

THE
REGION

VOL. 43 2004

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD



Our
Transportation
Future:
Continuing Demands,
New Perspectives



TRANSPORTATION PLANNING BOARD



ANNUAL REPORT FOR THE YEAR 2003



What is the TPB?

Transportation planning at the regional level is coordinated in the Washington area by the National Capital Region Transportation Planning Board (TPB). The TPB is staffed by the Department of Transportation Planning of the Metropolitan Washington Council of Governments (COG).

Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia, and the District of Columbia, local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and non-voting members from the Metropolitan Washington Airports Authority and federal agencies.

The TPB was created in 1965 by local and state governments in the Washington region to respond to a requirement of 1962 highway legislation for establishment of official Metropolitan Planning Organizations (MPOs). The TPB became associated with the Metropolitan Washington Council of Governments in 1966, serving as COG's transportation policy committee. In consultation with its technical committee, the TPB is responsible for directing the continuing transportation planning process carried on cooperatively by the states and local communities in the region.

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Long-Range Plan Underlines The Challenges We Face

by Peter Shapiro, 2003 TPB Chairman

The 2003 update of the region's long-range transportation plan underlined a set of challenges we have long been facing. Transportation funding is tighter than ever. Land use patterns are projected to make us more and more dependent on our cars. The region's air quality does not yet meet federal Clean Air standards. Meanwhile, congestion is getting worse and our infrastructure is aging faster than we can maintain it.

Not a rosy picture. And no quick solutions are in sight.

But through the planning process at the TPB, a number of galvanizing topics gained momentum in 2003. I believe these are "ideas whose time has come" and they will be essential in making progress on the challenges we face.

First, regional leaders are highlighting the urgency of our unfunded, short-term transportation needs. Yes, the long-range plan is financially constrained as required by federal law, but we are also looking closely at what is not funded. Maintenance of our roads, trains and buses is being deferred. The Metro system is deteriorating. Bridges are crumbling. Crucial improvements are on hold. The region's failure to meet these needs threatens to sap our economic strength and erode our quality of life. The TPB is

calling upon local, state and federal officials to come together to protect our transportation assets. Now is the time to act.

We have also begun to consider new solutions to old problems. In 2003, the TPB took a close look at the possibility of using tolls and other pricing mechanisms to influence travel behavior, cut congestion and raise revenue. At the first regional conference on "value pricing" in June 2003, regional leaders spoke enthusiastically about the possibilities. Previously considered a political "hot potato," value pricing is now receiving increased attention and application around the world. Cars are starting to pay their own way—in various forms—in London, as well as in California, New York City, and Houston. I believe it's time for the Washington Region to take steps toward providing new options, managing traffic better, and educating the public on the real costs of driving.

Finally, we are trying to better understand the disparities of class and race that affect transportation decision making. A growing number of regional leaders are acknowledging that we live in a "region divided" in which an economic rift separates the prosperous western side of the region from the disadvantaged east. This framework for understanding our present



is essential for making decisions affecting our future. To become a stronger region, we must work to lessen this division.

Such thought-provoking ideas are resonating in our communities. And they can help us find fresh ways to approach old problems.

As 2003 chair of the TPB, I believe one thing is clear—regional coordination is the only way forward. The TPB remains the unique forum for bringing together decision makers from both sides of the Potomac to discuss our transportation problems. This ongoing collaboration—on issues ranging from financial forecasting to emergency preparedness—is vital to making progress on continuing transportation challenges.



Updating the Regional Transportation Plan

Every three years, the Transportation Planning Board performs a reality check for the region's transportation system. Unlike many plans at the state or local levels, the TPB's Financially Constrained Long-Range Transportation Plan (CLRP) is not a vision of what *could* be. It is a projection of what *will* be if current forecasts become reality. The plan provides a blueprint of the transportation system that can be afforded over the coming three decades. If projects cannot be funded, they must be left out of the CLRP—even if they are popular ideas. This is a requirement of federal law.

Federal requirements dictate a number of other activities and deadlines associated with the CLRP. It must be updated every three years. It must meet air quality requirements. If the plan does not meet federal planning regulations or is not updated in time, federal transportation dollars can be cut off.

In 2003, the TPB faced tight deadlines in the CLRP update process, particularly for air quality requirements. The previous CLRP update was set to expire in January 2004 and the new plan's schedule was closely tied to the development of a new regional air quality plan, which is the responsibility of the Metropolitan Washington Air Quality Committee (MWAQC). Like the TPB, MWAQC is an independent regional body staffed by the Council of Governments.

Throughout 2003, the TPB worked

closely with MWAQC to meet federal requirements for coordination between the CLRP and the regional air quality plan. In November, the approval of the CLRP was delayed a month pending federal approval of key components of the air quality plan.

By the end of the year, the job was done. The CLRP met federal requirements and the TPB approved the new plan in December 2003. At the same time, the board approved a new Transportation Improvement Program (TIP)

for fiscal years 2004-2009. The TIP, which is typically produced every year, is a listing of projects from the CLRP scheduled to be implemented in the next six years.

While the new plan and program meet federal obligations for financial constraint, air quality and other requirements, analysis of the plan highlighted ongoing transportation problems, including worsening congestion and tightened funding. These are issues that regional leaders will need to address in future years.

WHAT IS THE CONSTRAINED LONG-RANGE PLAN?

The CLRP identifies and describes all regionally significant transportation projects and programs that are planned in the Washington metropolitan area between 2004 and 2030.

The projects and programs that go into the CLRP are developed cooperatively by governmental bodies and agencies represented on the TPB. The TPB Vision, the policy framework adopted by the TPB in 1998, serves as the regional guide for project development.

Federal law requires the long-range plan to be updated every three years, with adequate opportunity for public involvement. The law also requires the plan to be based on revenue sources that are "reasonably expected to be available." In other words, the CLRP is not a "wish list"; it reflects the reality of what the region can afford to build and maintain over the coming decades.

To ensure that the projects in the CLRP can be built, the TPB conducts an extensive financial analysis as part of the update process. The TPB is also required to demonstrate, through a technical analysis, that the predicted emissions associated with the CLRP will be "in conformity" with the region's air quality improvement goals. The plan update must go through a 30-day public comment period before the TPB finally approves it.

What's in the Plan?

The Financially Constrained Long-Range Transportation Plan (CLRP) as updated in 2003 identifies projects to upgrade and expand the current system of roads, bridges, bikeways and transit facilities. Hundreds of projects are included, ranging from simple highway landscaping to billion-dollar highway and transit projects. Some of these projects will be completed in the near future, while others will only be in the initial planning stage.

The maps on the following pages show the major highway, transit and high-occupancy vehicle (HOV) projects in the CLRP. The key to each map lists the limits or name of each project and the expected completion date.

HIGHWAY PROJECTS

Almost all planned highway construction involves widening or upgrading of existing roads, rather than building new facilities. New lanes will be added to some of the region's busiest commuting arteries, including I-95, US1, VA 7, US 15, US 29, US 50 and the Dulles Greenway in Virginia and I-70, I-270, US 29, US 301, MD 4, MD 5, MD 201, and MD 450 in Maryland.

Only a few new major highways will be constructed. The Tri-County Parkway, the VA 28 Bypass, sections of the VA 234 Bypass, the Battlefield Parkway, and the final sections of the Fairfax County Parkway will provide new cross-suburban links in Virginia. In Maryland, the only new highways shown in the plan are relatively minor facilities.

Funding shortfalls have caused some projects' completion dates to be pushed back since the last update of the plan.

MAJOR HIGHWAY IMPROVEMENTS

Maryland

1. I-70, widen to 6 lanes, including interchange reconstruction at I-270, 2005, 2010
2. I-95, interchange and CD lanes at Contee Road, 2015
3. I-95/495, interchange at Arena Drive, 2010
4. I-95/495, interchange at Greenbelt Metro, 2010
5. I-270 Spurs, interchange improvements, 2004
6. I-270, reconstruct interchange at MD 117, including Park & Ride lot, 2004
7. I-270, interchange at Watkins Mill Rd., 2025
8. I-270, widen, 2025
9. US 1, reconstruct, widen to 6 lanes, 2010, 2025
10. US 15, interchange at MD 26, 2010
11. US 29, upgrade, including intersections/interchanges, 6 lanes, 2005, 2006, 2010, 2020, 2025
12. US 301, upgrade, widen to 6+2 lanes, 2030
13. MD 3, upgrade, 6 lanes, 2030
14. MD 4 interchanges at Westphalia Road, Suitland Parkway and Dower House, 2015
15. MD 5, widen to 6 lanes, interchange upgrades, 2010
16. MD 28/MD 198, widen, construct 4, 6 lanes, 2025
17. M-83, construct 6 lanes, 2010, 2020
18. MD 85, widen to 4, 6 lanes, 2025
19. MD 97, upgrade intersection at MD 28, 2010
20. MD 97, upgrade intersection at Randolph Road, 2010
21. MD 118 extended, construct 6 lanes, 2020
22. MD 124, widen to 6 lanes, 2010
23. MD 124 extended, construct 2 lanes, 2006
24. MD 210, upgrade 6 lanes, 2007
25. MD 212, construct 4 lanes, 2005
26. MD 223, widen to 4 lanes, 2007
27. MD 355, reconstruct 6 lanes, construct interchange at Montrose/Randolph Road, 2015
28. MD 355, Urbana Bypass, construct 4 lanes, 2005
29. MD 414 Extended, construct 4 lanes, 2006
30. MD 450, widen to 4 lanes, 2006, 2025
31. MD 450, widen to 5 lanes, 2005
32. Baltimore/Washington Parkway, southbound ramp from Greenbelt Road, 2025
33. Branch Avenue Metro Access, construct 4 lanes, 2010

34. Father Hurley Blvd., construct, widen, 4, 6 lanes, 2010, 2020
35. Middlebrook Road Extended, construct 6 lanes, 2010
36. Montrose Parkway East, construct 4 lanes, 2010, 2015
37. Randolph Road, widen to 5 lanes, 2015
38. Suitland Parkway, interchange at Rena/Forestville Road, 2025
39. Willowbrook Parkway, construct 4 lanes, 2010

