

# THE REGION

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

VOL. 40 2001

## Facing the



“We have brought you together today because the Washington region is facing a crisis in transportation funding. For some years, we have known that current funding sources are inadequate to meet our growing transportation needs, but this year we found out just how inadequate these funding sources really are.”

KATHRYN PORTER  
NOVEMBER 30, 2000

## Transportation Funding Crisis



## 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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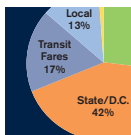
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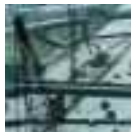
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By Kathryn Porter, 2000 TPB Chair



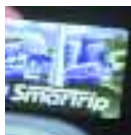
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# Facing The Transportation Funding Crisis

**Kathryn Porter,  
2000 TPB Chairman**



**F**or a long time, we have known that the Washington region would one day face a problem funding its transportation needs. In 2000, that day arrived. As we worked on our long-term transportation plan, we discovered that for the 25 years beginning in 2001, the region requires an increase of more than 50 percent in funding to meet the basic maintenance, rehabilitation, and expansion needs of our transportation system. That's another \$1.74 billion per year, in addition to the \$3 billion per year we currently anticipate will be available.

As 2000 chairman of the region's Transportation Planning Board (TPB), I am proud to say that the TPB rose to the challenge and took steps to find solutions to our regional transportation funding crisis.

During the TPB's triennial update of the region's Constrained Long-Range Plan (CLRP), it became clear that anticipated revenues would not come close to covering our transportation needs over the next 25 years even for rehabilitation and maintenance. Meanwhile, TPB studies indicated that conditions on the region's

**...for the 25 years beginning in 2001, the region requires an increase of more than 50 percent in funding to meet the basic maintenance, rehabilitation and expansion needs of our transportation system.**

transportation system had deteriorated in recent years more rapidly than had been anticipated. Other studies predicted that this deterioration would accelerate in future years. And throughout the year, media reports about congestion on the roads and on the Metro system, as well as concern about our environment, fed a growing public sense that something needed to be done.

This frustration was expressed in the record number of public comments we received as we discussed the 2000 CLRP update. We received more than 5,000 written messages. Hundreds of citizens spoke at our monthly TPB meetings and at six community meetings hosted by the TPB's Citizens Advisory Committee across the region. Although the solutions offered by citizens sometimes conflicted with each other, it was clear that the public wanted the TPB to find new ways to address these problems.

During the 2000 session, the TPB began the process of finding a solution to our funding crisis. On November 30, we brought together key regional leaders at Union Station for a meeting that was intended to be a wake-up call and

the start of region-wide discussions about funding solutions. The meeting was attended by political leaders from the District of Columbia, Maryland, and Virginia, representing federal, state, and local governments. All agreed that the crisis was real and that we all needed to work together to find a solution. As Congresswoman Eleanor Holmes-Norton said at the meeting, "If ever there was a point when I thought the region would come together and say 'let's grab the moment,' this is it...this is the moment."

At the end of our November 30 meeting at Union Station, incoming TPB Chairman John Mason made a commitment that the TPB would work in 2001 to identify a list of key regional transportation priorities and to identify an approach for funding those priorities.

Although funding is the most immediate issue, there are some problems money alone will not solve. We also need to provide more transportation choices for people in all kinds of situations, in all corners of the region. In 2000, the TPB and our regional partners worked on a number of projects to meet these needs. We promoted new applications of technologies like the

SmarTrip card on Metro and improved emergency response coordination on our highways. We developed reports on protecting regionally significant greenways and on improving circulation systems within urbanized areas.

We also initiated new public outreach efforts. A restructured Citizens Advisory Committee has become a more effective conduit for public involvement and is now more representative of all our citizens in different parts of the region. And the TPB has launched a number of efforts, including a special workshop in June, to reach out to low-income and minority citizens, and to persons with disabilities.

The public's growing concerns about how they get around our rapidly expanding region—today and in the future—are propelling us toward significant changes in our regional transportation system. If those changes are to have positive effects on our region as a whole, and improve the quality of life of our citizens, the political leadership in all parts of the region must work together. We made a good start in 2000, and we must continue this effort as we address the transportation challenges of the future.

# Updating the Regional Plan

Every three years, the TPB performs what is probably its defining task: the comprehensive update of the region's Financially Constrained Long-Range Transportation Plan—the CLR. In many ways, the triennial update is a standardized process. Revenues are forecast. Projects are submitted for the plan. Air quality impacts of the draft plan are assessed.

But in 2000, the CLR update process was far from routine. Funding was found to be much tighter than earlier anticipated and thus the number of projects that could be submitted for the CLR was very limited. In fact, funding was not even adequate to fully cover maintenance

and rehabilitation of the region's highways and transit systems.

As regional leaders grappled with these challenges, it became clear they would need to seek bold, long-term solutions to a transportation situation that was increasingly called a "crisis." When the TPB finally approved the CLR in October, the board also sounded an alarm, calling for renewed attention to the region's transportation investments.

## Prelude to 2000

Long before the year started, it was clear that funding for the 2000 CLR would be extremely tight. Long-range plan updates in the past had all indicated a growing financial

## What is the CLR



The CLR identifies and describes all regionally significant transportation projects and programs that are planned in the Washington metropolitan area for the next 25 years. The projects and programs that go into the CLR are developed cooperatively by governmental bodies and agencies represented on the TPB.

Federal law requires the long-range plan to be updated every three years. The law also requires the plan to be based on revenue sources that are "reasonably expected to be available." In other words, the CLR is not a "wish list"; it reflects the reality of what the region can afford to build and maintain throughout the next 25 years.

To ensure that the projects in the CLR 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 CLR 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.



# The 2000 CLRP Update

## Y E A R I N B R I E F

### D E C E M B E R 1 9 9 9

**The official process for submitting projects for the CLRP calls upon implementing agencies to show how projects will contribute to the TPB Vision.**

### J A N U A R Y - M A Y

**Financial analysis reveals an unexpectedly large regional shortfall.**

### M A Y

**The projects and programs, which were submitted by the transportation implementing agencies for inclusion in the CLRP, are released for public comment. The project submissions are severely limited by the financial shortfall.**

### J U N E

**The TPB approves the package of project submissions for use in the air quality conformity analysis.**

### S E P T E M B E R

**The TPB makes an air quality “conformity finding” of the draft CLRP. The final draft CLRP and FY 2001-06 Transportation Improvement Program (TIP), along with the conformity finding, are released for public comment.**

### O C T O B E R

**The TPB approves the 2000 CLRP update, along with the conformity finding and the FY 2001-06 TIP. At the same time, the TPB passes a resolution expressing “serious concerns” about the CLRP’s “inability to meet the goals of the TPB Vision due to a shortfall in funding.”**

### N O V E M B E R

**The TPB launches a new regional study that will test different packages of potential transportation improvements and land use alternatives.**

**The TPB convenes a high-profile meeting with regional leaders to discuss the funding crisis.**

shortfall. Commenting on the 1994 CLRP, former TPB Chairman Patsy Ticer called that plan’s limitations “sobering,” but she added, “we simply don’t have the money to do more.”

Three years later, in 1997, the funding situation was worse. The financial analysis for the plan update noted that due to a regional shortfall, “the CLRP does not contain many of the projects which are currently under discussion in the region as important to future regional mobility and growth.” Derick Berlage, the 1997 TPB chairman, called for action. “We must agree on a plan for funding new transportation facilities and services,” he said.

Since 1997, the creeping effects of the revenue shortfall had become increasingly evident as TPB studies confirmed something that most people already knew: congestion has gotten dramatically worse in recent years. A 1999 TPB study, based on aerial photographic surveys, confirmed that congestion was growing at a rate much faster than earlier expected.

In the years building up to the 2000 update, the TPB had increasingly become the forum where public officials and regional opinion leaders sought answers to the region’s transportation woes. A 1999 TPB public opinion survey showed that citizens were growing impatient.

As the TPB approached the job of developing the CLRP in 2000, it was clear this would be no ordinary update process and no ordinary year.

## Pulling Together the Inputs for the CLRP

The process of updating the CLRP started, as it does every three years, with the collection of the inputs that go into the plan. These data included the actual projects and programs that make up the plan. This also included a financial analysis that looked at project costs and anticipated revenues between 2000 and 2025.

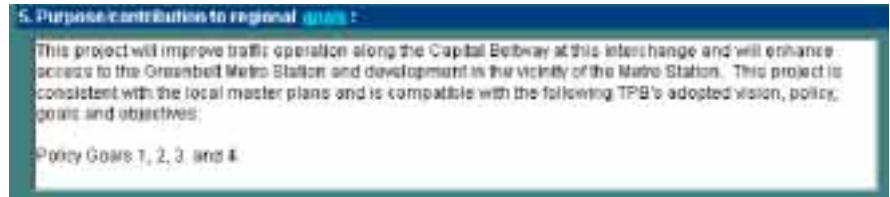
### The Vision Becomes the Foundation for the CLRP

December 1999

The TPB started off the 2000 CLRP update process with a new policy foundation. For the first time, the transportation implementing agencies were asked to specifically identify how the projects that go into the CLRP would contribute to the Vision, the regional transportation policy framework adopted by the TPB in October 1998.

This injection of the Vision into the planning process was described in the Solicitation Document for the CLRP update, which was approved by the TPB in December 1999. The Solicitation Document lays out the official process that the implementing agencies must follow when submitting projects for inclusion in the CLRP.

According to TPB Vice Chairman John Mason, this new linkage between the Vision and the CLRP represented an important step forward. “The message here is responsiveness to the TPB Vision and goals, and not... pro-forma type submissions,” he told the TPB.



For the first time, transportation agencies had to show that the projects submitted for the CLRP would contribute to the TPB Vision. Shown here is a portion of the electronic submission for an interchange improvement on I-95 near the Greenbelt Metro Station.

