

Transportation Project Development

Part II: Real World Examples

**TPB Community Leadership Institute
April 29, 2006**

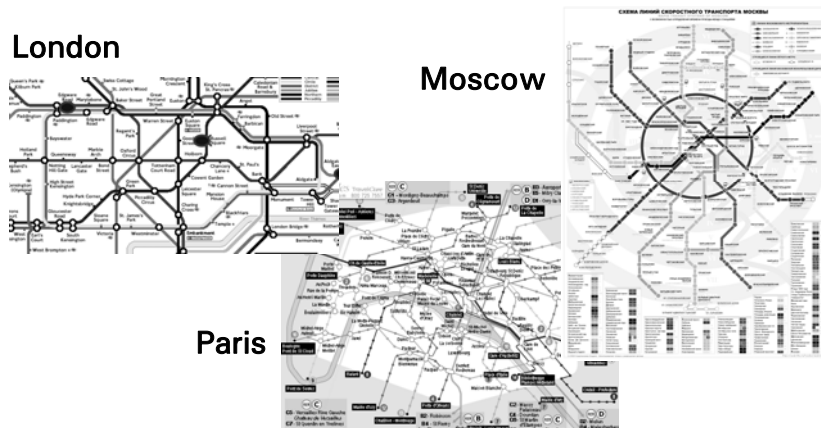
Four Case Studies

1. Bi-County Transitway
(Purple Line)
2. Woodrow Wilson Bridge
3. New York Avenue Metro
Station
4. Beltway HOT Lanes

The Bi-County Transitway (The Purple Line): *Complex Project, Complex Politics*

Circle Lines

Public transit systems all over the world have circle lines. Why not Washington?



Getting Through the Process

- On an official basis, the Bethesda-Silver Spring project has gone through appropriate studies and approvals:
 - 1989: County Master Plan amended.
 - 1994: Environmental Impact Statement begun.
 - 1994: Included in the TPB Constrained Long-Range Plan.
- But getting through the process has not been enough to get the project built.

Political Realities

- The Bethesda-Silver Spring line has been effectively opposed by the Columbia Country Club, some trail advocates, and homeowners.
- Opponents have called for study of other alternatives.



Linking Prince George's County

October 2001: Governor Parris Glendening announced the state would go forward with the Inner Purple Line to New Carrollton.



New Governor, New Priorities

- **November 2001:** Robert Ehrlich elected governor.



- Focuses attention on the ICC.
- Renames the Purple Line the **Bi-County Transitway**.
- Encourages consideration of additional alignments.

Woodrow Wilson Bridge: *Doing Public Involvement Over*

A Critical Need

- The Woodrow Wilson Bridge today carries three times more vehicle than it was designed for.
- Federal Highway Administration study of bridge replacement options began in 1988.



Moving Too Quickly

**"IT'S TOO
HIGH... IT'S
TOO WIDE...
WE DIDN'T
KNOW YOU
WERE DOING
THIS... "**

The bridge replacement project **ground to a halt** in 1991 after citizens and elected officials objected that they had not been adequately consulted.

Starting the Process Over

- **Coordination Committee** formed to identify a solution – Half were local elected officials
- **Panel studies**, involving community members, evaluated:
 - River crossing options (bridge, tunnel, etc.)
 - Quantity of lanes/ lane configurations
 - Costs and environmental implications
 - Transit and other alternatives.

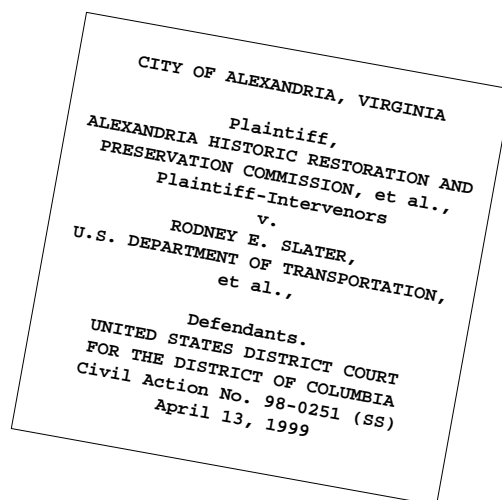
1996 Agreement

New Bridge:

- \$2.5 billion
- Two spans
- 12 lanes total
- 2 lanes reserved for undetermined use– transit, HOV, other



Dealing with Lawsuits



New Bridge, New Century

- Now 50% complete
- 1st span open in June
- 2nd span open in 2008



What about the 11th & 12th lanes?