Virginia

40. I-66/I-495, reconstruct interchange, 2011
41. I-66, reconstruct interchange at US 29, 2011
42. I-95, Woodrow Wilson Bridge, build 12 lane bridge, 2007
43. I-95, widen to 8 lanes, 2010
44. I-95, reconstruct interchange at VA 642, 2010
45. I-95, construct interchange at VA 7900, 2015
46. I-95, reconstruct interchange at VA 613, 2015
47. I-95/I-395/I-495, interchange reconstruction, 2007
48. US 1, widen to 6, 7 lanes including interchange at VA 123, 2005, 2008, 2010, 2015
49. US 1, reconstruct interchange at Russell Road, 2010
50. US 15, widen to 4 lanes, 2006, 2020
51. US 15, widen to 4 lanes, 2005
52. US 29, Lee Highway, widen to 6 lanes, 2015
53. US 29, widen to 6 lanes, 2012, 2015, 2020
54. US 29, widen to 6 lanes, 2010, 2012
55. US 29, widen to 6 lanes, 2010
56. US 29, widen to 5, 6 lanes, 2011
57. US 29, interchange at VA 55, 2011
58. US 50, reconstruct 6 lanes including interchanges, 2007, 2010, 2015, 2020
59. US 50, widen to 6 lanes, 2020
60. US 50, widen to 5, 8 lanes, 2020
61. US 50, widen to 6 lanes, 2020
62. US 50, reconstruct intersection at VA 609, 2005
63. US 50, construct round-about at US 15, 2010
64. VA 7, reconstruct 4 lanes, 2008
65. VA 7, Leesburg Pike, widen to 6 lanes, 2020
66. VA 7, Leesburg Pike, widen to 6, 8 lanes, 2008, 2012, 2013
67. VA 7, upgrade with interchanges, 2005, 2015
68. VA 7/US 15 Bypass, widen to 6 lanes, 2015
69. VA 7, widen, upgrade 6 lanes, 2015
70. VA 7, intersection improvement, 2006

Highway Projects

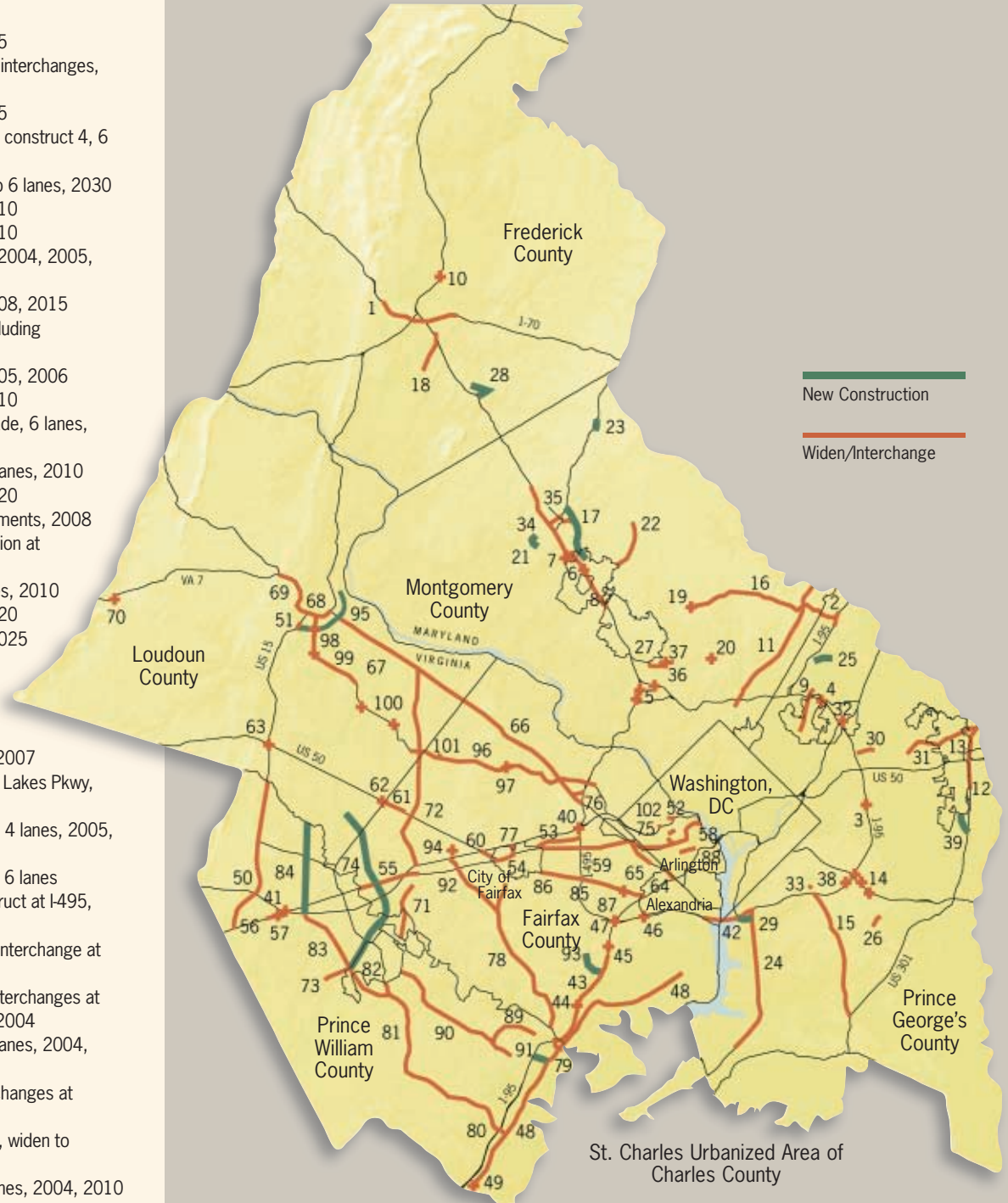
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71. VA 28, widen to 6 lanes, 2025
72. VA 28, widen to 8 lanes, with interchanges, 2004, 2005, 2006, 2015
73. VA 28, widen to 6 lanes, 2015
74. VA 411, (Tri-County Parkway), construct 4, 6 lanes, 2015, 2020
75. VA 120, Glebe Road, widen to 6 lanes, 2030
76. VA 123, widen to 8 lanes, 2010
77. VA 123, widen to 6 lanes, 2010
78. VA 123, widen to 4, 6 lanes, 2004, 2005, 2015, 2020
79. VA 123, widen to 6 lanes, 2008, 2015
80. VA 234, widen to 6 lanes, including interchange at US 1, 2011
81. VA 234, widen to 4 lanes, 2005, 2006
82. VA 234, widen to 4 lanes, 2010
83. VA 234 Bypass, widen/upgrade, 6 lanes, 2020
84. VA 234 Bypass, construct 4 lanes, 2010
85. VA 236, widen to 6 lanes, 2020
86. VA 236, intersection improvements, 2008
87. VA 236, reconstruct intersection at Braddock Road, 2005
88. VA 244, reconstruct to 5 lanes, 2010
89. VA 641, widen to 6 lanes, 2020
90. VA 3000, widen to 6 lanes, 2025
91. VA 3000, construct 4 lanes, 2004
92. VA 7100, widen to 6 lanes, 2015
93. VA 7100, construct 6 lanes, 2007
94. VA 7100, interchange at Fair Lakes Pkwy, 2010
95. Battlefield Parkway, construct 4 lanes, 2005, 2006, 2009, 2010
96. Dulles Access Road, widen to 6 lanes including interchange reconstruct at I-495, 2010
97. Dulles Toll Road, reconstruct interchange at VA 674, 2010
98. Dulles Greenway, construct interchanges at VA 653, Battlefield Parkway, 2004
99. Dulles Greenway, widen to 6 lanes, 2004, 2006
100. Dulles Greenway, widen interchanges at VA 606 and VA 772, 2004
101. Elden Street/Centreville Road, widen to 6 lanes, 2007
102. Wilson Blvd., reconstruct 4 lanes, 2004, 2010



TRANSIT SERVICES

The plan includes significant transit improvements. The largest project will extend Metrorail to Dulles Airport and into Loudoun County by 2010. The Corridor Cities Transitway, a light rail line roughly following the I-270 corridor in Montgomery County, will be completed in two stages in 2012 and 2020. The first segment of the Bi-County Transitway, between Bethesda and Silver Spring, will be completed in 2012. A new transit station at Potomac Yards in Alexandria is scheduled to be open by 2015. Three major transit projects are scheduled for completion by 2005: the New York Avenue Metrorail station and the Anacostia Light Rail Demonstration Line in the District of Columbia, and the Metrorail extension to Largo, Maryland.

HIGH-OCCUPANCY VEHICLE LANES

The plan also provides for some major additions to the region's HOV network. During the next 10 years in Virginia, the existing HOV lanes on I-95 and I-66 will be extended and expanded, and new HOV lanes will be added to the Beltway and the Franconia/Springfield Parkway. By 2025, HOV lanes will be open on portions of the Fairfax County Parkway. By 2015, HOV lanes will exist on portions of MD 4. By 2025, HOV lanes will be constructed on I-270 between the Shady Grove Metro and I-70 in the City of Frederick.

MAJOR TRANSIT AND HOV IMPROVEMENTS

District of Columbia

1. New York Avenue Metro Station, 2005
2. Anacostia Demonstration Rail Line, 2005
3. K Street Busway, 2005

Maryland

4. I-270, HOV, 2025
5. MD 4, HOV from MD 223 to I-495, 2015
6. Bi-County Transitway, Bethesda to Silver Spring, 2012
7. Corridor Cities Transitway, from Shady Grove to COMSAT, 2012, 2020
8. Metrorail extension from Addison Road to Largo, 2005