### Financial Analysis Reveals Big Shortfall

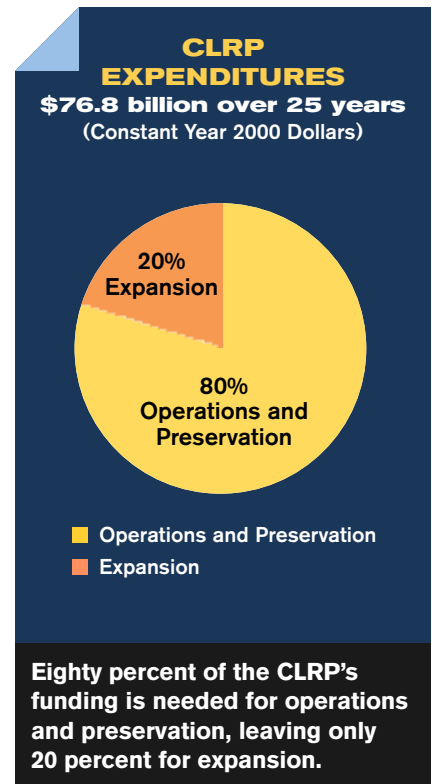
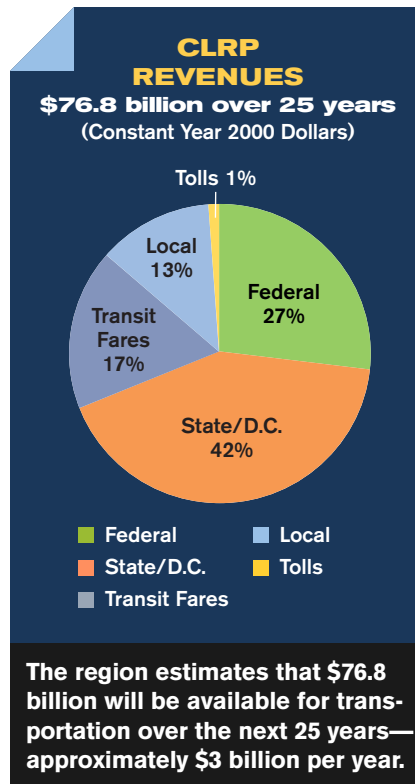
January - May 2000

The first big step in updating the CLRP was a forecast of the revenues and expenditures expected in the next 25 years. Federal metropolitan planning regulations require the CLRP to be financially realistic. That means that all funding sources that are identified must be “reasonably expected to be available.”

The TPB analysis estimated that

\$76.8 billion will be available for transportation over the next 25 years —approximately \$3 billion per year.

These projected revenues have to cover the costs of operating, maintaining, and expanding the systems identified in the CLRP. For example, the rail extension to Dulles Airport could be included in the 2000 CLRP because funding has been identified for that project. In contrast, funding sources have not been identified for rail to Centreville, Virginia, or rail





along the I-270 corridor even though these projects are in the long-range plans of the transportation implementing agencies. During the financial analysis period, virtually all the implementing agencies identified many other desirable projects that could not be included in the CLRSP under current funding constraints.

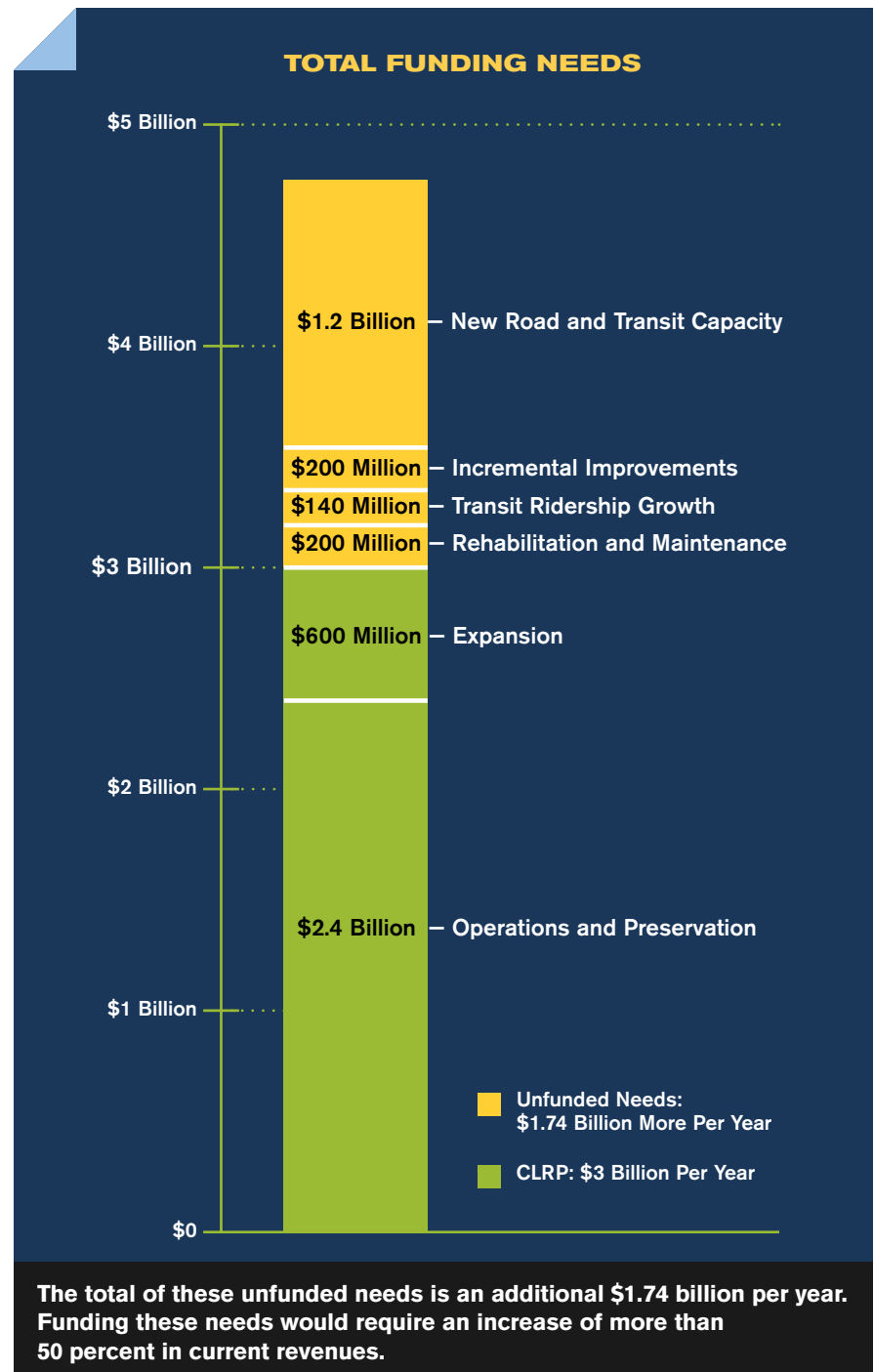
Furthermore, the analysis revealed that funding across the region was much tighter than originally thought. By the time the CLRSP update was approved in October, the TPB estimated that an increase of more than 50 percent in current revenue sources—an increase of \$1.74 billion per year—would be needed to build the projects and maintain the system that the implementing agencies have planned for the next 25 years.

### Available Funding Restricts Project Submissions

May 2000

In May, the projects and programs, which were submitted by the transportation implementing agencies for inclusion in the CLRSP, were released for a 30-day public comment period. Because anticipated transportation revenues were so tight, the number of projects that were submitted for the CLRSP was also very limited.

Not only was there little money for new facilities, but funding was also insufficient to maintain the system already in place. The Metro system is beginning to show its age and needs major repairs, but existing revenues would only covered 88.5 percent of WMATA's Infrastructure Renewal Program (IRP). In addition, revenues were not available



to fully cover ridership growth over the next 25 years—funding needed to purchase rolling stock, and improve stations and other facilities. Funding for highway preservation was also found to be inadequate.

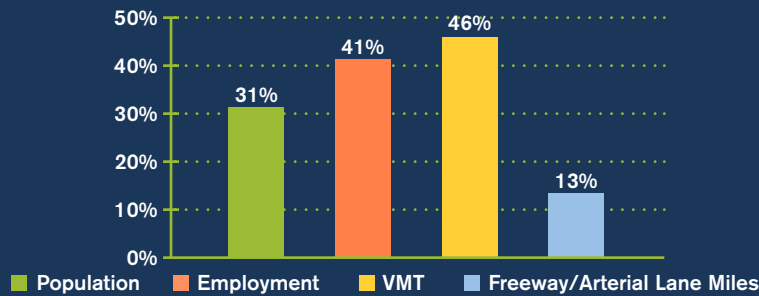
Members of the TPB and other public leaders spoke openly about

their disappointment with the inadequacies of the CLRSP due to the funding shortfall. “We’ve added a lot of studies between now and 2025, but we haven’t added very much in terms of projects,” said Katherine Hanley, TPB member and chairman of the Fairfax County

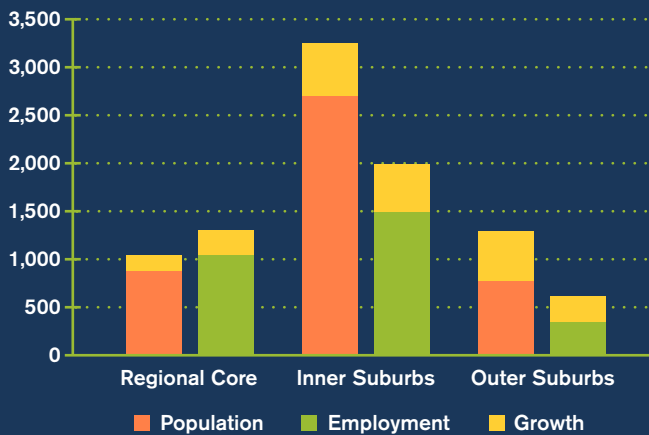
## The CLRP and Congestion: 46 Percent Growth in VMT Expected

Analysis of the 2000 CLRP predicts that congestion will be getting much worse. The region is forecast to grow by 31 percent in population and 41 percent in employment. Freeway and arterial lane miles, as reflected in the CLRP update, are expected to increase 13 percent. Vehicle miles of travel (VMT), which is a measurement of how extensively roads are used, is expected to increase by 46 percent.

### VMT AND THE CLRP: GROWTH OVER 25 YEARS



### METROPOLITAN GROWTH OVER THE NEXT 25 YEARS



Regional Core: D.C., Arlington, and Alexandria  
 Inner Suburbs: Fairfax, Montgomery, and Prince George's counties; the Cities of Fairfax and Falls Church  
 Outer Suburbs: Frederick, Loudoun, and Prince William counties

Board of Supervisors. "I think it's very unfortunate that we have come to this point where we are, in fact, sort of tinkering around the edges."

Chairman Porter echoed these concerns, but she noted that the problems were too severe to address

in this update cycle. "There's a great deal of dissatisfaction with the CLRP as it currently stands," she said. "But we are under time constraints. I support it only reluctantly and only with the hope that we will address some of those concerns."

## Analyzing and Approving the Update

The plan update process slowed down early in the year after project submissions were delayed and the analysis of regional funding indicated a much larger shortfall than expected.

It soon became clear that the entire CLRP update process had to be postponed. Approval of the update, originally set for July, was rescheduled for October.

### Short-term Responsibilities, Long-term Challenges June 2000

By June of 2000, it was apparent that there was simply no time to address the severe funding problems that had become evident during the CLRP update. If the update process foundered, federal funding would be jeopardized.

In order to deal with its short-term responsibility to keep federal funding flowing, while also addressing long-term challenges, the TPB members decided to embark upon a two-pronged process: They would move forward with the approval of the 2000 CLRP, but they would also push for a boost in long-term funding.

The TPB voted on June 21 to approve the package of projects submitted for the CLRP for use in the region's air quality conformity analysis. At the same meeting, the TPB also laid out a longer-term program to begin working with key regional leaders on the funding problems and to conduct an outreach campaign to build consensus for a regional transportation action plan.