- Rail?
- Rapid
Bus?
- HOV?
- HOT?



New York Avenue Metro Station: *Public/Private Partnership*

A Consensus Project

The New York Avenue Metro Station is a model of:

- Transit-oriented development
- Community revitalization
- Public/private partnership



Economic Opportunity

The 1998 D.C. Economic Development Strategy identified the New York Avenue Metro Station as the linchpin for the area's revitalization.



Private Sector Advocacy and Financing

- 1996: A group of public, private and community leaders joined together to advocate for the station.
- 1998: Funding agreement
 - \$25 million: private property owners
 - \$40 million: D.C. government
 - \$25 million: Federal

Sailing Through the Process

- The project went through the approval process quickly:
 - Included in DC Long-Range Transportation Plan, 1997
 - Feasibility study, 1999
 - Added to the TPB Constrained Long-Range Plan, 2000
 - Environmental Assessment, 2000
 - Congress approved funding, 2000
 - Groundbreaking, 2000
- The project was not slowed down by public opposition.

Accommodating the Trail

Potential snag avoided:

In 2001, the project was modified to accommodate the Metropolitan Branch Trail.



What will the station mean to the community?



Beltway HOT Lanes: *Right Idea, Right Time*

“Main Street” is jammed

Beltway traffic symbolizes the congestion that is choking our roads and our communities.

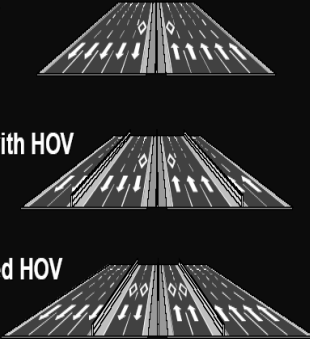


HOV Options in Virginia

2002: Draft Environmental Impact Statement (DEIS) alternatives for HOV would cost **between \$2.5 and 3.2 billion.**

Candidate Build Alternatives

- **Concurrent HOV**
- 10 through lanes
- **Express/Local with HOV**
- 10 through lanes
- **Barrier-Separated HOV**
- 12 through lanes



A Private Sector Proposal

June 2002: The Fluor Daniel Company proposed building and operating HOT lanes on the Beltway. The project would be financed through toll revenues.



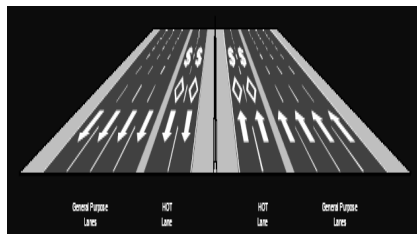
High Occupancy/Toll (HOT) Lanes



- Combine HOV lanes with toll lanes.
- Carpoolers use for free; others pay a toll.
- Tolls vary based on congestion levels.

The Fluor Daniel HOT Lane Project

- Four new lanes
- 15 miles between Springfield Interchange and a point south of American Legion Bridge.



Financing for Beltway HOT Lanes

- \$900 million
- Financed through toll revenue bonds and a federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan.
- Debt will be paid through toll revenues.



Tolls are automatically deducted through transponder on a vehicle's windshield.

Right idea, right time



A TPB conference in 2003 galvanized regional interest in express toll lanes.

Getting Approval

- January 2005: Commonwealth Transportation Board approves project.
- October 2005: TPB includes project in region's Long-Range Plan and TIP.
- Final Environmental Impact Statement not yet released.
- 2010: Estimated completion.

Concerns & Criticisms

- **Convert existing lanes?** Some opponents supported converting two existing lanes to HOT lanes and building two new lanes.
- **Is transit accommodated?**



New Paradigm for Funding?

Tolling represents:

- New **opportunities** to get projects funded and built.
- New **challenges** as the private sector and market forces get involved in new ways.