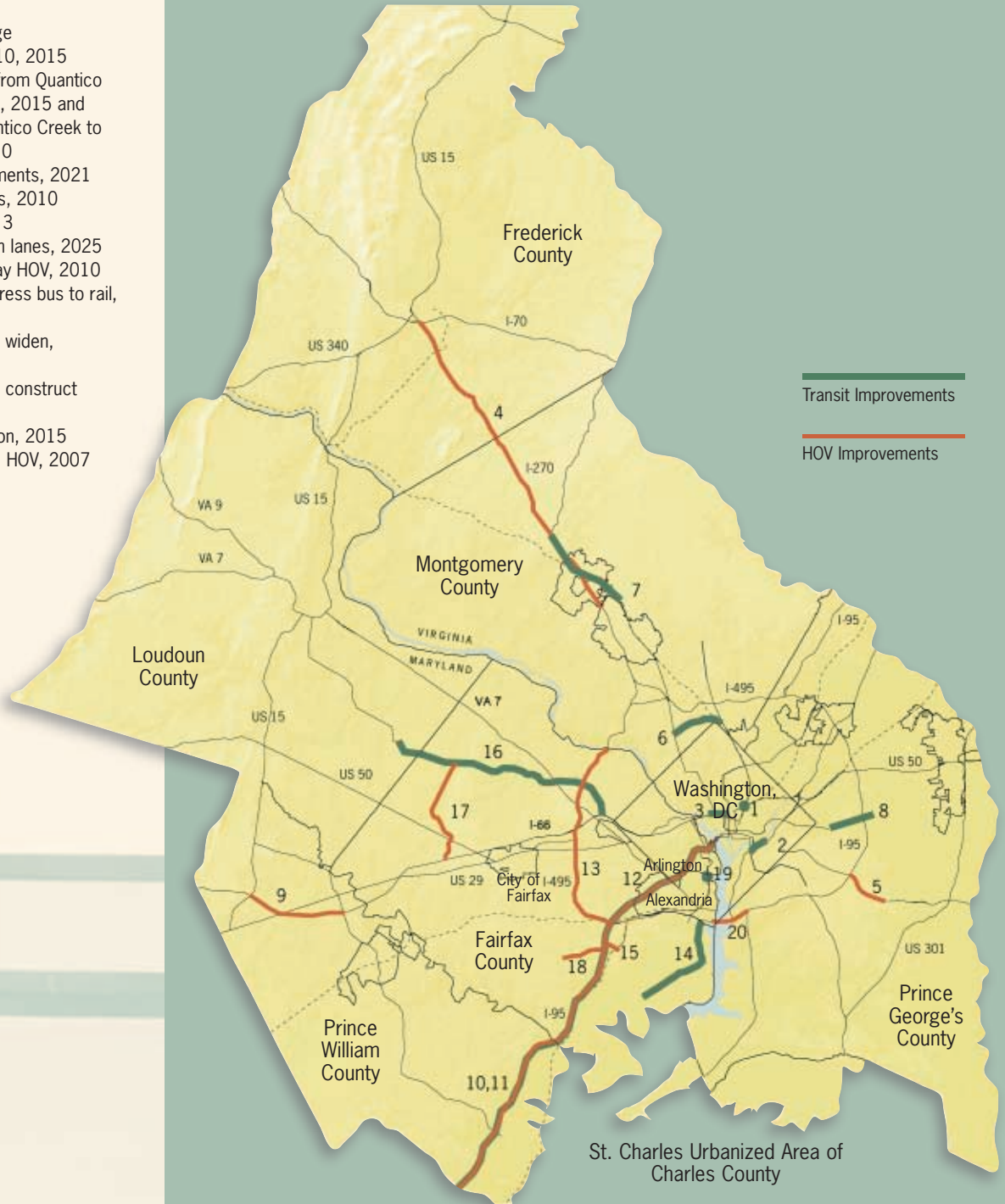


Major Transit and HOV Improvements

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Virginia

9. I-66 HOV, includes interchange reconstruction at US 15, 2010, 2015
10. I-95 HOV, extend HOV lanes from Quantico Creek to Stafford County line, 2015 and restripe to 3 lanes from Quantico Creek to I-495/I-395 intersection, 2010
11. I-95, transit service improvements, 2021
12. I-395 HOV, restripe to 3 lanes, 2010
13. I-495 HOV, 2011, 2012, 2013
14. US 1, widen for bus right turn lanes, 2025
15. Franconia/Springfield Parkway HOV, 2010
16. Dulles Corridor Rail from express bus to rail, 2010
17. Fairfax County Parkway HOV, widen, upgrade, 6 lanes, 2010
18. Fairfax County Parkway HOV, construct 2 lanes, 2015
19. Potomac Yard Metrorail station, 2015
20. Woodrow Wilson Bridge/I-95, HOV, 2007



STUDIES

In addition to the facilities funded for construction, the CLRP includes 35 projects that are listed in the CLRP as “studies.” Because these studies do not have financial plans, detailed project scopes, alignments or costs associated with them, they are not included in the CLRP’s air quality conformity analysis and are not slated for construction in the CLRP.

The projects listed previously, on pages 6-9, are slated for construction even though that construction may be scheduled for the distant future, and the project specifications may be changed in the intervening years.

MAJOR STUDIES

- I. TPB Improving Regional Mobility and Accessibility Study (not shown)

District of Columbia

1. DC Transit Development Study
 - a. Silver Spring to Minnesota Avenue Metro Station
 - b. Woodley Park Metro Station to Minnesota Ave. Metro Station
 - c. Minnesota Ave. Metro Station to National Harbor, Prince George’s County
 - d. Georgetown to Minnesota Ave. Metro Station
2. Bus Shuttle Services (not shown)
3. Metrorail extensions (not shown)
4. Southern Avenue

Maryland

5. I-95/I-495 Capital Beltway from American Legion Bridge to Woodrow Wilson Bridge
6. US 301
7. InterCounty Connector
8. Georgia Avenue Transitway
9. North Bethesda Transitway
10. Bi-County Transitway, Silver Spring to New Carrollton
11. University of Maryland Connector
12. MD 201 Extended
13. Southern Maryland Mass Transportation Analysis

Virginia

14. I-66, HOV and transit service improvements
15. Metrorail, I-95 from Springfield to Potomac Mills
16. I-395 ramp connections
17. I-495/I-95 Capital Beltway, HOV and transit service improvements from Woodrow Wilson Bridge to American Legion Bridge
18. US 1, priority bus south of the Beltway, priority bus to BRT to LRT north of Beltway

S t u d i e s

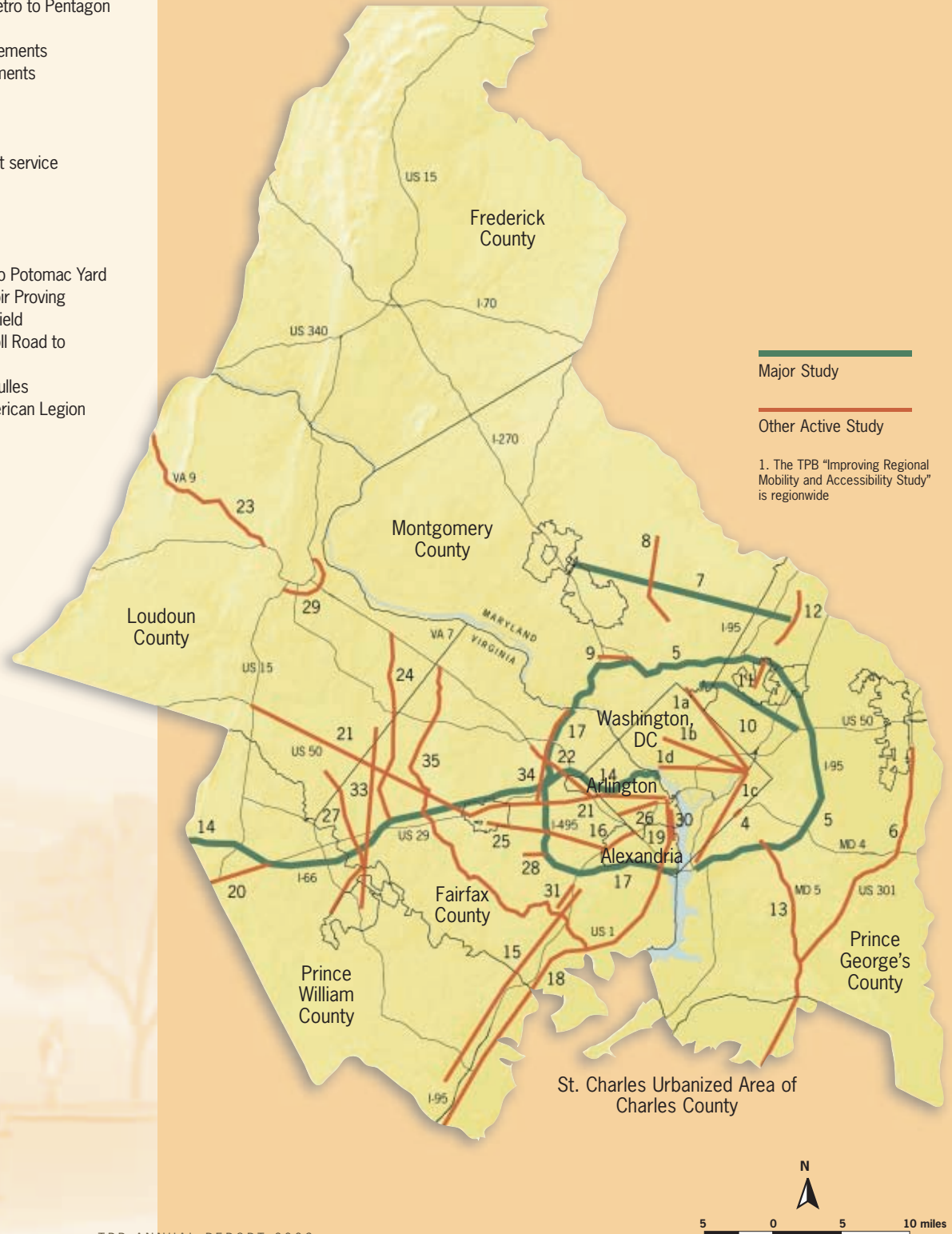
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19. US 1, light rail, King Street Metro to Pentagon
20. US 29 improvements
21. US 50, transit service improvements
22. VA 7, transit service improvements
23. VA 9 improvements
24. VA 28 improvements
25. VA 236 priority bus
26. VA 244 (Columbia Pike) transit service improvements
27. Tri-County Parkway
28. HOV, Braddock Road
29. Battlefield Parkway
30. Transitway from Crystal City to Potomac Yard
31. People Mover from Fort Belvoir Proving Grounds to Franconia/Springfield
32. Techway Study from Dulles Toll Road to Maryland line (not shown)
33. Light rail from Manassas to Dulles
34. Metrorail, Dunn Loring to American Legion Bridge
35. VA 7100, priority bus



SOME MAJOR PROJECTS

The media and public interest groups have focused attention on a number of key projects included in the 2003 Constrained Long-Range Plan (CLRP). Some of these projects are described on these pages.

In all, the 2003 CLRP contains 122 “major projects” slated for construction before 2030. It also includes 35 studies. All of these projects are listed on pages 6-11. For full descriptions of each project, see www.mwcog.org. Go to “transportation” and search for 2003 CLRP.

TRI-COUNTY PARKWAY (#74, pg. 7)

— This north/south road will link Manassas and the area west of Dulles Airport. Estimated in the CLRP at \$68 million, the project is currently scheduled to be completed in two stages in 2015 and 2020.