## **Conformity Finding Released September 2000**

Between June and September, the TPB staff analyzed the projects in the draft CLRP to determine whether emissions generated by these projects would fall under the ceiling (the “budget”) for ground-level ozone that was established in

the region’s 2005 attainment plan for ozone. Attainment plans are required by the Clean Air Act in regions designated to be in “non-attainment” of federal air quality standards.

On September 14, the TPB issued a finding that the CLRP was “in conformity” with the region’s attainment plan. This conformity

finding, along with the draft final 2000 CLRP itself, were released for a public comment period ending on October 18. The FY2001-2006 Transportation Improvement Program (TIP) was also released for public comment. The TIP is an annual listing of projects from the CLRP that are scheduled to be implemented in the next six years.

## **TPB Receives Record Number of Public Comments**



**Just as the TPB was coming to grips with the immensity of the funding shortfall, citizens were calling upon the TPB to support ambitious new projects and provide full funding for maintenance and preservation of the existing system.**

**TPB received more than 5,000 cards, letters, phone calls and public statements during the update of the CLRP. Most of the comments fell into two distinct camps: those who support “smart growth” and public transit while opposing increased road capacity, and those who support increased transportation capacity, with a particular emphasis on new or widened roads. One group pushed for a circumferential rail line, dubbed the Purple Line, while another group promoted new Potomac River crossings.**

**Although the opinions expressed were often widely divergent, one common message was that the TPB and other regional leaders need to look at bold options to address the region’s worsening transportation system. Unfortunately, such solutions generally will be impossible to fund under the region’s existing funding shortfall.**



WMATA

### 2000 CLRP is Approved October 2000

On October 18, the TPB approved the 2000 update to the CLRP, along with the FY2001-2006 TIP and the air quality conformity determinations for those two documents. The members of the TPB were determined, however, to make it clear that while the update fulfilled federal requirements, it was not a satisfactory transportation blueprint for the region.

Therefore, in tandem with the CLRP update approval, the TPB also approved a resolution on

October 18 expressing “serious concerns over the inability of the 2000 Update of the Financially Constrained Long-Range Plan (CLRP) to meet the goals of the TPB Vision due to a shortfall in funding.”

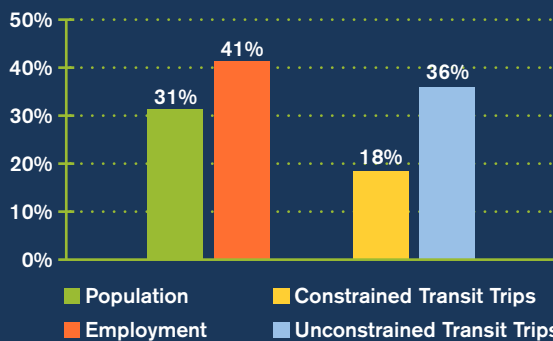
The resolution further stated that the TPB “commits to in-depth dialogue and discussion on regional transportation needs” with key regional leaders. The TPB also committed to “conduct an outreach program to build public consensus for a regional transportation action plan consistent with the TPB Vision and goals.”

## Metro Cannot Fully Accommodate Anticipated Ridership Growth

As part of the conformity analysis, the TPB had to consider potential air quality impacts that might arise from the lack of funding for ridership growth on Metro. The conformity analysis had to assume that new riders into and through the metropolitan core area could not be accommodated after 2005. Under this assumption, work trips on Metro would increase by only 18 percent in 2025; these trips would increase 36 percent if the system were fully funded.

Where would these potential transit riders go after 2005? Onto the highway system. The analysis found that 104,000 additional daily trips would have to be absorbed by the region’s roads. Although this increase in road trips would not be enough to cause the region to go “out of conformity” with air quality goals, this analysis did show that the transportation financial shortfall would have far-reaching effects.

### TRANSIT WORK TRIPS AND THE CLRP: GROWTH OVER 25 YEARS





## Follow-on: Dealing With the Challenges

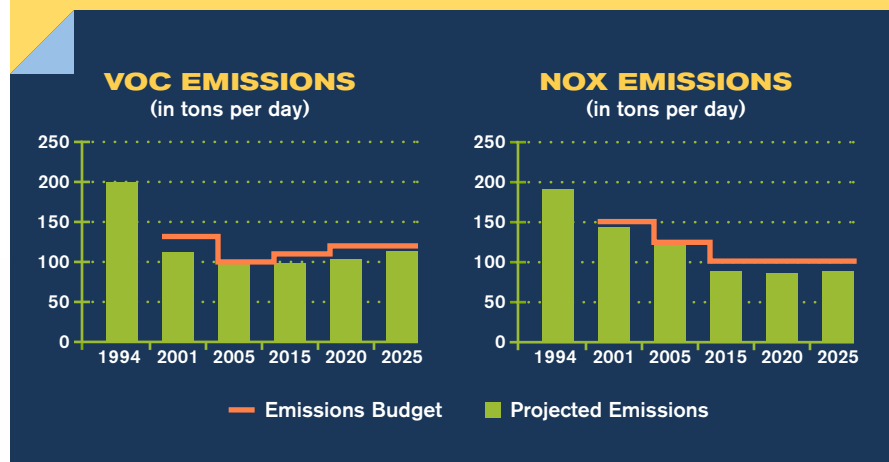
The CLRP update laid bare a thorny reality: financial constraints are keeping the region from meeting its transportation needs. Only two years before, the TPB had approved the Vision, a bold policy framework that calls for a 21st century transportation system that would be efficient and accessible. Now it had become clear that the region could not afford to implement its Vision.

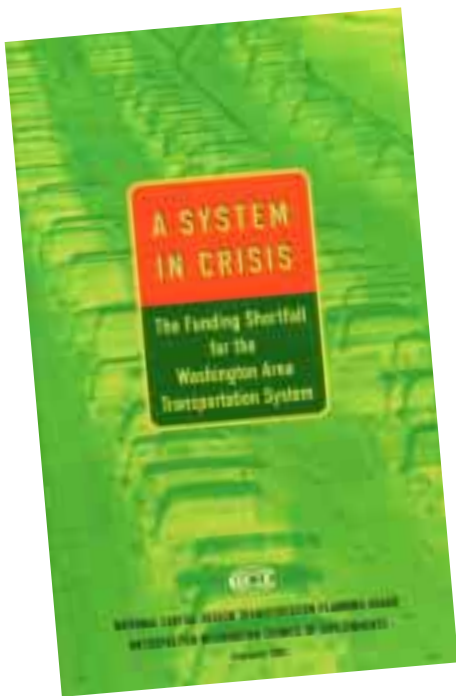
### New Regional Study is Launched November 2000

While wrestling with funding challenges throughout 2000, the TPB found itself debating how it could move beyond the restrictions of the CLRP and pursue a stronger

## The CLRP and Air Quality: Meeting the Goals, Barely

The air quality effects of the CLRP will meet the region's air quality goals for the next 25 years, although the margins will be tight. The TPB's air quality conformity analysis measures the projected mobile source emissions based on the projects in the CLRP against emissions ceilings ("budgets") established by the region's air quality plan. While the region has made great progress in reducing emissions since 1994, the margins between the emissions budgets and the projected emissions are tight, especially in 2005.





**The TPB launched a campaign in late 2000 to educate the public about the funding shortfall. A video program, “A System in Crisis,” was broadcast extensively on local cable television stations throughout the region and an accompanying pamphlet was widely distributed.**

**“This has certainly been a challenging year. I think we’ve made some steps forward, but I know my successors have a very difficult job ahead of them.”**

**—Kathryn Porter**

leadership role in regional transportation decision-making.

Public comments throughout the year called for a wide array of ambitious projects. However, no issue was more contentious than proposals for new Potomac River crossings. In October, Congressman Frank Wolf of Virginia secured a federal appropriation of \$2 million for a study of potential new crossings, which was to be performed by the Federal Highway Administration outside of the TPB process. (By May 2001, the study was cancelled.) Thousands of letters, cards, and e-mails poured into the TPB in late 2000 both supporting and opposing a new Potomac bridge.

During these months of debate, it became clear to the members of the TPB—including bridge opponents and supporters—that the board was in a unique position to examine the impacts of different transportation and land use scenarios across the region. These scenarios could include, but would not be limited to, proposed Potomac bridges. According to Vice Chairman John Mason, it was time for the TPB to assume “the position of true regional leader in developing coordinated regional transportation planning.” It was time to put the

goals of the Vision into action.

The TPB voted on November 15 to initiate a study that would test different packages of potential transportation improvements and land use alternatives. In the coming years, the study will help inform public discussion about transportation funding priorities.

### **TPB Convenes High-Level Meeting to Discuss “Crisis” November 2000**

The CLRP update activities came to a symbolic conclusion on November 30 when the TPB brought together key regional leaders—including federal and state legislators, and top state transportation officials—for a frank discussion of the transportation funding shortfall. The magnitude of the problem resonated with the assembled leaders, many of whom referred to the funding shortfall as a “crisis.” (For a synopsis of the meeting, see pages 26- 31.)

“This has certainly been a challenging year,” said Kathryn Porter at the end of her tenure as TPB chairman. “I think we’ve made some steps forward, but I know my successors have a very difficult job ahead of them.”





**The Springfield Interchange reconstruction in Virginia will improve safety at the most dangerous spot on the 64-mile Capital Beltway. The new interchange is expected to be completed by 2008.**

# What's in the Regional Plan

**T**he long-range transportation plan as updated in 2000 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 and others will only start the initial planning stage.

The major highway, transit, and high-occupancy vehicle projects in the plan are shown on the maps on the following pages.

## 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, US 1, VA 7, US 15, US 29, US 50, and the Dulles Greenway in Virginia and I-70, 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 VA 28 Bypass (sections of the Tri-County Parkway), 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.

