provide Regional Clearinghouse**
  - Raise the Profile of Local Efforts by Emphasizing Regional Context
  - Document and Share Effective Experiences Nationally and Throughout the Region
- **Provide Focused Technical Assistance in Response to Requests from Localities**
- **Initial Funding for Pilot Program in FY 2007**
  - \$250K from TPB Work Program
- **If Successful, Pursue Additional Funding and Activities in FY 2008 and Beyond**



# Thinking Regionally, Acting Locally