CORRIDOR CITIES TRANSITWAY (#7, pg. 8)

— A light rail line roughly following the I-270 corridor in Montgomery County has been slated for construction in two phases: 1) By 2012, a segment costing \$515 million would be completed between the Shady Grove Metro and Metropolitan Grove. 2) By 2020, the line would be extended to the COMSAT site, costing an additional \$356 million. *Previously included in the CLRP as a study.*



RAIL TO DULLES (#16, pg. 9)

— This 23.1-mile extension of Metrorail will run from East Falls Church to Dulles Airport and into Loudoun County. Estimated at \$3.14 billion, the project will include 11 new Metrorail stations, four of which will be in Tysons Corner. In the CLRP, the project is slated for completion by 2010. *In the CLRP since 1999.*

CAPITAL BELTWAY (#13, pg. 9; #5 and #17, pg. 10)

— The 2003 CLRP includes a project to widen the Beltway in Virginia with HOV lanes. Running between the American Legion Bridge and the Springfield Interchange, the project is estimated at \$2.99 billion with a completion date of 2015. The 2003 CLRP also includes studies for Beltway improvements in both Maryland and Virginia. *Previously in the CLRP.*



Under construction. SPRINGFIELD INTERCHANGE (#47, pg. 6)

— One of the largest construction projects in the nation, this reconstruction will alleviate the severe congestion and safety problems at the interchange of I-95 and the Capital Beltway. The project began in 1999 and is scheduled for completion in 2007. The CLRP lists the total cost as \$700 million. *Previously in the CLRP.*

INTERCOUNTY CONNECTOR (#7, pg. 10) — The 2003 CLRP includes funding for study and “hardship and protective” right-of-way acquisition for this road, which would run approximately 20 miles between I-270 near Gaithersburg and I-95 near Laurel, Maryland. Governor Robert Ehrlich of Maryland has named the ICC his “number-one transportation priority.” *Study previously called “East-West Link Improvements” in the CLRP.*

BI-COUNTY TRANSITWAY — Part of what is commonly called the Purple Line, this project is broken into two parts in the CLRP: 1) Construction (#6, pg. 8) is slated to be completed by 2012 for the 4.4-mile segment between Bethesda and Silver Spring. The cost of this portion, which has been in the CLRP since the late 90s, is estimated at \$371 million; 2) A study (#10, pg. 10) will be conducted for a 10-mile stretch between Silver Spring and New Carrollton. *Segment for study was new to the CLRP in 2003.*

K STREET BUSWAY (#3, pg. 8) — By 2005, two dedicated transit lanes are planned to be built and operating on K Street between 7th and 23rd Streets, NW. *New to the CLRP in 2003.*

ANACOSTIA LIGHT RAIL (#2, pg. 8) — Running 2.7 miles between Pennsylvania Ave., SE and Bolling Air Force Base, this light rail line is scheduled to be operating by 2005. This demonstration project, costing \$28 million, is intended to be the first step in a wider light rail system. *New to the CLRP in 2003.*



Under construction. NEW YORK AVENUE METRO STATION, DC (#1, pg. 8) — This infill Metrorail station, on the existing Red Line in Washington between Union Station and Rhode Island Ave., is the product of a unique public/private collaboration. Costing \$91 million, the station is scheduled to open in 2005. *Previously in the CLRP.*



Under construction. LARGO METRORAIL EXTENSION (#8, pg. 8) — The 3.1 mile, two-station, \$456 million extension of the Blue Line to Largo Town Center is expected to be completed by the end of 2004. *In the CLRP since 1994.*

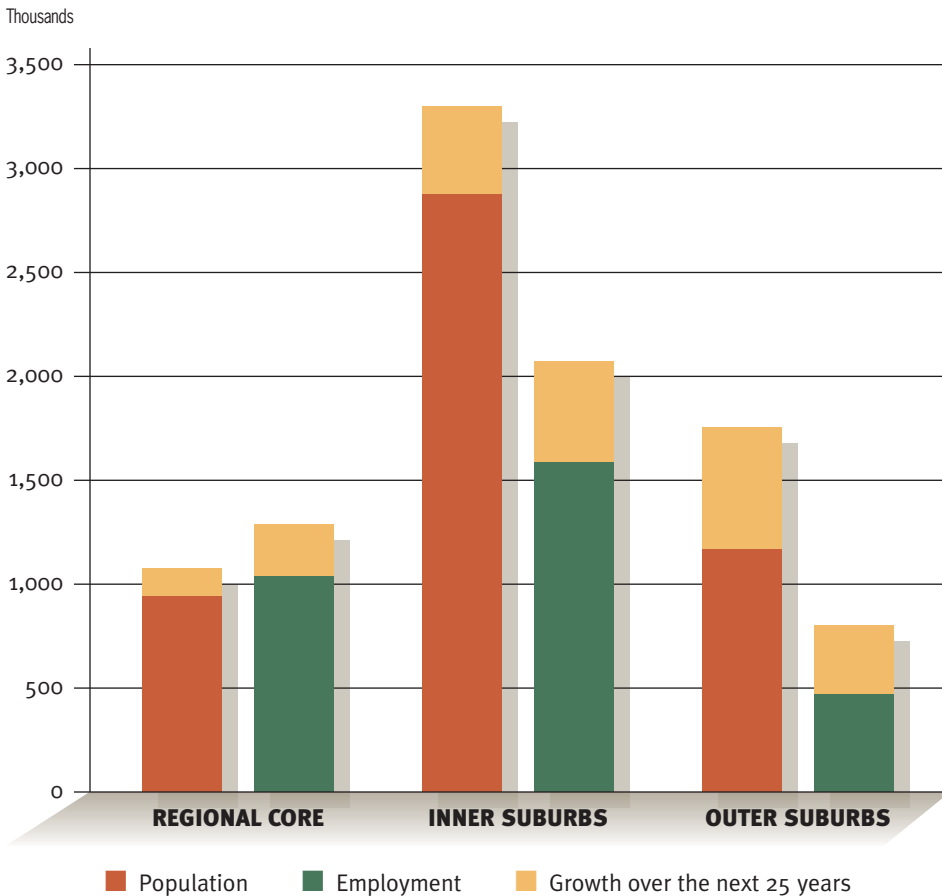
Under construction. WOODROW WILSON BRIDGE (#42, pg. 6) — This massive feat of engineering, costing \$2.56 billion, will ease one of the worst bottlenecks in the region. The project covers a 7.5-mile corridor and includes four interchanges and two new drawbridges. Expected to be completed in 2007, the project has been designed to permit future reconfiguration for an additional two lanes for HOV or transit. *Previously in the CLRP.*

How Does the Plan Perform?

It's the good news and the bad news: The Washington region's population and employment are expected to continue growing over the coming decades.

Of course, more people and jobs means more demands placed on the transportation system. At the same time, funding for transportation—even for rehabilitation and maintenance—is in short supply. The pace of constructing new transit and road projects is expected to fall far behind the growth in population and employment. In sum, what will these trends mean for the future? More cars squeezed onto our roads and more passengers squeezed into our trains and buses.

METROPOLITAN GROWTH IN POPULATION AND EMPLOYMENT (2005-2030)



METROPOLITAN GROWTH

The region is forecast to grow by more than 1.13 million people and 1.1 million jobs by 2030. This is a 23 percent increase in population and a 34 percent increase in employment.*

The chart at left shows the regional core is growing at a slower rate than the outer suburbs, which will continue to see dramatic increases in population and employment. Despite this growth in the outer suburbs, the inner parts of the region are still expected to have the highest concentrations of jobs and people in 2030.

These forecasts for growth in population and employment are developed cooperatively at the Council of Governments by local jurisdictions. The forecasts are used extensively in analyzing the CLRP, including travel and emissions forecasting.

*Forecasts in this section are for the Metropolitan Statistical Area (MSA). The jurisdictions in the MSA are listed below. The MSA is a federal designation and is also used as the non-attainment area for air quality planning.

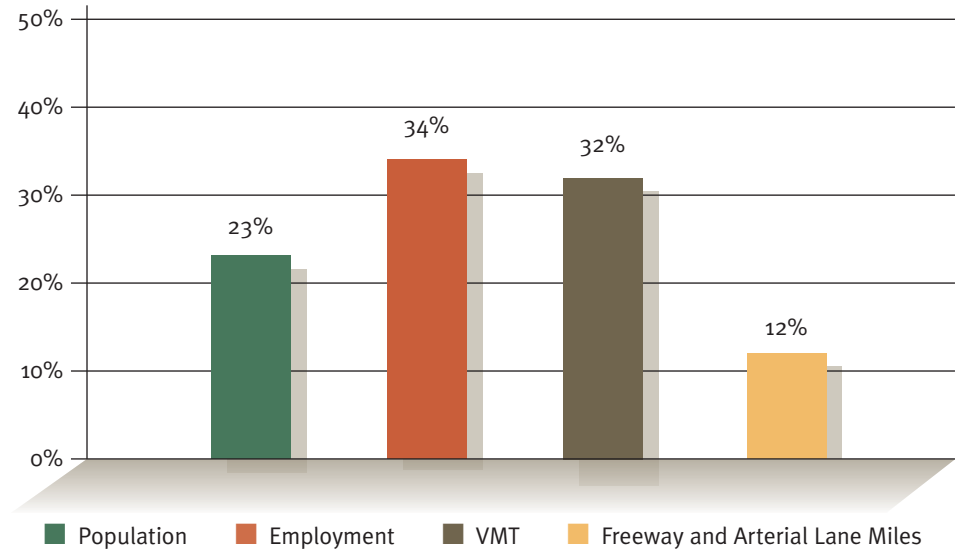
◀ **REGIONAL CORE:** District of Columbia; Arlington and Alexandria in Virginia

◀ **INNER SUBURBS:** Montgomery and Prince George's Counties in Maryland; Fairfax County, City of Fairfax and the City of Falls Church in Virginia

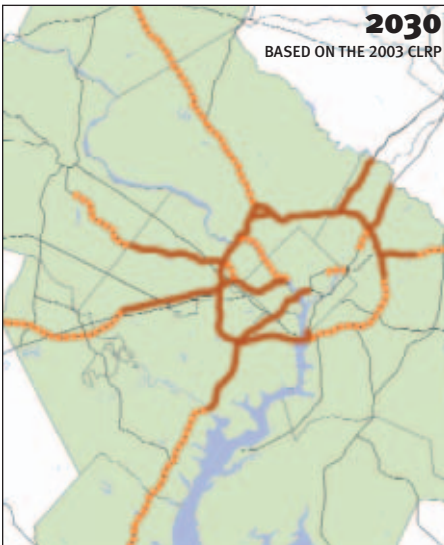
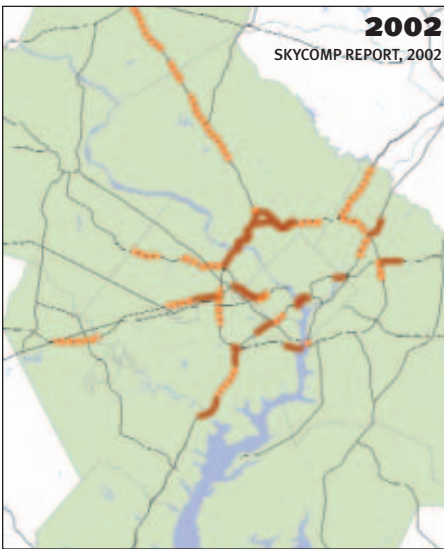
◀ **OUTER SUBURBS:** Loudoun, Prince William and Stafford Counties in Virginia; Frederick, Calvert and Charles Counties in Maryland

VEHICLE MILES OF TRAVEL AND THE LONG-RANGE PLAN (2005-2030)

IN THE NEXT 25 YEARS, THE INCREASE IN DRIVING WILL FAR EXCEED THE GROWTH IN NEW LANE MILES.