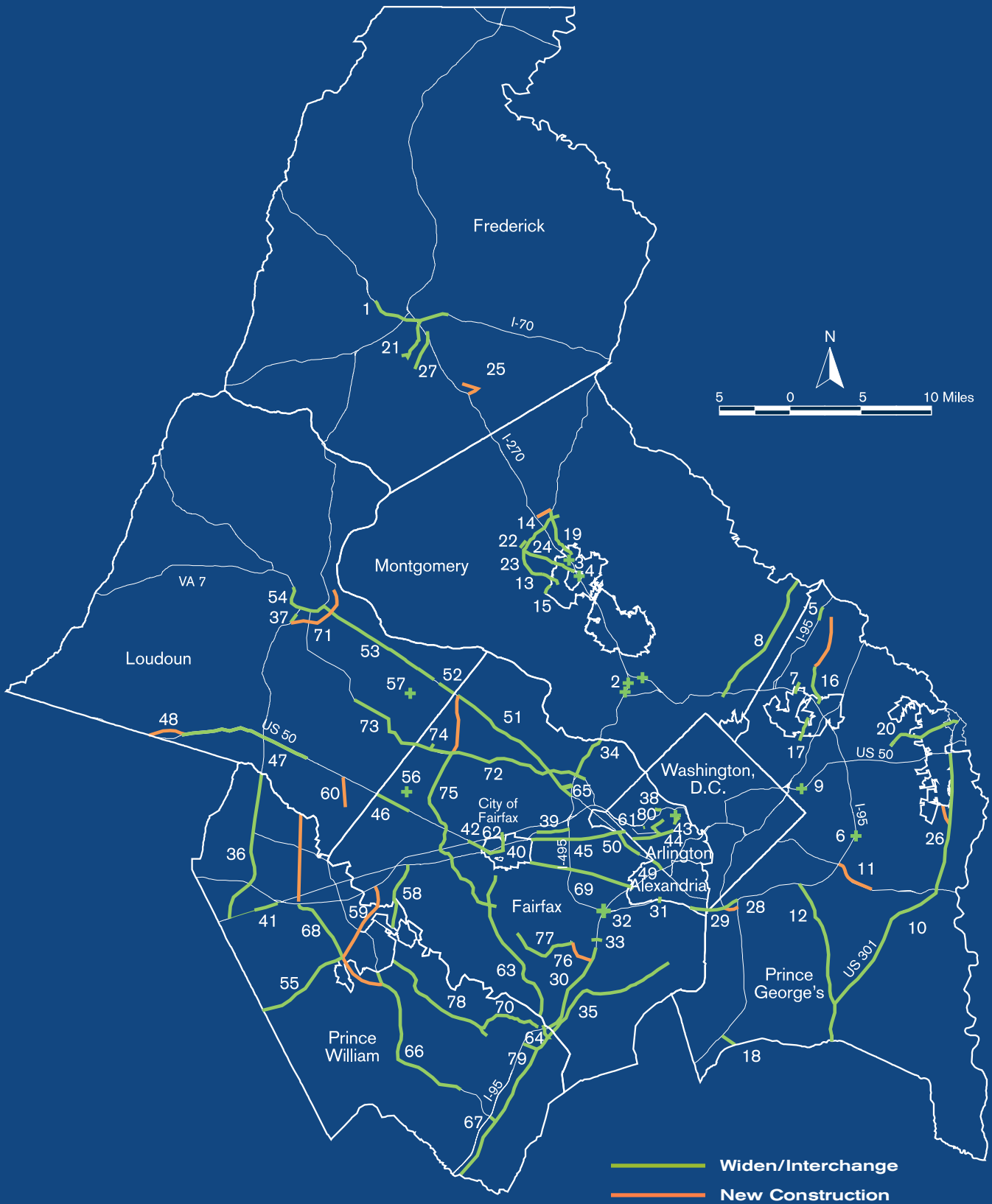
# Major Highway Improvements

## MARYLAND

1. I-70, construct/widen to 6 lanes, Mt. Phillip Rd. to MD 144FA, 5.3 miles, 2010
2. I-270 Spurs, interchange improvements, 2000, 2010
3. I-270 interchange at Watkins Mill Rd., 2025
4. I-270, interchange at MD 117 with Park and Ride lot, 2003
5. I-95, interchange at Contee Road, north of MD 212 to north of MD 198, 5.5 miles, 2010
6. I-95 interchange at Ritchie Marlboro Rd., 2003
7. US 1, widen to 6 lanes from Cherry Hill Rd. to Sunnyside Ave., 0.96 miles, 2005
8. US 29, upgrade from MD 650 to Howard Co. line, 2005, 2006, 2025
9. US 50, interchange at Columbia Park Rd., 2003
10. US 301, upgrade, widen to 6 lanes from MD 5 to US 50, 21.46 miles, 2020
11. MD 4 upgrade/widen to 6 lanes plus 2 HOV from MD 223 to I-95/I-495, 3.08 miles, 2010
12. MD 5, upgrade/widen to 4, 6, 7 lanes from US 301 at T.B. to I-95, 10.5 miles, 2000, 2005, 2010
13. MD 28, widen to 6 lanes from Riffleford Rd. to Great Seneca Highway, 3.36 miles, 2004
14. MD 118 extend, construct 2, 6 lanes, 2020
15. MD 124, widen to 4, 6 lanes from Airpark Rd. to Warfield Rd., 3.46 miles, 2020
16. MD 201 extend, widen, and construct 4 lanes from I-95/495 to MD 198, 7.32 miles, 2005, 2020
17. MD 201, widen to 6 lanes from Rittenhouse Road to Pontiac Street, 2.12 miles, 2005
18. MD 228, widen to 4 lanes from MD 210 to west of Mattawoman Creek, 3.1 miles, 2000
19. MD 355, widen to 6 lanes from MD 124 to MD 27, 4.27 miles, 1999, 2010
20. MD 450, widen to 4, 6 lanes from MD 193 to west of US 301 and east of Whitfield Chapel Rd. to Seabrook Road, 7.57 miles, 2005, 2010
21. New Design Road, widen to 4 lanes, 2002
22. Father Hurley Blvd., widen to 4, 6 lanes, 2020
23. MD 119, Great Seneca Highway, widen to 6 lanes from Middlebrook Rd. to MD 124, 2015
24. Middlebrook Road, Middlebrook Road extended, widen to 6 lanes, 1999, 2020
25. MD 355 relocate, construct 4 lanes, 2004
26. Willowbrook Parkway, construct 4 lanes from US 301 to MD 214, 2.8 miles, 2010
27. MD 85 widen to 4 lanes from English Muffin Way to Spectrum Dr., 2.13 miles, 2025
28. MD 414 extend, widen, construct 4 lanes from MD 210 to I-295, 3.75 miles, 2006

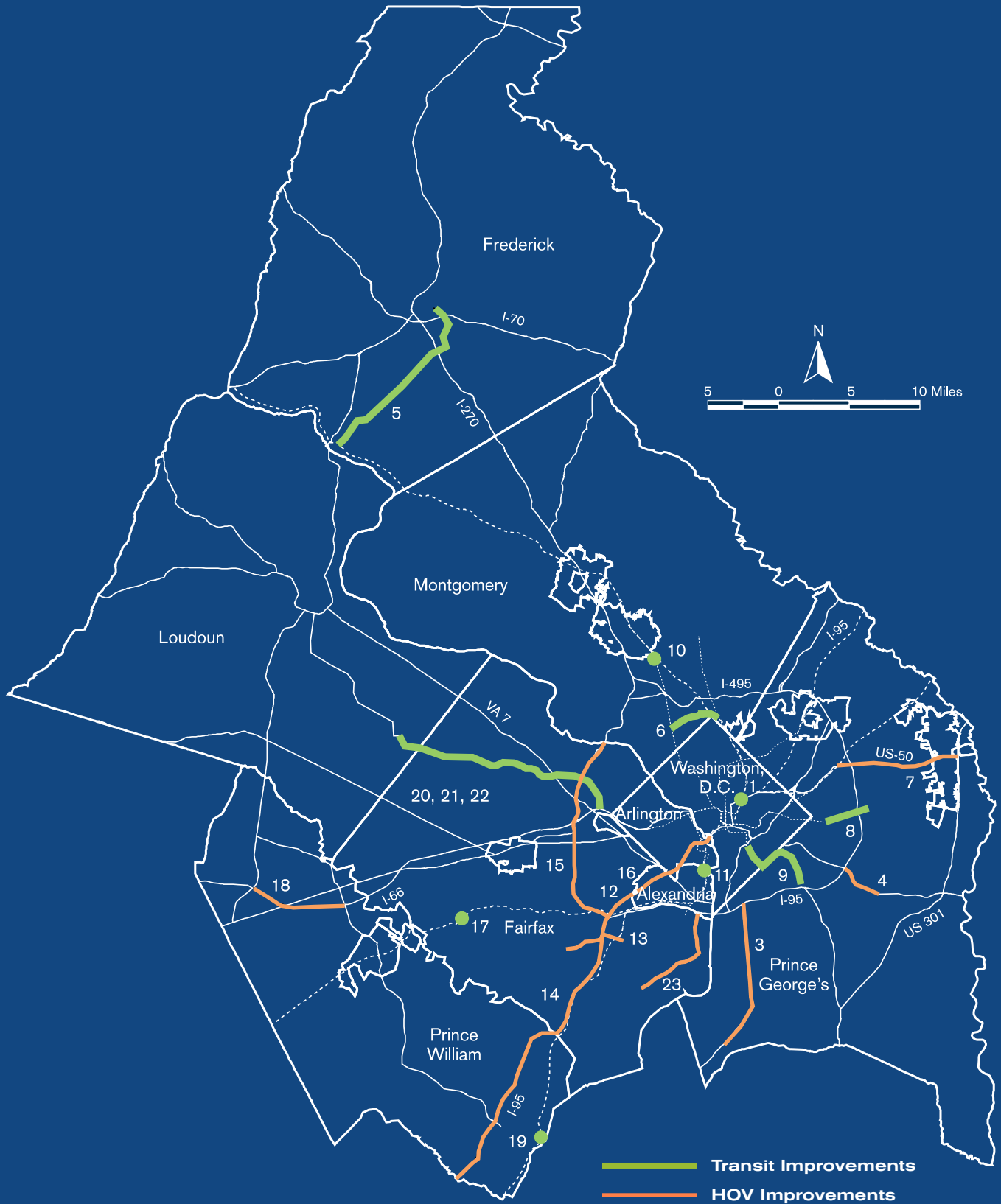
## VIRGINIA

29. I-95, Woodrow Wilson Bridge and approaches, build 12 lane bridge from VA 611 to MD 210, 2007
30. I-95, widen to 8 lanes from Newington to VA 123, 2005
31. I-95, Eisenhower Valley access, 2007
32. I-95/I-395/I-495 interchange reconstruction, 2008
33. I-95, LOV (low occupancy vehicle) access at Franconia-Springfield Parkway to and from the west, 2010
34. I-495, widen to 10 lanes, Dulles Toll Road to American Legion Bridge, 2008
35. US 1, widen to 6, 7 lanes Stafford Co. line to VA 235 north, including interchange at VA 234, 2003, 2004, 2005, 2010
36. US 15, widen to 4 lanes US 29 to Loudoun County line, 2002, 2020
37. US 15, widen to 4 lanes from Leesburg city line to Evergreen Mill Rd., 2006
38. US 29, Lee Highway, widen to 6 lanes N. Quincy St. to N. Kenmore St., 2015
39. US 29, widen to 6 lanes Nutley St. to I-495, 2005, 2010
40. US 29, widen to 6 lanes from west city line of Fairfax to Chain Bridge Rd., 2006 & Chain Bridge Rd. to Eaton Place, 2003
41. US 29, widen to 6 lanes from Virginia Oaks Dr. to I-66, including interchange at VA 619/VA 55, 2006
42. US 50, widen to 8 lanes from I-66 to west city line of Fairfax City, 2020
43. US 50 interchange at Courthouse Rd., 2005, upgrade to RT 1 from Pershing Dr. to Ft. Myer Dr., 2020
44. US 50, upgrade to Route Type 1 from Fairfax County line to Washington Blvd., 2020
45. US 50, widen to 6 lanes from east city line of City of Fairfax to Arlington Co. line, 2020
46. US 50, widen to 6 lanes from Loudoun County line to VA 661, 2020
47. US 50, widen to 4 lanes from US 50, Middleburg Bypass to VA 616, 2003, 2005, 2010
48. US 50, Middleburg Bypass, construct 2 lanes, 2010
49. VA 7, widen to 6 lanes from west city line of Alexandria to I-395, 2005
50. VA 7, Leesburg Pike, widen to 6 lanes from Seven Corners to Baileys Crossroads, 2020
51. VA 7, Leesburg Pike, widen to 6, 8 lanes from I-495 to Rolling Holly Drive, 2001, 2003, 2005, 2010
52. VA 7, Leesburg Pike, widen to 6 lanes from Lakeland Drive to VA 228, 2001
53. VA 7, Leesburg Pike, upgrade and widen to 6 lanes, including interchanges from VA 7/US 15 east to Algonkian Parkway, 2003, 2005
54. VA 7/US 15 Bypass, widen to 6 lanes from VA 7 west to VA 7/US 15 east, 2006
55. VA 28, widen to 4, 6 lanes from Fauquier Co. line to VA 234 Bypass, 2007, 2010
56. VA 28, interchange at Barnesfield Rd., 2003
57. VA 28 interchange at VA 625, 2005
58. VA 28, widen to 5 lanes from Machen Rd. to Old Centreville Rd., 2001, 6 lanes from north city line of Manassas Park to US 29, 2025 and 7 lanes from Old Centreville Rd. to US 29, 2001, with interchange at US 29, 2001
59. VA 28 Bypass, Tri-County Parkway, construct 4, 6 lanes, from VA 234 Bypass to I-66, 2001, 2007, 2015
60. VA 28 Bypass, Tri-County Parkway, construct 4 lanes from VA 620 to US 50, 2001
61. VA 120, Glebe Road, widen to 6 lanes from US 50 to Henderson St., 2010
62. VA 123, widen to 6 lanes from US 50 to I-66, 2003
63. VA 123, widen to 4, 6 lanes from Prince William Co. line to VA 620, 2004, 2005, 2010, 2020
64. VA 123, widen to 6 lanes from US 1 to Devil's Reach Road, 2005, 2010
65. VA 123, widen to 8 lanes from VA 7 to I-495, 2010
66. VA 234, widen to 4 lanes from Waterway Drive to south city line of Manassas, 2003, 2010
67. VA 234, widen to 6 lanes from US 1 to I-95, including interchange at US 1, 2005
68. VA 234 Bypass, construct 4 lanes from VA 649 to VA 28, 2001, 4 lanes from I-66 to Loudoun Co. line, 2010 and upgrade to a freeway and widen to 6 lanes from VA 649 to I-66, 2020
69. VA 236, widen to 5, 6 lanes from I-395 to Pickett Road, 2004, 2020
70. VA 641, widen to 6 lanes from VA 3000 to VA 906, 2000, 2020
71. Battlefield Parkway, construct 4 lanes from Dulles Greenway to Cattail Branch, 2001, 2004, 2006, 2008, 2009
72. Dulles Access Road, widen to 6 lanes from airport to VA 123, 2010
73. Dulles Greenway, widen to 6 lanes from VA 772 to VA 28, with interchanges at VA 653 & VA 654, 2000, 2010
74. Elden Street/Centreville Rd, widen to 6 lanes from Sterling Road to Monroe Street, 2003
75. Fairfax County Parkway, construct, 4, 5, 6 lanes from VA 123 to VA 7, 2000, 2001, 2010, including interchange at Monument Dr./Fair Lakes Parkway, 2005
76. Fairfax County Parkway, construct, widen to 2, 6 lanes from VA 636 to VA 4600, 2005, 2010
77. Fairfax County Parkway, upgrade to Route Type 1 from Fullerton Rd. to Franconia/Springfield Parkway, 2005
78. Prince William Parkway, widen to 6 lanes from VA 776 to VA 640, 2025
79. Prince William Parkway, construct 4 lanes from I-95 to US 1, 2004
80. Wilson Blvd., widen to 6 lanes from N. Frederick St. to N. George Mason Dr., 2010 and N. Quincy St. to Washington Blvd., 2020



**Financially Constrained Long-Range Plan (CLRP) as amended October 18, 2000  
National Capital Region Transportation Planning Board**





**Financially Constrained Long-Range Plan (CLRP) as amended October 18, 2000  
National Capital Region Transportation Planning Board**

## Major HOV & Transit Improvements

### DISTRICT OF COLUMBIA

1. New York Avenue Metro Station, 2005
2. H Street passengerway to Union Station (not shown), 2004

### MARYLAND

3. MD 210, HOV from MD 228 to I-495, 2007
4. MD 4, HOV from MD 223 to I-495, 2015
5. MARC rail extension from Point of Rocks to Frederick, 2002
6. Georgetown Branch Trolley from Bethesda to Silver Spring, 2010
7. US 50 HOV from US 301 to west of MD 410, 2004
8. Metrorail extension from Addison Rd. to Largo, 2005
9. Metrorail from Anacostia to Branch Avenue, 2001
10. Montrose Crossing MARC station at MD 355 and Randolph Road, 2015

### VIRGINIA

11. Metrorail/VRE station at Potomac Yards, 2010
12. I-395 HOV, restripe to 3 lanes, 2010
13. Fairfax County Parkway/Franconia Springfield Parkway HOV, 2010
14. I-95 HOV, extend HOV lanes from Quantico Creek to Stafford County line, 2005 and restripe to 3 lanes from Quantico Creek to I-495/I-395 intersection, 2010
15. I-495 HOV, from I-95/I-395 interchange to American Legion Bridge, 2006, 2007, 2008
16. I-395, add HOV access to and from south at Seminary Road interchange, 2010
17. Western Fairfax VRE station, 2004
18. I-66 HOV from VA 234 to US 15, 2003, 2005
19. Cherry Hill VRE station, 2000
20. Dulles Fixed Guideway Transit, expanded bus service, 2001
21. Dulles Fixed Guideway Transit, Bus Rapid Transit (BRT), 2003
22. Dulles Fixed Guideway Transit, Rail, 2010
23. US 1, HOV lanes from VA 235 north to south city line of Alexandria, 2025
24. Intra-Woodbridge OmniLink bus service expansion (not shown)
25. I-95/I-395 Transit Service Enhancements from Stafford Co. line to Potomac River (not shown)

## 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. By 2025, HOV lanes will exist on portions of US 1 and the Fairfax County Parkway in Virginia. During the next five years in Maryland, HOV will be added to US 50 from US 301 to the Beltway. By 2015, HOV lanes will exist on MD 4 from MD 223 to the Beltway and on MD 210 from MD 228 to the Beltway.

By 2025, approximately 320 lane-miles of HOV roadway are expected to be operating in the region, enabling carpools, vanpools, and buses to travel without facing

the long stretches of congestion that most commuters endure.

## Transit Services

The plan includes significant transit improvements. The largest project will expand bus service in the Dulles Airport corridor by 2001, introduce bus rapid transit (BRT) service by 2003, and construct rail to beyond Dulles Airport by 2010.

By 2005, a new Metrorail station at New York Avenue in the District of Columbia will be completed and Metro will be extended from Addison Road to Largo, Maryland. A Potomac Yards Metrorail station in Alexandria is planned for 2010. And by 2002, MARC commuter rail will be extended to Frederick, Maryland from Point of Rocks. New light rail service between Bethesda and Silver Spring, Maryland will be in operation by 2010.



WOODROW WILSON BRIDGE PROJECT

**Dredging began in 2001 for the new Woodrow Wilson Bridge, which is the Beltway's southern river crossing between Virginia and Maryland. Expected to be completed in 2007, the 12-lane bridge replacement will relieve one of the nation's worst highway bottlenecks.**

## Studying New Improvements

In addition to the facilities that are funded, almost 60 transportation improvements have been identified for study. These range from studies that have already started to those whose parameters are not yet specified. Some of the studies are focused on specific improvements, such as widening a road or adding new HOV lanes, while others have a broader scope and consider a variety of options for a particular travel corridor. The locations of the studies in the plan are shown on the map on page 19.

**The New York Avenue Metro station will be located on the Red Line between the Union Station and Rhode Island Avenue Station in the District of Columbia. The area around this infill station offers prime opportunities for economic development and community revitalization.**



WMATA

## Studies

### TPB REGIONAL STUDIES

- I. Improving Regional Mobility and Accessibility

### DISTRICT OF COLUMBIA

1. Eastern Avenue
2. I-295 HOV
3. Southeast/Southwest Freeway reversible lanes
4. Metrorail extension to Ft. Lincoln
5. Metrorail extension to Adams Morgan
6. Metrorail extension to Georgetown
7. US 50, New York Ave., grade separate at Florida Ave., study
8. US 50, New York Ave., grade separate at Bladensburg Road, study
9. East Capitol Street, grade separate at Benning Road, study
10. Metrorail extension along New York Ave. (not shown)
11. New York Ave./I-395 tunnel (not shown)
12. New York Ave. corridor improvements (not shown)
13. Pennsylvania Ave. study and tunnel option (not shown)
14. National Arboretum access (not shown)
15. Alternative to Barney Circle Freeway (not shown)
16. New York Ave. left turn traffic lanes (not shown)
17. Missouri Ave./Georgia Ave./13th Street interchange
18. Anacostia Park Visitor's Center Gateway (not shown)
19. Kennedy Center
20. Light Rail (not shown)

### MARYLAND

21. I-270 MIS
22. East West link improvements
23. Georgia Avenue transitway
24. I-95/I-495 Capital Beltway, American Legion Bridge to the Woodrow Wilson Bridge
25. US 301/MD 5
26. MD 4 HOV
27. Shady Grove to Clarksburg transitway
28. North Bethesda transitway
29. US 29 Busway
30. I-95 HOV
31. MD 3
32. Largo to Bowie transitway

### VIRGINIA

33. I-95/I-495 Capital Beltway, Woodrow Wilson Bridge to I-95/I-395/I-495 interchange
34. I-95/I-495 Capital Beltway, Dulles Toll Road to the American Legion Bridge
35. Dulles Toll Road
36. I-66 Location Study (EIS)
37. Western Corridor Study
38. Metrorail from the Pentagon to Tysons Corner
39. Metrorail extension from Huntington to Tysons Corner
40. I-395 HOV access study
41. People Mover from Ft. Belvoir Proving Grounds to Springfield
42. US 1 Location Study
43. VA 28 improvements
44. US 29 improvements
45. VA 9 improvements
46. VA 7 and VA 244 corridors priority bus to bus rapid transit to light rail
47. US 50 priority bus eastern Loudoun Co. to Arlington Co.
48. VA 236 priority bus
49. I-495 express bus corridor
50. VA 7100 priority bus corridor
51. Columbia Pike light rail from Tysons Corner to Bailey's Crossroads and Bailey's Crossroads to Pentagon
52. US 1 light rail from Alexandria to Pentagon
53. Light rail from Manassas to Dulles
54. Metrorail, Dunn Loring to Maryland via Tysons Corner
55. Metrorail from Franconia/Springfield to Lorton/Ft. Belvoir
56. Metrorail alternatives from Lorton/Ft. Belvoir to Potomac Mills Mall area in Prince William Co.
57. VA 28 Bypass, Tri-County Parkway
58. US 1 Corridor priority bus service (north and south of the Capital Beltway)
59. I-66 corridor express bus service





I. The TPB "Improving Regional Mobility and Accessibility Study" is regionwide.

**Financially Constrained Long-Range Plan (CLR) as amended November 15, 2000  
National Capital Region Transportation Planning Board**



## Transportation Emissions Reduction Measures

The Clean Air Act Amendments of 1990 require the Washington region to adopt a structured, multi-year approach to reducing ground-level ozone to federally set levels. Ozone is a harmful gas formed when emissions of volatile organic compounds and nitrogen oxides react with sunlight. Motor vehicles generate about one third of these emissions in our region.