EVENING HIGHWAY CONGESTION



- Congested Flow (average speed 30-50 mph)
- Stop and Go Conditions (average speed < 30 mph)

PROJECTED TRAVEL CONDITIONS

Vehicle miles of travel (VMT), which is a measurement of how much people drive, is increasing much faster than the increase in freeway and arterial lane-miles that is planned in the CLRPP for the next 25 years. The growth in VMT is linked in part to the land use changes shown in the metropolitan growth chart on page 14. In the coming decades, we can expect more people to be driving and traveling longer distances.

Highway Congestion

By 2030, congested traffic flow is expected to be prevalent throughout the entire region, not just in isolated areas. The maps on the left show evening highway congestion in 2002 and 2030. The 2002 data are from the TPB's aerial survey done every three years by Skycomp, Inc. The 2030 congestion forecast is based on the transportation system in the CLRPP and anticipated growth in jobs

and housing that are reflected in COG's Cooperative Land Use Forecasts.

If you have ever been stuck along some of the worst Washington routes today—like the Capital Beltway or along I-95—then you understand the kind of congestion expected on the majority of the region's highways in 2030 under the current Constrained Long-Range Plan.

Transit Congestion

Transit work trips are forecast to increase 30 percent, with increased rush hour crowding on the Metrorail system.



FUNDING FOR MAINTAINING AND EXPANDING THE SYSTEM

The “C” in CLRP refers to financial constraint, a federal requirement. The plan may only include projects the region can afford to build with revenues that can be reasonably expected to be available between now and 2030.

The CLRP must be accompanied by a financial analysis showing that anticipated revenues over the coming decades are expected to be roughly equivalent to expenditures. This requirement creates a prioritization process through which unfunded projects are left out of the CLRP or are included as “studies.” As budgets tighten, projects may also be delayed—pushed into the “outyears” of the plan.

Revenues

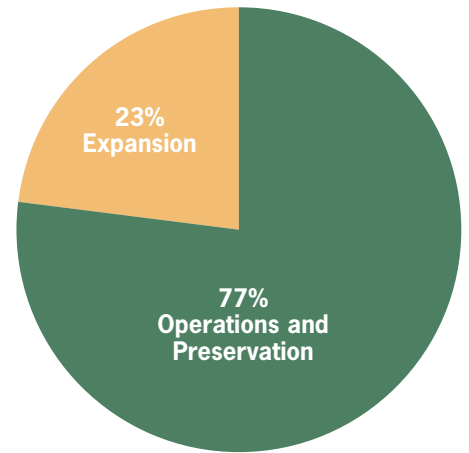
In 2003, it was estimated the region would have \$93.3 billion (in constant 2004 dollars) available over the next 27 years for transportation—approximately \$3.5 billion per year. The pie chart at right shows the sources of these revenues, including federal, state/DC and local revenues, and transit fares and tolls.

Expenditures

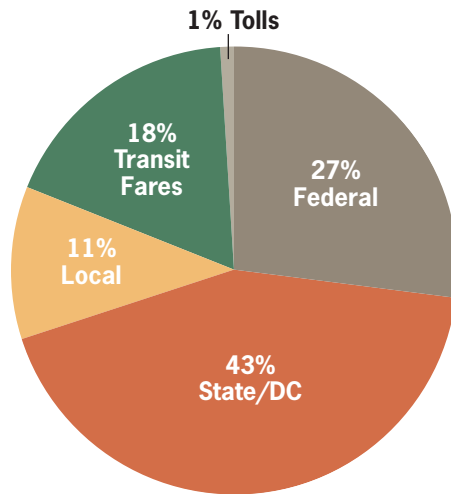
In 2003, it was estimated that 77 percent of available funding would be needed to maintain and operate the regional transportation system, leaving only 23 percent for expansion of the existing system.

Approximately 60 percent of the available funding will be spent on transit operations, preservation, and expansion and 40 percent will be spent on highway operations, preservation and expansion.

CLRP EXPENDITURES (2004-2030)
\$93.3 billion
 (constant year 2004 dollars)



CLRP REVENUES (2004-2030)
\$93.3 billion
 (constant year 2004 dollars)





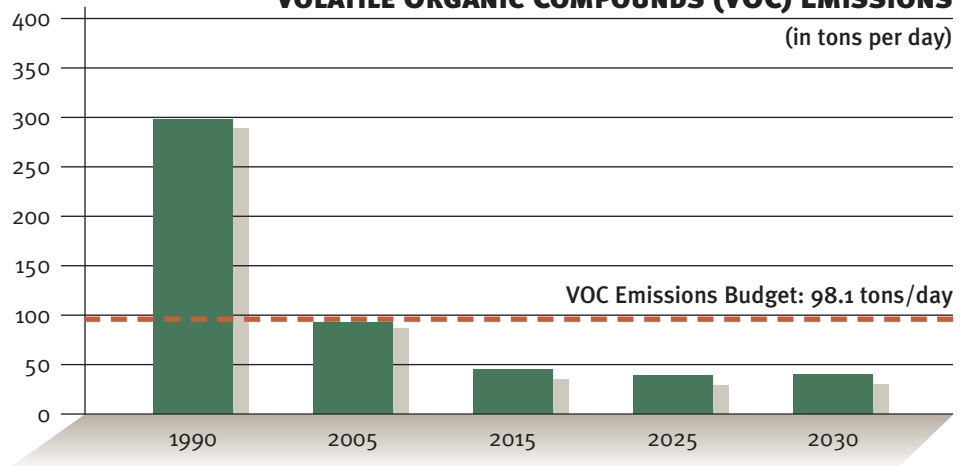
AIR QUALITY: MOBILE SOURCE EMISSIONS

Under the Clean Air Act, the CLRP is required to conform to regional air quality improvement goals. The Washington region currently does not meet national air quality standards for ground-level ozone. Sometimes called smog, ozone is formed on hot summer days when Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx) combine in sunlight. Motor vehicles, as well as power plants and other sources, emit these pollutants.

Before the CLRP update could be approved, the TPB was first required to approve a “conformity determination” showing that anticipated vehicle emissions will conform to emissions ceilings (called “mobile emissions budgets”) contained in the region’s air quality improvement plan. The Metropolitan Washington Air Quality Committee (MWAQC) is the body responsible for developing the regional air quality plan. MWAQC developed a new air quality plan in 2003, which was closely coordinated with the CLRP development.

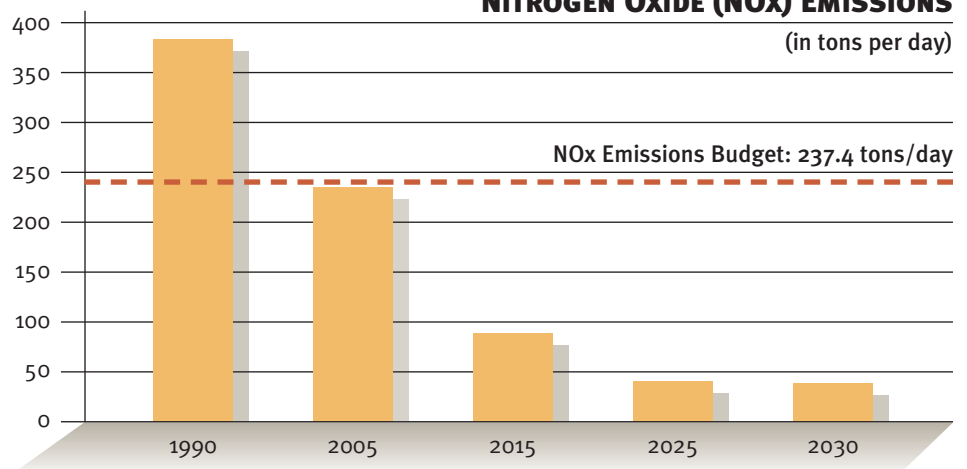
VOLATILE ORGANIC COMPOUNDS (VOC) EMISSIONS

(in tons per day)



NITROGEN OXIDE (NOx) EMISSIONS

(in tons per day)



The charts above show the emissions budgets in the 2003 air quality plan, which were 98.1 tons per day for VOC and 237.4 tons per day for NOx. The air quality analysis for the 2003 CLRP predicted the emissions levels shown in the

charts. The emissions forecasts for 2005 were under the emissions budgets, although they were close. The long-term trend shows significant emissions reductions since 1990, which will help meet the requirements in 2015 and beyond.



Ongoing Efforts: Working on the Concerns of Today

The Transportation Planning Board doesn't just work on long-range planning. A host of immediate concerns—ranging from emergency preparedness to traffic signal optimization—are included in the TPB agenda. As the region's primary transportation coordinating body, the TPB increasingly is bringing key players together to tackle today's transportation challenges.

Preparing for Emergencies

Local and state officials and agency representatives worked continuously throughout 2003 to enhance transportation components of the Regional Emergency Coordination Plan (RECP). Approved by the COG Board on September 11, 2002, the RECP included a transportation component and transportation evacuation coordination annex, which were largely developed through the TPB's Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and an Emergency Transportation Work Group.

The transportation evacuation coordination annex was subsequently enhanced in March 2004 by the Emergency Transportation Work Group, also supported by the MOITS Task Force. The

annex has been augmented with more technical detail and supporting information, and improved integration with emergency management and federal agencies.

Public information improvements will be essential. Falls Church Councilmember David Snyder, who chairs the MOITS committee, said his group recognizes that "public messaging before and during an incident is absolutely critical to the ability of the transportation agencies to respond effectively."

Mr. Snyder said that in many cases the public message will be "stay where you are." This may be to stay out of harm's way (for example, if there is an airborne or other outdoor danger), or may be to reduce demands on the region's transportation systems, prioritizing those systems' use for persons in harm's way and for emergency responders.

The Emergency Transportation Work Group has been conducting exercises to study different potential emergency situations, such as region-wide evacuation, shelter-in-place, or widespread power failure.

The TPB stepped up efforts in 2004 to strengthen regional transportation communications and coordination dur-



ing incidents. All the major transportation agencies have assigned high-level staff to this task. Technical improvements will include automated sharing of information on roadway conditions and traffic incidents. Operational improvements will ensure that duties are assigned within each transportation management center and that communication is rapid among operations staff. Major agencies will designate operations staff exclusively to monitor roadway and transit systems and be ready to initiate and shepherd regional communications and coordination during an incident.

These improvements will require additional money. The pending Congressional reauthorization of the federal surface transportation programs is expected to provide new funding and authority for regional incident management improvements.



Promoting Access for All

Minimum wage earners... Immigrants with limited English skills... People who have trouble walking or seeing. Such individuals have too frequently been left out of transportation decision-making.

The TPB established the Access for All Advisory Committee in 2002 to make sure the concerns of such groups—lower-income and minority communities, and people with disabilities—will be heard. The committee focused attention in 2003 on transit riders with limited English-language skills and those with disabilities.

TRANSIT INFORMATION FOR PEOPLE WITH LIMITED ENGLISH PROFICIENCY

The 2000 Census indicated that 23 percent of the region’s population speaks another language at home. Many of these people have difficulty figuring out how to get around on the region’s trains and buses. Transit information can also be

challenging for foreign visitors and even for native English speakers with literacy problems.

In 2003, the committee made recommendations on ways to improve bus and train information for people with limited English proficiency. These

recommendations were based on findings from a focus group in January 2003 which brought together more than 30 representatives of groups working with diverse language communities.

Recommended actions included: improve written information with clear, concise language and universal symbols; produce and widely distribute a video on how to use transit (in English and Spanish, and in other languages if possible); add multilingual greetings and options to general information phone lines; and make existing phone information services more attentive to customers with limited English skills.

Transit agencies in the region have responded positively to these recommendations. The Washington Metropolitan Area Transit Authority (WMATA) is working with the committee to develop a video for non-English speakers and is adding Spanish greetings to its general information line. In addition, the transit agency published a pocket guide in Vietnamese, at the committee’s urging.

TRANSIT SERVICES FOR PEOPLE WITH DISABILITIES

People with disabilities were another subject of attention for the Access for All Committee in 2003. In December, the committee issued recommendations in response to a “mainstreaming” initiative by WMATA to get more people with disabilities to use fixed-route Metro buses and trains. This initiative was launched partly because of the need to reduce costs for MetroAccess, WMATA’s curb-to-curb paratransit service for disabled people.

While commending the WMATA mainstreaming initiative, the Access for All Advisory Committee said these efforts should be coordinated with other county and city transit systems in the region. The committee noted that fixed-route services must become more reliable and accessible if the system is going to attract higher ridership from people with disabilities. WMATA itself has recognized the need for increased reliability.



The Access for All committee also asked WMATA to conduct a study of MetroAccess, to identify ways to serve the greatest number of people within the current budget. MetroAccess remains the only transportation option for a large number of people with disabilities.

Designing Safer Intersections

On a sunny morning last autumn, more than 50 engineers and planners were clustered around the four corners of a busy intersection in Riverdale, Maryland. Some were clocking vehicle speeds and measuring street widths and timing patterns. Others were testing accessibility by trying out wheelchairs or using canes for the visually impaired. Still others were simulating the experiences of bus riders or bicyclists who use the intersection.

These activities were part of the Real Intersection Design Workshop sponsored by the TPB as part of an effort to get communities to learn about and share



Michael King

PARTICIPANTS AT THE REAL INTERSECTION DESIGN WORKSHOP LOOKED AT THE INTERSECTION OF RIVERDALE ROAD AND KENILWORTH AVENUE, BELOW, TO DEVELOP POTENTIAL IMPROVEMENTS GEARED TO THE NEEDS OF DIFFERENT USER GROUPS.

real-world solutions to common intersection design challenges.

During the workshop, transportation engineers and planners evaluated a specific intersection from the perspective of different users—especially people who are not driving. Participants were divided into teams representing six primary user groups: cycling, driving, transit, walking, walking with limited mobility, and walking with limited vision. After intensively studying the intersection from the per-

spective of its user group, each team redesigned the intersection to serve their group's interests. Participants then worked together to develop a unified design beneficial to all users.

"Everyone has theories about how to improve intersections, but the only way to see if they work is to work on a real intersection," said D.C. bike planner Jim Sebastian, one of the facilitators at the training. "You can't plan in a vacuum, only thinking about one mode. You have to bring all the modes to the table. That's what made this training so successful."

Many pedestrian advocates emphasize that safety needs to be improved on three fronts: education, engineering and enforcement. The Real Intersection Design workshop, which promotes engineering solutions, complements the TPB's recent efforts to improve pedestrian safety education. The regionwide Street Smart pedestrian safety campaign will launch its second round of advertising in April 2004.



Michael King



Traffic Signal Program Outpaces Expectations

Nearly 600 traffic signals have been retimed and coordinated in the past year as part of a regional program adopted by the Transportation Planning Board in July 2002.

“There’s some very good news here and we ought to take a minute to pause on a success story,” said David Snyder, Falls Church councilmember.

The TPB adopted the traffic signal “optimization” program in 2002 as a Transportation Emissions Reduction Measure (TERM). The optimization program and other TERMS are implemented to help the region meet air quality improvement goals required under the federal Clean Air Act.

In addition to cutting emissions, signal optimization has been touted as a cost-effective way to reduce congestion.

More regularized traffic flow also improves safety for drivers and pedestrians, and improves accessibility to bus stops and Metro stations.

The TPB in 2002 adopted a goal of optimizing 856 signals by 2005. The goal is likely to be exceeded by that target date.

Out of 1,390 total signals that were counted in June 2002, the District of Columbia had optimized approximately 400 signals by September 2003. D.C. plans to optimize all its signals by the end of 2004.

The Maryland Department of Transportation has optimized all signals in the Washington region under its control. MDOT is now working with the counties to optimize their signals. Suburban Maryland had approximately 1,509 total signals as of June 2002.

According to current estimates, about 75 percent of Northern Virginia’s 1,641 traffic signals (the number from June 2002) have been optimized. The signals under VDOT’s control were all optimized prior to 2002. After the 272 local jurisdiction signals have been adjusted by 2005, 92 percent of the traffic signals in Northern Virginia will have been optimized.

“Hopefully this program can be a harbinger of things to come and a model that we can use in the future as we address our regional transportation problems in a cost-effective way,” said Mr. Snyder.

Citizens Committee Engages the Public

On a windy evening last October, citizens poured into the Oxon Hill Best Western Hotel anxious to speak their minds about transportation.

Some voiced frustrations. Others offered support. They talked about big projects like the Woodrow Wilson Bridge and smaller concerns like proposed cuts in bus service. Members of the Transportation Planning Board were on hand to listen and learn.

The Oxon Hill meeting was just one of six public outreach meetings hosted by the TPB’s Citizens Advisory Committee in 2003. Each meeting focused on local projects with regional implications. Each was moderated by a TPB board member who was also a local official.

Meeting topics included:

- Show Me the Money: Financing D.C.’s Transportation System



- The Purple Line: What Would It Mean to Prince George's County and the Region?
- How Can We Get There? Looking at Transportation Options for Southern Prince George's County
- (Re)Building Communities Around Public Transit on the Eastern Side of the Region
- Thinking Outside the Box: Should the Beltway Be Expanded With HOT Lanes?
- Columbia Pike Revitalization: Can It Be a Model for the Region?

Throughout the year, the CAC focused attention on a number of key issues, including value pricing and the east-west economic divide in the region—all the while continuing to monitor and comment upon agenda items before the TPB.



THE CITIZENS ADVISORY COMMITTEE WAS CHAIRED IN 2003 BY KARREN POPE ONWUKWE, TOP RIGHT. SPEAKERS AT THE OUTREACH SESSIONS IN 2003 INCLUDED TPB CHAIRMAN PETER SHAPIRO, TOP CENTER. PICTURED (LEFT TO RIGHT) AT BOTTOM LEFT ARE SPEAKERS FROM THE CAC FORUM ON BELTWAY HOT LANES: GARY GROAT, FLUOR DANIEL CO., ALLEN MUCHNICK, CAC VICE CHAIR, TOM FARLEY, VDOT DISTRICT ADMINISTRATOR, AND CATHY HUDGINS, FAIRFAX COUNTY SUPERVISOR.



For Solo Drivers There May Be a Better Way

In 2003, the TPB's Commuter Connections program launched a million-dollar mass marketing campaign aimed at changing a deeply ingrained travel behavior—driving alone. The campaign, an integrated communications plan including broadcast and Internet media, is an ongoing multi-year program reaching above and beyond the past marketing efforts of Commuter Connections.

The campaign promotes a range of alternatives for commuting such as ride-sharing, public transit and telecommuting. The marketing also is intended to

reinforce the behavior of people already using alternative commuting modes.

Before launching the new campaign, the project team embarked upon a review of existing commuter research and conducted new focus groups, surveys (telephone, written and online) and roundtable discussions. This new research shed light on people's attitudes about their daily commutes and formed the communications strategy for the campaign.

As a result, the campaign was developed to identify with commuters on an emotional level by appealing to commuter frustrations. It aims to help commuters understand that options are available to them and that Commuter Con-

nections can assist them in finding a personalized solution that works best for each individual. In the language of advertising, the "brand promise" of the campaign is that Commuter Connections is the one-point solution to the aggravation of commuting alone by car.

Radio was selected as the primary medium for this campaign because it is the most efficient way to target single-occupant vehicle (SOV) commuters during drive times when commuter frustration is at its peak. Television advertisements were designed to complement the radio testimonials' call to action and to reinforce the Commuter Connections message to a broader audience.

Five 60-second radio spots in English and one in Spanish were created. These "testimonial" style commercials portray a cross-section of commuters from different age groups, ethnicities, marital status, and genders. In each radio spot, the speaker was a formerly frustrated SOV commuter who called Commuter Connections and, as a result, has less stress and a better quality of life.

Commuter Connections Mass Marketing Campaign

Portion of a script used for a television advertisement

BILL:

For a while, we were both driving to work. But our commutes were taking a lot of time away from our family life.

CAROL:

Then Bill's friend at work told him about Commuter Connections.

BILL:

We visited commuterconnections.org and they sent us personalized lists of all the different commuting options available to us.



Continuing Demands, New Perspectives



MORE THAN 200 ELECTED OFFICIALS, COMMUNITY LEADERS, PLANNERS AND ACADEMICS CAME TOGETHER IN JUNE 2003 FOR THE REGION'S FIRST MAJOR CONFERENCE ON TRANSPORTATION VALUE PRICING.

The TPB in 2003 witnessed lively discussions on the challenges and opportunities confronting the region. Whether taking a new look at “value pricing” as a transportation option, using the concept of the “region divided” to better understand economic disparities, or injecting a new urgency into the call for new transportation revenues, regional leaders are looking at transportation problems from different perspectives.

Value Pricing: Giving Transportation Users More Choice

Regional decision makers are beginning to discuss a concept which until recently was considered politically non-viable: The use of tolls and other pricing mechanisms to influence travel behavior, cut congestion and raise revenue.

“What we are talking about is options,” said Peter Shapiro, 2003 chair of the TPB and the Prince George’s County Council. “Pricing means more options in a region with notorious congestion and shrinking budgets.”