To ensure that its implementation does not cause any increase in motor vehicle emissions, the CLRP includes a set of measures designed to reduce auto travel or make it more efficient.

### Key measures include:

- **Public Education:** Conducting a major public information campaign to inform area residents about the ozone problem and about voluntary actions that employers and individuals can take to reduce emissions.
- **Telecommuting:** Operation of a regional resource center to promote telecommuting, and telework centers (satellite work places).
- **Guaranteed Ride Home:** Offering commuters who use alternative transportation (ridesharing,

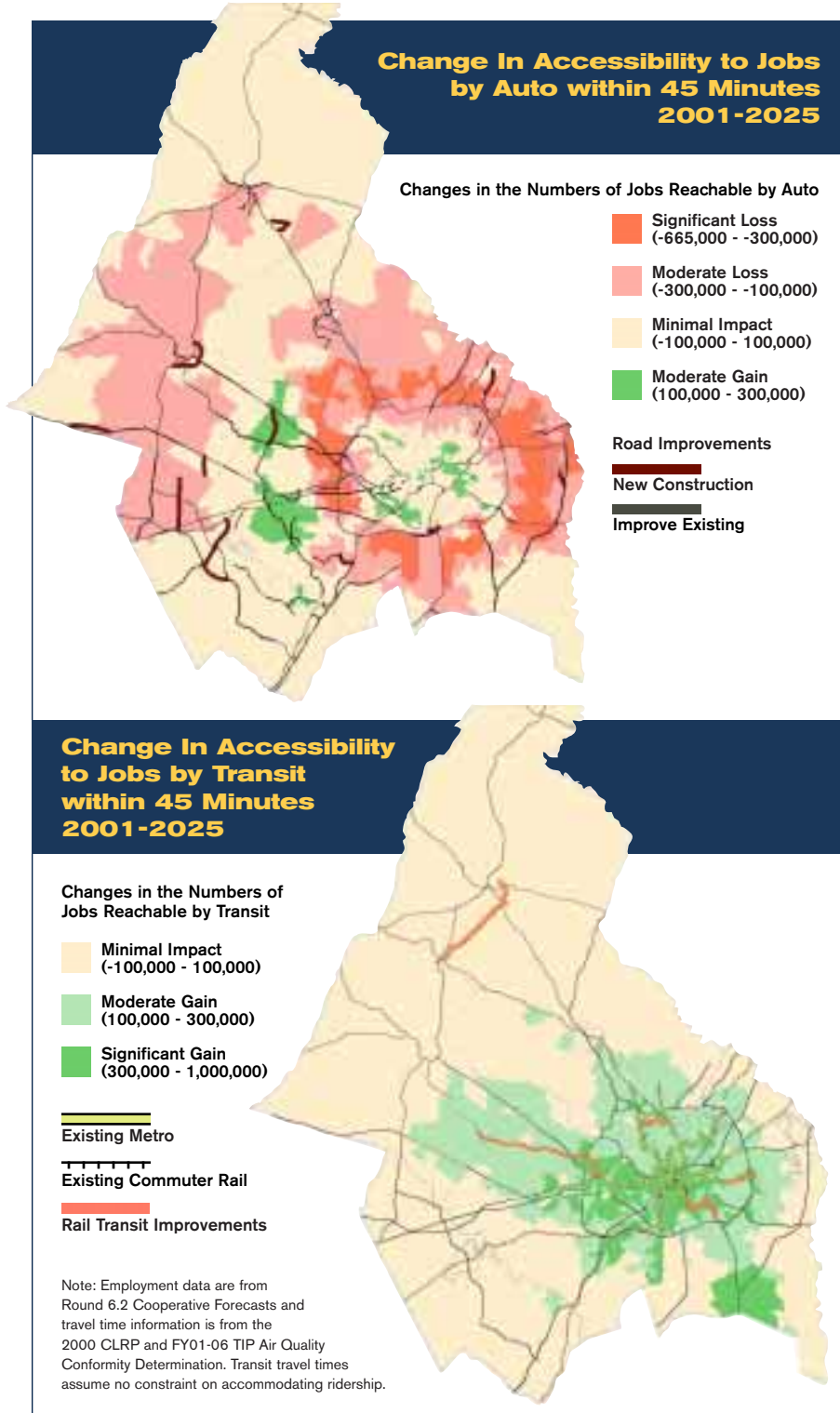


transit, bicycling, or walking) a ride home in the event of an unexpected personal emergency or unscheduled overtime.

- **Ridesharing:** Maintaining COG's Commuter Connections ride-matching services, which includes information on transit commute options. Providing commuter information and ride-matching services through Commuter Connections Info Express traveler kiosks.
- **Employer Outreach:** Working with employers to develop voluntary programs that promote ridesharing and other alternatives to solo commuting.
- **Employer Outreach for Bicycling:** Working with employers to promote bicycling alternatives for employees to use to commute to work.
- **Bicycle Parking:** Installing 2,000 bicycle racks at various office and retail facilities around the region.
- **Taxicab Replacement:** Replacing older, high mileage, high fuel-use vehicles with alternatively fueled, cleaner vehicles.
- **Speed Limits Adherence:** A future program improving adherence to interstate highway speed limits.
- **Regional Marketing:** A mass marketing campaign encouraging alternatives to driving.
- **Vanpool Incentives:** A program for Northern Virginia assisting in the formation of vanpools.



# Reaching Out, Providing More Choices



These maps show changes over 25 years that are expected to occur in the number of jobs that will be accessible within 45 minutes. Job accessibility generally will decline for auto users, especially around the Beltway, while accessibility by transit will improve.

The TPB moved forward in 2000 on a number of new or ongoing projects that provide more choices for travel and increase the opportunities for citizens to participate in transportation decision-making.

## New Efforts to Reach Out to Low-Income, Minority, and Disabled Persons

The TPB took a closer look in 2000 at the impacts that regional transportation development is expected to have on minority, low-income, and disabled citizens.

An ongoing TPB analysis of “accessibility” has measured changes over the next 20-25 years that are expected to occur in the number of jobs that are accessible within 45 minutes by transit and by auto. The analysis, which is based upon the transportation system laid out in the Constrained Long-Range (CLRP), compared accessibility for low-income and minority people with accessibility for the region’s population at large.

This analysis has found that high levels of congestion on the major interstates and arterials are expected to contribute to a significant loss in accessibility to jobs by auto for the regional population at large. Accessibility to jobs by transit will increase overall. In general, these trends were roughly the same for low-income and minority groups as for the entire regional population.





**Based on input received at the “Ensuring Access for All” workshop, the TPB decided to establish an advisory committee to address the concerns of low-income and minority communities and persons with disabilities.**

TPB members recognized, however, that the broad-brush approach used in the regional accessibility study might not reveal particular needs or concerns of low-income, minority, and disabled people. One member of the TPB’s Citizens Advisory Committee noted, for example, that losses of accessibility will more harshly affect low-income people who have fewer choices about how they travel and which jobs they can take. How will these impacts be understood or addressed?

In order to start getting more input from these communities, the TPB hosted a workshop in June called “Ensuring Access for All.” The event was intended to obtain suggestions on how the TPB might improve outreach out to low-income, minority, and disabled persons. The workshop also received ideas about the effects that key transportation issues in the region are likely to have on these groups.

According to 2000 TPB Chairman Kathryn Porter, outreach to these communities is becoming increasingly important. “In the next few

years, a lot of key decisions about long-term transportation issues are going to be made,” Porter told the workshop audience. “You need to become part of this process now if the needs of your community are going to be heard.”

Workshop participants offered common-sense suggestions about public participation. “Go where the people are, when they are going to be there, and make it clear that people are not wasting their time by giving input,” several attendees said. Others suggested the TPB needed to develop new methods for getting out information with clear messages to which people can respond.

Based upon these ideas, the TPB decided to establish a special advisory committee to address the concerns of low-income, minority, and disabled persons. This advisory committee, which will be partly funded through a grant from the Federal Transit Administration, will identify projects, programs, services and issues that are important to these groups, and are in need of improvement. The committee is beginning work in 2001.



**Participants at the workshop discussed methods that the TPB can use to improve outreach to low-income, minority, and disabled people.**

## Improving Transportation Management With Technology

Better traveler information. Seamless transit payment systems. Faster responses to highway accidents.

Technology is being used to implement improvements like these to get maximum benefit out of our transportation system. The TPB has actively promoted computer and communications technologies—commonly called Intelligent Transportation Systems or ITS—as cost-effective measures to save lives, save time, and save money.

In January 2000, the TPB hosted a special ITS conference that served as a kick-off for the development of an ITS strategic plan for the Washington region. According to Richard White, General Manager of the Washington Metropolitan Area Transit Authority (WMATA), a regional strategy was necessary to “avoid ‘cul-de-sac’ investments in systems that are individually sound but do not work well together.”

Falls Church Mayor David Snyder, chairman of the TPB’s ITS Policy Task Force, closed the conference with a number of recommendations developed by participants:

- The region should create an ITS strategic plan. The plan is expected to be completed in 2001.
- Interoperable standards should be established so that if a jurisdiction undertakes ITS activities or installs ITS components, they will be compatible, whenever possible, with the equipment of other jurisdictions or agencies.
- Cost/benefit analysis should be done in a way that relates to local needs and interests.

- Explanations of what ITS is and what it can do should be clearly communicated to public officials and the public, in ways that people can relate to.
- The number and diversity of stakeholders in regional ITS should be increased. Information technology industries throughout the region should become more active advocates of ITS.

Following the January 2000 conference, the TPB and its subcommittees continued to provide key coordination for a wide variety of regional ITS activities, including new cross-functional communications systems between transportation



**The SmarTrip farecard will be available for use on local bus and commuter rail systems, as well as on Metrorail and on Metrobuses.**

agencies and public safety field personnel (the Capital Wireless Integrated Network or CapWIN project); support and expansion of WMATA's SmarTrip electronic payment system; traffic signal improvements; collaborative high-tech training to help local government staffs better utilize ITS; and traveler information provided by the public/private consortium "Partners In Motion" at [www.smartravel.com](http://www.smartravel.com).