In June 2003, the TPB convened more than 200 elected officials, community leaders, planners and academics for a one-day conference that explored innovative transportation pricing strategies. It was the first major public event to discuss “value pricing,” which, in the ter-



CONFERENCE PARTICIPANTS FROM ACROSS THE POLITICAL SPECTRUM SAID THEY WERE OPEN TO THE IDEA OF VALUE PRICING. PICTURED SECOND ROW, LEFT TO RIGHT: MICHELLE POURCIAU, DEPUTY DIRECTOR AT THE DISTRICT DEPARTMENT OF TRANSPORTATION AND PHIL MENDELSON, D.C. COUNCILMEMBER AND TPB VICE CHAIR. IN THE PICTURE BELOW ARE STEWART SCHWARTZ, COALITION FOR SMARTER GROWTH; BOB GROW, BOARD OF TRADE; MICHAEL REPLOGLE, ENVIRONMENTAL DEFENSE; LON ANDERSON, AAA; PHIL MENDELSON AND RON KIRBY, DIRECTOR, COG DEPARTMENT OF TRANSPORTATION PLANNING.

minology of transportation planning, means giving drivers and transit riders the option of paying an extra fee for the value of reduced congestion.

The TPB organized the conference in conjunction with the Federal Highway Administration and the departments of transportation in the District of Columbia, Maryland and Virginia.

From across the political spectrum, attendees said they were open to the idea of value pricing and, in some cases, enthusiastic about its potential for relieving congestion.

The most commonly discussed value pricing mechanism is high occupancy/toll (HOT) lanes, which permit travelers to either ride for free in a carpool or pay a toll if they are driving alone. Tolls are typically paid through electronic transponders attached to car windshields. More sophisticated HOT lanes automatically adjust tolls based on congestion levels—an approach called “dynamic pricing.”

In addition to expanding travel options, pricing strategies aim to reduce congestion by influencing travel behavior. On New York’s toll bridges, for example, higher peak tolls help to reduce peak period backups by encouraging drivers to shift into off-peak hours.

London’s cordon charge, probably the boldest value pricing project discussed at the TPB conference, is designed to reduce congestion in the city’s urban core. Anyone who drives in the inner part of the British capital is required to pay a fee, although residents receive a 90 percent discount. Preliminary counts show that traffic is down 20 percent and traffic speeds are up by 15 percent in the cordon area. Elected officials in London had predicted earlier that pricing would

HIGH OCCUPANCY TOLL (HOT) LANES PERMIT SOLO DRIVERS TO PAY TOLLS TO USE CARPOOL LANES. THE HOT LANE FACILITY PICTURED BELOW IS IN ORANGE COUNTY, CALIFORNIA.



Fluor Daniel

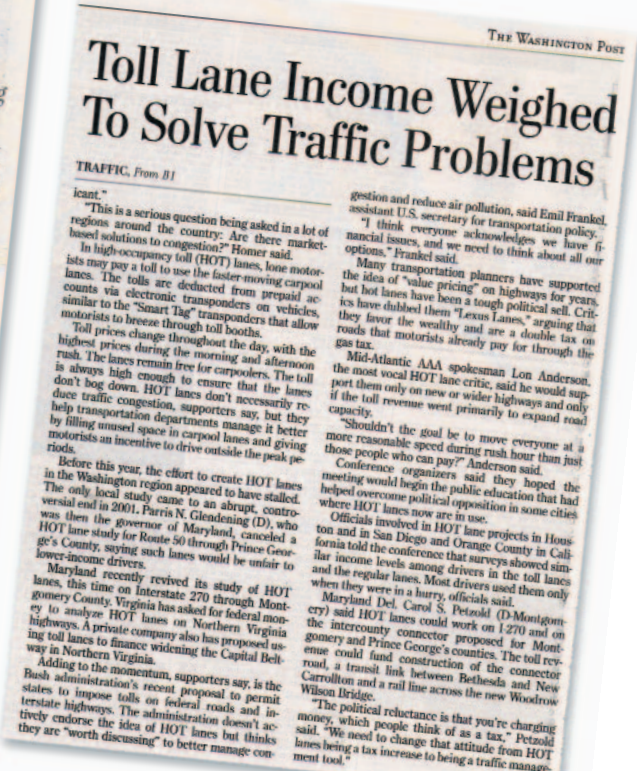
IN AN ERA OF SHRINKING BUDGETS AND NOTORIOUS CONGESTION, THE MEDIA IS INCREASINGLY INTERESTED IN TRANSPORTATION TOLLS AND OTHER PRICING MECHANISMS. THIS WASHINGTON POST ARTICLE FROM JUNE 5, 2004, REPORTED ON THE TPB'S VALUE PRICING CONFERENCE.

be opposed by 80 percent of citizens, but in fact it was only opposed by 30 percent.

Other pricing concepts are also intended to discourage driving. Parking cash-out programs would offer employees the cash equivalent of parking subsidies. Employees could use the money for transit instead of driving to work. "Pay as you go" systems for vehicle taxes, registration or insurance would adjust fees according to how much a vehicle actually is used.

Several key themes emerged in the TPB conference discussions:

Equity. In the past, critics have charged that HOT lanes are "Lexus lanes" allowing wealthy drivers to buy their way out of congestion. But value pricing supporters note that other commonly accepted financing mechanisms, such as sales taxes, are clearly less equitable. Experience shows that the public, regardless



of income, is ready to take advantage of value pricing's benefits. People of all income levels have been found to be using the HOT lanes in California and Texas. Even non-users can feel the benefits of HOT lanes because congestion is reduced when cars are diverted from conventional lanes. Further, value pricing revenues have frequently been used to expand public transit services.

Expanding Choice. The most popular value pricing mechanisms are those perceived to be offering new travel choices, rather than charging for a previously "free" public good. Converting existing high-occupancy vehicle (HOV) lanes to HOT lanes, or adding new capacity, is generally seen as the most palatable way to create a HOT lane system, rather than converting existing general purpose lanes.

Transportation Revenue. Value pricing presents attractive revenue options for transportation systems facing shrinking

budgets and growing needs. Toll revenues from value pricing projects typically are used to pay operating costs and debt service for new facilities, and to improve transit.

Technology. New technologies have made value pricing feasible. Transponders and smart cards permit pricing systems to be seamless and convenient to customers. In contrast, old-fashioned toll booths were a burden to users.

A Wide Range of Support. Speakers and participants at the TPB conference from both the business and environmental communities expressed support for value pricing—with conditions. The real test will be whether these different groups support actual projects once the specific features and conditions are defined.

San Diego Association of Governments



NEW TECHNOLOGIES HAVE MADE HOT LANES FEASIBLE. CUSTOMERS AFFIX TRANSPONDERS TO THEIR WINDSHIELDS. WHEN THEY USE THE HOT LANES, OVERHEAD ANTENNAS READ THE TRANSPONDERS AND DEDUCT TOLLS FROM PREVIOUSLY ESTABLISHED ACCOUNTS.

Public Education. Misperceptions about value pricing can be overcome through public education efforts. A HOT lane project in San Diego generated widespread public support and actually created increased carpooling because of increased public awareness of the “value” of carpool lanes.

John Albion, a commissioner from Lee County, Florida, emphasized value pricing’s common sense logic when he spoke at the TPB conference. “If an ‘early-bird special’ can work in a restaurant, why can’t we do it with transportation? It’s ‘Marketing 101.’”

Political Support is Key. Value pricing projects must have political champions. Ken Livingstone, the mayor of London, pushed the cordon pricing project against tremendous political odds. Similarly, San Diego’s HOT lane project would not have happened without the leadership of an elected official working through the region’s metropolitan planning organization (MPO)—an agency which, like the TPB, is responsible for meeting federal transportation planning requirements.

The state DOTs in the Washington region are starting to seriously consider value pricing. The project that gained most attention in 2003 was a proposal from the Fluor Daniel Company to build HOT lanes on the Capital Beltway between Springfield and Route 193. The project was the subject of a public meet-

ing hosted by the TPB’s Citizens Advisory Committee in November.

In addition to the Beltway project, the Virginia DOT has launched a study of HOT lanes for various locations that will compare the implications of building new lanes for value pricing versus using existing lanes. Converting existing HOV facil-



LONDON’S PRICING PROGRAM, IN WHICH DRIVERS ARE CHARGED A FEE TO TRAVEL IN THE CENTRAL CITY, IS NOT CONSIDERED A LIKELY MODEL FOR THE U.S. IN THE NEAR FUTURE. BUT THE LONDON EXPERIENCE PROVIDES A USEFUL CASE STUDY ON VALUE PRICING’S EFFECTS ON CONGESTION AND THE ROLE OF PUBLIC OPINION AND POLITICAL LEADERSHIP IN IMPLEMENTING PRICING PROGRAMS.

ities to HOT lanes would require “excess capacity,” which means the lanes must have room for additional cars without slowing down traffic.

The current interest in value pricing stands in contrast to the recent past. Only two years ago, former Maryland Governor Parris Glendening, citing concerns about equity, cancelled plans to test HOT lanes on Maryland Route 50 in Prince George’s County. Maryland is now taking a second look at value pricing in a number of locations.

The District of Columbia is looking at variable pricing for parking and the Metro system is currently implementing smart card technologies which might accommodate new pricing strategies in the future.

The TPB has identified value pricing as a concept worth pursuing. The TPB’s Regional Mobility and Accessibility Study, which is looking at the long-term effects of various transportation and land use scenarios, will include a HOV/HOT lane system in its analysis. At the TPB meeting on June 18, Chairman Peter Shapiro appointed a task force to examine how value pricing could benefit the Washington region. The task force will guide the development of a regional HOV/HOT lane scenario for the TPB’s Regional Mobility and Accessibility Study. It will also look at other new pricing strategies, including pricing options related to parking.

A Region (Un)Divided?

An economic fault line runs through the Washington region, separating a prosperous west from a disadvantaged east, according to the Brookings Institution's report "A Region Divided." Released in 1999, the report established a new framework for analyzing development patterns in the Washington region. In recent years, the thesis of this provocative document has made the jump from policy research to wide public discourse.

Brookings reported the region is divided by income, race, job growth and type of public investment. The dividing line roughly follows I-95 in Maryland and Virginia and 16th Street NW in the District of Columbia.

This way of looking at the region makes sense to a lot of people. Today, community leaders who may not even be familiar with the original Brookings report are using the term "region divided."

TPB staff analysis of 2000 Census data indicated "region divided" tendencies. In the 1990s, the percentage growth in jobs on the western side of the region outpaced that in the east by a ratio of 20 to one. In 2000, unemployment rates in the eastern part of the region were double those in the west. While 38 percent of the region's population live in the eastern portion of the region, 60 percent of people below the poverty line live in the east.



THIS AERIAL PHOTOGRAPH SHOWS ONE IMPACT OF THE EAST-WEST DISCREPANCY IN EMPLOYMENT GROWTH—MORE COMMUTING FROM EAST TO WEST HAS BEEN OBSERVED IN TPB TRAFFIC STUDIES IN RECENT YEARS. THE PICTURE, PRODUCED BY SKYCOMP, INC. AS PART OF A TRIENNIAL TPB SURVEY, SHOWS HEAVY WESTBOUND MORNING TRAFFIC ON THE BELTWAY BETWEEN CONNECTICUT AND GEORGIA AVENUES IN MARYLAND.

EMPLOYMENT GROWTH IN THE METROPOLITAN REGION 1990-2000				
	1990	2000	CHANGE	PERCENT CHANGE 1990-2000
East	1,050,078	1,064,270	14,192	1%
West	1,370,889	1,639,036	268,197	20%
TOTAL	2,420,917	2,703,306	282,389	12%

Source: 1990 and 2000 Census

DURING THE 1990S, JOBS INCREASED AT A RATE OF 20 PERCENT IN WESTERN JURISDICTIONS, BUT ONLY ONE PERCENT ON THE EASTERN SIDE OF THE WASHINGTON REGION.* THIS DISPROPORTIONATE EMPLOYMENT GROWTH MEANS THAT MORE WORKERS FROM THE EAST ARE BEING FORCED TO COMMUTE INCREASINGLY LONG DISTANCES TO JOBS IN THE WEST.

* The east-west regional divide, as defined in the Brookings Institution's report "A Region Divided," roughly follows I-95 in Maryland and Virginia, and 16th St, NW in the District of Columbia.

Slower job growth in the region's core jurisdictions and eastern suburbs contributed to changing commuting patterns reported by the Census. Across the region, the percentage of people driving to work alone was higher in 2000 than in 1990, and more people were driving from east to west. The percentage of workers using transit or carpooling shrank.

These worrying trends can be partly explained by strong job growth in locations that are less transit-friendly. East or west, more people are being forced to drive to work alone because that is their only option. And growing congestion is not good for anyone, east or west.

People without cars are increasingly left out. Even as the jobs are shifting, residents of the eastern side of the region remain



the most dependent on transit. In “poverty areas,” as defined by the Census, 19 percent of workers use transit, compared with 8 percent in “non-poverty areas.”

In recent years, many leaders throughout the region are looking at the east-west regional divide as a trend that cannot be ignored. TPB members have started to look at transportation issues through the “region divided” prism.

The TPB’s Regional Mobility and Accessibility Study—which will provide “what if” analyses of long-term transportation and land use scenarios for 2030—has incorporated a hypothetical scenario that would shift some of the imbalances of the regional divide. This “region undivided” scenario, which originated with the TPB’s Citizens Advisory Committee, will look at the transportation effects of putting more job and household growth on the eastern side of the region.

The Citizens Advisory Committee focused a number of its public meetings in 2003 on topics related to the “region divided.” Meetings in Prince George’s County gave citizens a chance to rally for transportation projects such as the Purple Line, a proposed rail line that would

stretch between Bethesda and New Carrollton, and perhaps even continue farther south in the future. Another meeting looked at revitalization efforts along Arlington’s Columbia Pike, a transportation corridor with considerable diversity. Still another forum examined the difficulties of focusing economic development around Metro stations in the eastern side of the region. This meeting on “transit-oriented development” was co-hosted by the TPB’s Access for All Advisory Committee, which has expressed concerns about inequities between east and west and also about the potential effects of gentrification.

The history behind the “region divided” took decades, if not centuries, to develop. These trends will be difficult to reverse. But using this framework for understanding regional disparities can help leaders to more fully consider the differences their decisions can make.



WMATA

“The System Needs More Money... and It Needs It Now”

“We need funding to prevent bridges from crumbling... not to build new bridges.”

“The Metro system is deteriorating rapidly due to neglect.”

“The system needs more money, and it needs it now.”

Regional leaders have sounded an alarm that chronic funding shortfalls are no longer distant threats.

A TPB study at the end of 2003 found the region must double its anticipated transportation revenues in the next six years in order to fund key transportation priorities. This analysis of six-year funding streams estimated that transportation revenues between 2005 and 2010 will be \$12.2 billion, while total needs are forecast at \$25.4 billion. The shortfall was identified at \$13.2 billion over the next six years.

This analysis was compiled in a brochure called “Time to Act,” which was released by the TPB in February 2004.

“We are not talking about amenities here,” said Chris Zimmerman, 2004 TPB Chair. “We have a choice about what our very near future will look like.”

The numbers were used to press the region’s case with the U.S. Congress and state legislatures as they began to consider transportation funding for the region. 2004 is expected to be a landmark

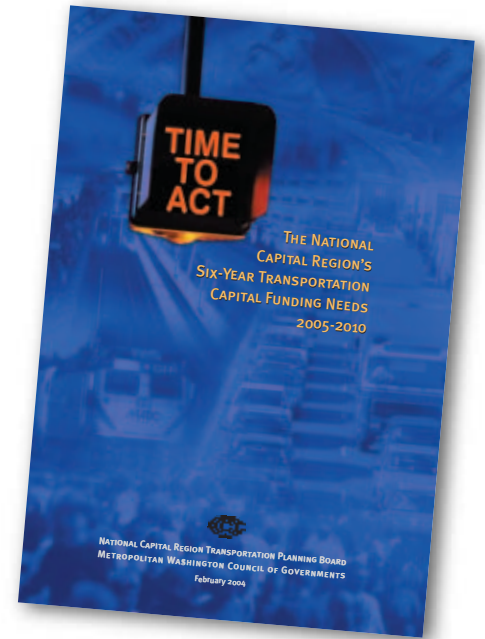
year for federal funding. The six-year reauthorization of federal transportation programs, anticipated in 2004, represents an important opportunity for the Washington region to boost funding levels.

The TPB's six-year funding study was initiated last fall in response to comments by regional leaders that the financial analysis for the 2003 update to the Constrained Long-Range Plan (CLRP) did not focus enough attention on unfunded near-term needs. Federal law requires the CLRP only to include projects for which funding is anticipated to be available.

But every time the CLRP is updated, TPB members find themselves asking the question: What's been left out? And in 2003, transportation agencies answered:

Some very important programs and projects are not being funded and their absence can cause serious damage in the short-term.

Although the CLRP covers the next three decades, the TPB decided to focus attention on unfunded priorities in the next six years. Short-term needs have been identified by the transportation implementing agencies, including the state departments of transportation and the Washington Metropolitan Area Transit Authority (WMATA), which runs the Metro system. The short-term financial analysis only included capital projects the agencies determined they could and should implement in the next six years if sufficient resources become available.



According to the financial analysis, WMATA alone needs more than \$2.2 billion during the next six years just to fund vital preservation expenses, as well as additional equipment and services to accommodate new riders.

"The Metro system is on the verge of failing in its ability to provide a safe, efficient system," said Richard White, WMATA CEO and General Manager when the new TPB study was released in February 2004.

Regional transit and highway needs identified in the study include:

- Deferred bridge replacements and bridge and highway maintenance.
- New technology to monitor and optimize traffic flow and incident management.
- Widening of selected highway segments and construction of new interchanges and facilities.
- Improved sidewalk and bicycle facilities.
- Rehabilitation and maintenance of the region's Metrorail and Metrobus system.



REGIONAL LEADERS ARE WARNING THAT CHRONIC FUNDING SHORTFALLS ARE ERODING THE REGION'S ABILITY TO MEET BASIC SHORT-TERM TRANSPORTATION NEEDS. PICTURED, LEFT TO RIGHT, AT A TPB PRESS CONFERENCE IN FEBRUARY 2004 ARE: RICHARD WHITE, WMATA; MARSHA KAISER, MDOT; CHRIS ZIMMERMAN, ARLINGTON COUNTY BOARD (AT PODIUM); MICHAEL KNAPP, MONTGOMERY COUNTY BOARD; DAN TANGHERLINI, DDOT; TOM FARLEY, VDOT; AND PHIL MENDELSON, D.C. COUNCIL.



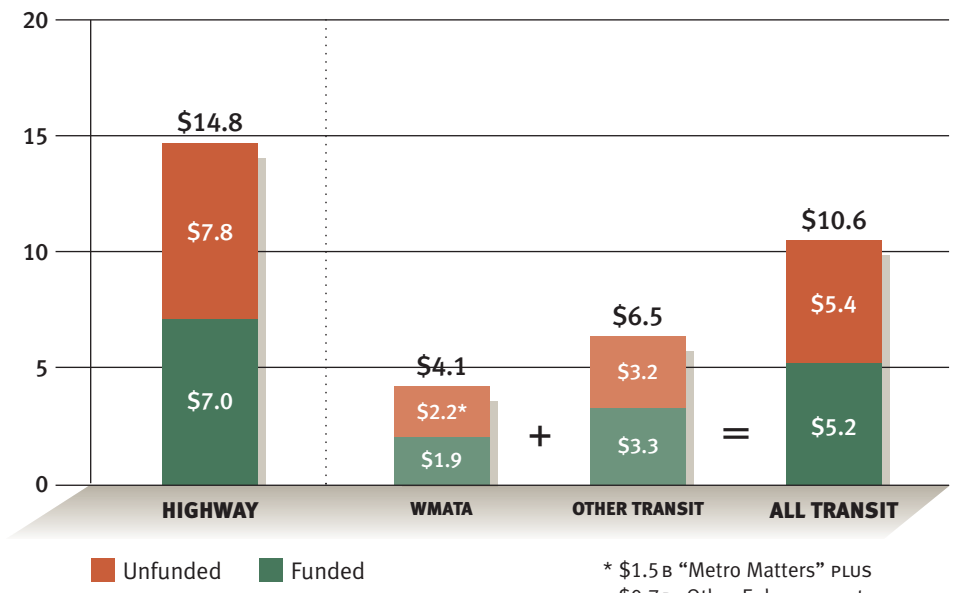
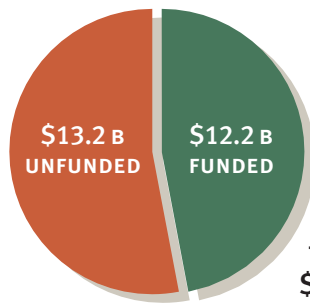
- Increasing capacity of the MARC and Virginia Railway Express (VRE) commuter rail services.
- Enhancing the Washington region's local bus systems.

TPB members emphasized that Congress must be informed of the consequences of not increasing transportation funding. But they also recognized that even the most optimistic level of federal funding will address only a portion of the shortfall. Increases in funding are needed across the region, from state and local governments as well as from users and other beneficiaries of the transportation system.

In calling for a renewed partnership for transportation funding, TPB leaders underscored the threat to the region's economy and quality of life.

These problems can no longer be ignored, they said. Bridges are decaying. Trains are breaking down. And as long as funding remains so short, bottlenecks will squeeze even tighter on the region's roads and transit systems.

NATIONAL CAPITAL REGION SIX-YEAR CAPITAL FUNDING NEEDS (2005-2010)
(in billions of \$)



Membership of the National Capital Region Transportation Planning Board 2003



0 5 10 kilometers

0 5 10 miles

*TPB member as of July 2003



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