**Greenways are open space corridors that often include bicycle or pedestrian trails.**

The ITS Policy Task Force was renamed the Management, Operations and ITS Policy Task Force in 2001 to reflect a broader mission beyond the application of technologies to transportation.

## **Raising the Profile of Greenways and Circulation Systems Projects**

New roads, bridges, and Metrorail extensions usually dominate transportation discussions in the Washington region. The TPB added a new dimension to the discussions in the year 2000 with the development of two sets of projects that will help complete a network of bike and pedestrian trails through the region's "green space" corridors and improve mobility within the downtown core and other activity centers throughout the region.

The first report, "Priorities 2000, Metropolitan Washington Greenways" identifies eight priority greenway projects for the region. Greenways are open space corridors that often include bike or pedestrian trails. The eight projects include the Anacostia Greenway in the District of Columbia, the Potomac Heritage National Scenic Trail that runs from Prince William County in Virginia

to Frederick County in Maryland along the Potomac River, and the Northwest Branch Trail in Montgomery County, Maryland.

"The projects in this report would help complete a regional network of trails and greenways," said Kathryn Porter, TPB chairman in 2000 and mayor of Takoma Park. "These corridors will reduce traffic congestion and expand recreational opportunities. Most of these projects are eligible for transportation dollars and should be included in our regional transportation plans." Mayor Porter chaired the task force that developed the greenways report.

The nine projects identified in the second report, "Priorities 2000: Metropolitan Washington Circulation Systems," will provide more options for individuals traveling within the region's urban core and suburban activity centers. Projects include a downtown circulator bus in the District of Columbia, improved pedestrian facilities in Tysons Corner, and a circulator bus and pedestrian improvements near the Suitland Metro station.

**Circulation system improvements include pedestrian facilities, like those pictured below, and other methods of getting around within activity centers.**



“The innovative proposals in this report would make it much easier to move around within our regional activity centers without a car,” said Katherine Hanley, TPB member and chairman of the Fairfax County Board of Supervisors. “By improving circulation within the activity centers, people will be more inclined to take transit to the centers. Certainly projects like these should be included in any plans for additional transportation funding for the region.” Chairman Hanley chaired the task force that developed the circulation system report.

The nine circulation projects would cost approximately \$120 million, plus transit operating subsidies where appropriate. Implementing the eight greenway projects would cost between \$100 million and \$150 million for a total of 175 miles of new trails and greenways.

The reports were funded by a 1999 Federal Highway Administration grant under the Transportation and Community and System Preservation (TCSP) Pilot Program. The program is designed to improve the efficiency of the transportation network and ameliorate the impact of transportation on the environment.

## Citizens Committee Goes On the Road

“I’ve never had the opportunity to speak with someone from VDOT before.” That was the kind of comment heard during a series of public meetings in 2000 hosted by the TPB’s Citizens Advisory Committee. The meetings, which were designed to foster direct contact between citizens and officials on the TPB, were

held in Takoma Park, downtown D.C., Anacostia, the City of Fairfax, Hyattsville, and Arlington.

Participants at the public meetings discussed issues important to their communities and to the region at large. Many topics related to controversial projects, such as the Wilson Bridge or the so-called Purple Line, a proposed circumferential rail line roughly contiguous to the Beltway. In other cases, citizens brought up important issues that may not have been frequently discussed. In Hyattsville, for example, local residents spoke about suburban bus service, especially the coordination between the county

transit service and Metrobus. More than 200 citizens attended these meetings and many more of the region’s residents watched three of the meetings that were shown extensively on cable television.

Besides hosting outreach sessions around the region, the Citizens Advisory Committee went through other changes in 2000. The structure of the committee was modified after the TPB adopted a new public involvement process in 1998. Instead of the previous open-membership structure, the committee now consists of 15 members appointed by the TPB to represent a broad cross section of communities

**In 2000, the TPB’s Citizens Advisory Committee hosted six outreach meetings throughout the region.**





and interests in the region. A clearly defined mission statement calls upon the group to 1) promote public involvement and 2) provide “independent, region-oriented citizen advice to the TPB.”

In seeking to fulfill the last part of this mission, the Citizens Advisory Committee extensively examined the 2000 update to the Constrained Long-Range Plan (CLRP) and offered several recommendations to the TPB. These included a recommendation that the TPB perform a study of different transportation and land use scenarios, a suggestion taken up by the board when it decided in November to launch a study titled Improving Regional Mobility and Accessibility. (See pages 11-12).

## Commuter Connections Promotes Alternatives to Solo Driving

As employers seek more effective ways to recruit and retain workers, they are increasingly using transportation benefits programs to “sweeten the compensation pot.” And they are increasingly taking advantage of Commuter Connections, a COG/ TPB program that promotes commuting options besides solo driving.

Commuter Connections offers a host of services and products. A database of more than 15,000 registered commuters provides information about potential rideshare partners. The Guaranteed Ride Home program furnishes free rides to eligible commuters in the event of an emergency. And the program pro-



**This interactive CD with information specifically for employers is one of many products and services offered by Commuter Connections.**

vides practical information—through a variety of outreach methods, such as an interactive Web site, 13 electronic kiosks, and personal contacts—on how people can use transit, rideshare, bicycle or work at home or in a location closer to home. Eighteen employer service representatives promote Commuter Connections programs in ten jurisdictions across the region. These representatives work with businesses to show them how transportation benefits can increase their competitive advantage. They also demonstrate how employers can influence the transportation choices their workers make. In Prince George’s County, for example, the Commuter Connections representative provided survey information to Aetna U.S. Healthcare and B.F. Joy that showed that these companies had employees clustered in specific zip code areas who could easily form a vanpool. Fares for vanpools could be paid for with pre-tax dollars, and furthermore, the county offered matching funds for newly formed vanpools as an additional incentive.

Commuter Connections also gives seminars for employers on how to implement telework pro-

grams that allow employees to work at home or in locations close to home—telework centers. The seminars address apprehensions that businesses often have about letting employees work away from the office, such as how to manage teleworking employees, how to measure performance and how to estimate the costs and benefits of teleworking. One participant at the seminars commented that the “speaker was beyond excellent. He was on point, with great examples from real world experience and described mistakes to watch out for.”

These efforts to promote telework are consistent with an ambitious policy laid out by the Council of Governments Board of Directors in 2000. According to a goal adopted by the COG Board, 20 percent of the workforce in the region will be teleworking by 2005.

In June 2000, Commuter Connections hosted the Regional Mobility and Competitiveness Summit, which brought together employers, both large and small, to talk about the ways in which transportation benefits can improve private sector competitiveness. Following discussions with CEOs from major corporations and leaders from local governments, participants at the event signed “challenges” in which they committed to implement various “Transportation Solutions.”

The event galvanized employers to start using demand management techniques—because their competitors are implementing these programs, if for no other reason. Maintaining the interest and commitment of employers will be the challenge for 2001 and beyond.

# Addressing the Funding Shortfall

**“We have brought you together today because the Washington region is facing a crisis in transportation funding!”**



Those were the opening words of TPB Chairman Kathryn Porter, Mayor of Takoma Park, at a high-level meeting hosted by the TPB on November 30, 2000, at Union Station.

The meeting was convened to discuss solutions to the region's transportation shortfall, which the TPB has estimated at \$1.74 billion per year or \$43.5 billion over the next 25 years. Participants included members of Congress, state legislators, and key local officials, as well as top transportation officials from

Virginia, Maryland, and the District of Columbia.

“The Washington area is unusual in that we have no dedicated regional sources of funding for regional transportation needs,” said TPB Chairman Kathryn Porter prior to the meeting. “We hope that regional leaders will agree that we have to establish some additional funding mechanism if we are to sustain our transportation system.”

The event began with a joint opening presentation by Chairman Porter, First Vice Chairman John Mason and Second Vice Chairman Phil Mendelson. The presentation emphasized the magnitude of the region’s transportation funding problem, which had been quantified earlier in the year during the update of the region’s Constrained Long-Range Transportation Plan (CLRP). Estimates show that \$3 billion per year in constant dollars will be available during the next 25 years for transportation—including highways and public transit. But according to the TPB’s analysis, the region would need an additional \$1.74 billion per year—an increase of more than 50 percent—to meet rehabilitation and expansion needs.

“There are still a lot of people not coming to terms with the fundamental problem—the fundamental funding needs,” said TPB Vice Chairman Phil Mendelson, who is a member of the D.C. Council. According to Mendelson, the meeting at Union Station served as a wake-up call telling regional leaders they cannot afford to put off the problem any longer.

## We are facing a crisis.

**T**he word “crisis” was used again and again by regional leaders as they described the regional transportation funding shortfall. Many said that the crisis is posing a threat to the region’s economy and quality of life.

***“I am very deeply concerned that the region is riding through its transportation crisis, accepting not only its dangers, but ultimately, a danger that is bigger than all of us, and that is the danger to the regional economy itself.”***

—Eleanor Holmes-Norton, U.S. Delegate, District of Columbia

***“There is a crisis in transportation that is threatening to strangle this area’s economic development... I know colleagues of mine with whom I went to school in the Washington suburbs who have moved away from here because of the transportation issues.”***

—John Hurson, Maryland House of Delegates

***“Transportation is the circulatory system of our economy and you can only starve that system so long before you starve the very thing that it feeds.”***

—Dan Tangherlini, Transportation Director, District of Columbia

***“Certainly people in other parts of the state have their own transportation concerns, but I think they realize the critical nature of the problem in this area.”***

—Mary Margaret Whipple, Virginia Senate



Pictured above are U.S. Representative Connie Morella and former U.S. Senator Charles Robb. In the picture to the left: Gladys Mack, WMATA Board Member; Richard White, WMATA General Manager; and Congresswoman Eleanor Holmes-Norton.



Pictured at right, left to right: Phil Mendelson, TPB Second Vice Chairman and D.C. Councilmember; WMATA Board Member Gladys Mack; Peter Shapiro, Prince George's County Councilmember; John Mason, TPB First Vice Chairman and Mayor of the City of Fairfax; Marsha Kaiser, Maryland Department of Transportation (partially shown); Beverley Swaim-Staley, Maryland Deputy Secretary of Transportation; Alan Sipress, *Washington Post* reporter; and Kathryn Porter, TPB Chairman and Mayor of Takoma Park.



In the top picture are Virginia State Delegate Robert Hull and Maryland State Delegate Jennie Forehand. Pictured immediately above is John Hurson, Maryland State Delegate.

## We need a variety of transportation solutions.

**N**o single transportation mode or type of project can address all our transportation needs. Regional leaders understand that a diverse package of projects and systems must be funded—including highways, transit, pedestrian/bicycle facilities and other solutions.

***“We require a variety of balanced systems—there’s no easy solution.”***

—Beverley Swaim-Staley, Deputy Secretary of Transportation, Maryland Department of Transportation

***“I know that there’s a shortfall of funding, but there’s also a shortfall in projects that are on table. And I think the time has come that we need to get some courage and go out and bring forward these projects that have been in planning for a long, long time.”***

—Jennie Forehand, Maryland Senate

***“Most people still see that getting in one’s car is the more convenient alternative, and that as long as there is not some immediately recognizable benefit—it’s cheaper, more convenient, simpler, faster—to use something other than the automobile, there’s never going to be enough money and there are never going to be enough roads.”***

—David Speck, City of Alexandria, Virginia

***“When we build new roads and add new capacity, we can reduce congestion, but... the benefits may not be quite so substantial as one might think. And we therefore need to look at alternatives that take cars off the road and we must make more efficient use of the transportation facilities that we already have in place.”***

—Arthur Bowen, Deputy Secretary of Transportation, Virginia Department of Transportation

***“There is tremendous need for parking at Metro stops, just as was brought out in this presentation. I found people saying, ‘I have to be here at quarter of 7:00 in the morning to find a parking spot. I would use rapid transit if I could just have a place to leave my car.’ ”***

—Constance Morella, U.S. Representative, Maryland



Pictured to the immediate right is Arthur Bowen, former Virginia Deputy Secretary of Transportation. In the far right picture, left to right: Virginia State Delegate John Rust, Virginia State Senators Mary Margaret Whipple and Patricia Ticer, and David Speck (partially shown), Alexandria City Councilmember.



**We need to maintain the existing system, but we also need to boost funding for new projects.**

**A** shrinking portion portion of the funding pie—only 20 percent—is being used for new transportation capacity, while maintenance and rehabilitation are requiring four-fifths of funding. The scarcity of money for expansion made a big impact on decision-makers at the Union Station meeting who are being lobbied every day to support ambitious new projects. Regional leaders also expressed concern that full funding has not been provided for rehabilitation and maintenance.

*“While the debate we read about in the media and the debate we hear about in the communities is frequently new roads and bridges versus new rail, the bitter reality we see right now is that most of the dollars that we have in the constrained plan are for maintenance. There are no significant funds for either new roads or new rail. Maintenance is what we’re looking at.”*

—Dana Kauffman, Fairfax County, Virginia

*“I am absolutely petrified to hear, and I learned it only in preparing for today, that 80 percent of money goes to keep in place what we’ve got in place. I thank you for that, I thank you for not letting the investment fall apart. But we are lost if we don’t do better in picking our own pockets.”*

—Eleanor Holmes-Norton, U.S. Delegate, District of Columbia

*“If you look at just a couple of figures, if you think in terms of the 80 percent that goes to simple maintenance of the status quo and only 20 percent that goes to any new capacity, and if you look at the needs in terms of dollars—and Mayor Mason suggested that we’re talking about 50 percent additional funding necessary beyond what we have—you come immediately to the crux of the problem.”*

—Charles Robb, U.S. Senator, Virginia



Middle picture, left to right: Maryland State Delegates Henry Heller and Carol Petzold, and WMATA Board Member Gladys Mack. Lower picture: Dana Kauffman, Fairfax County Board of Supervisors.





In the top picture, left to right: David Snyder, Falls Church City Councilmember; Chris Zimmerman, Arlington County Board member; and Nancy Dacek, Montgomery County Councilmember. In the picture immediately above: TPB Second Vice Chairman John Mason (left) and TPB Chairman Kathy Porter (right) talk to Washington Post reporter Alan Sipress. Marsha Kaiser of the Maryland Department of Transportation is in the background.

## We need to take up this challenge as a region.

**P**articipants at the Union Station meeting on November 30 acknowledged that the Washington metropolitan region needs to accept responsibility for solving its own transportation crisis. The federal and state governments will play important roles, but ultimately they cannot be expected to provide all the answers. However, regional leaders emphasized that the states and the federal government need to provide the institutional tools and support for the region to deal with the challenges ahead.

***“God helps those who help themselves, and we have been trying to help ourselves in this region... This region is willing to go to bat to solve its own problems, but it needs the tools with which to do that.”***

—Patricia Ticer, Virginia Senate

***“If ever there was a moment when I thought the region would come together and say, ‘Let’s grab this moment...’ this is the moment.”***

—Eleanor Holmes-Norton, U.S. Delegate, District of Columbia

***“I’m willing to work with the region, with all of those assembled here and others to forge a solution.”***

—Constance Morella, U.S. Representative, Maryland

***“We can design all the projects... but we still have a major political problem of trying to get a funding source to solve these problems.”***

—Henry Heller, Maryland House of Delegates

***“We can’t do this on the cheap. We have to put significant resources into it and I think there’s a growing consensus in the Northern Virginia delegation to the General Assembly that local monies are going to have to go into that pot that we have from the state to get things done.”***

—Robert Hull, Virginia House of Delegates

***“The rest of Virginia recognizes transportation is critical in this region, but it isn’t critical in the rest of Virginia. And I think pretty clearly, that what we have discovered is that if we’re going to find a regional solution, it’s going to have to be the local region, we’re not going to find it in Richmond, I don’t think we’re going to find it in Annapolis.”***

—John Rust, Virginia House of Delegates





## We need to move toward solutions.

**W**ith the needs and the shortfall well-documented, regional leaders agreed that it was time to move toward funding solutions.

***“If we’re going to approach our citizens with the idea that they’re going to have to pay more, we’ve got to show them what it’s going to get and we’ve got to convince them that it benefits everybody in the region—the core, the inner suburbs, the outer suburbs, those who use mass transit, those who have no alternative but to use the highway. Everybody has got to be convinced that they’re going to get something of benefit from this.”***

—David Snyder, City of Falls Church, Virginia

***“This meeting has done an outstanding job to establish not only the need, but the shortfall in funding for our transportation system. The big problem, however, that we need to address very, very seriously is where the revenue is coming from and none of us have the answer for that today.”***

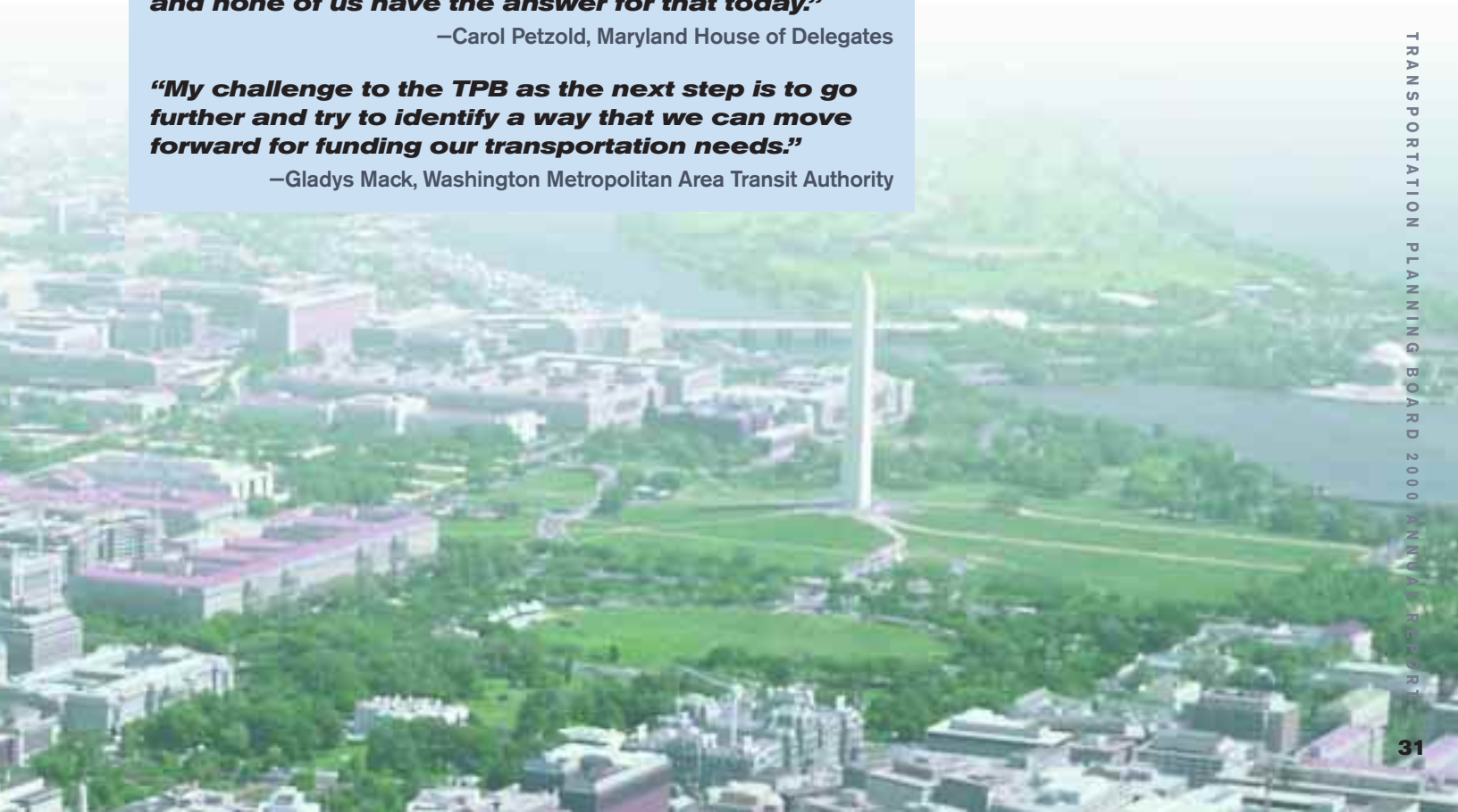
—Carol Petzold, Maryland House of Delegates

***“My challenge to the TPB as the next step is to go further and try to identify a way that we can move forward for funding our transportation needs.”***

—Gladys Mack, Washington Metropolitan Area Transit Authority



In the top picture, left to right: Virginia State Senators Mary Margaret Whipple and Patricia Ticer, David Speck of the Alexandria City Council, and Virginia State Delegate Robert Hull. In the picture immediately above are Beverly Swaim-Staley, Maryland Deputy Secretary of Transportation and Dan Tangherlini, Transportation Director, District of Columbia.



## **“We don’t want to leave this session with just the frustration that all of us feel!”**

—John Mason, TPB First Vice Chairman and Mayor of the City of Fairfax

Incoming 2001 TPB Chairman Mason ended the Union Station meeting on a positive note. In the coming year, he said he would commit to two actions by the TPB:

- Agreeing on a set of regional priorities for transportation, and
- Agreeing on preferred funding mechanisms for funding these established priorities.

Chairman Mason drew these 2001 priorities directly from the Vision, the TPB’s policy framework adopted in October 1998, which states in Goal 7 that the region will “achieve an enhanced funding mechanism(s) for regional and local transportation system priorities that cannot be implemented with current and forecasted federal, state and local funding.”

The Vision further calls for the TPB to “develop public support and approval for a specific set of regional and local transportation priorities and a funding mechanism(s) to supplement (and not supplant) priorities to be implemented with current and forecasted federal, state, and local funding.”

With these next steps laid out, an ambitious TPB agenda for 2001 was set to begin.





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COUNCIL OF GOVERNMENTS**

777 North Capitol Street NE

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(202) 962-3200

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