

**THE NATIONAL  
CAPITAL REGION'S  
SIX-YEAR TRANSPORTATION  
CAPITAL FUNDING NEEDS  
2005-2010**



NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

February 2004

# MEMBERSHIP OF THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD



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0 5 10 miles



## **TIME TO ACT**

**Very serious transportation funding shortfalls threaten the stature of the National Capital Region as a premier place to live, work, and conduct business.** Because of the critical importance of transportation and transportation-related investment, the National Capital Region Transportation Planning Board (TPB) has quantified the impact and extent of these capital funding shortfalls over the next six years. By joining forces and identifying transportation needs and revenues, the region has developed a comprehensive summary of the funding shortfall that requires additional commitment at all levels: federal, state, regional, and local...



## THE NATIONAL CAPITAL REGION'S SIX-YEAR TRANSPORTATION CAPITAL FUNDING NEEDS 2005-2010

**T**HE WASHINGTON REGION is at a critical crossroads. Our region is prosperous and continued dynamic growth is forecast. The region currently has 4 million people and 2.5 million jobs in an area of approximately 3,000 square miles, and population and employment are both expected to grow by more than 30 percent over the next twenty-five years. Growth in vehicle miles of travel on the region's roadways continues to far outpace growth in roadway capacity. And in recent years, growth in transit ridership has begun to strain the capacity of the region's otherwise excellent transit system. A looming gridlock crisis seriously threatens the region's mobility, safety and economic vitality. We must act now to address the serious funding shortfalls in transportation.

**Over the six-year period 2005-2010, the region's unfunded transportation needs total \$13.2 billion.**

Critical transportation needs include:

- Maintaining the safety, condition, and efficiency of the existing transportation infrastructure; and
- Implementing the capital enhancements and service improvements that are necessary to serve existing travel demand and projected growth.

The needs are not wish lists—they are vital improvements that can and should be implemented to meet growing demands on the region's transportation system. Of the \$25.4 billion required to address these critical needs over the next six years, \$12.2 billion is expected to be available from funding sources already in place. The remaining \$13.2 billion in unfunded needs will not be addressed unless additional funding is found.

These regional funding needs are the sum of funding needs identified for the District of Columbia, Suburban Maryland, and Northern Virginia, which are presented in the following sections. Included in these state totals are the funding needs of the Washington Metropolitan Area Transit Authority (WMATA). WMATA's needs are broken out on a year-by-year basis in a separate WMATA section.



Additional capital funding is needed for both highway and transit systems. Highway needs include:

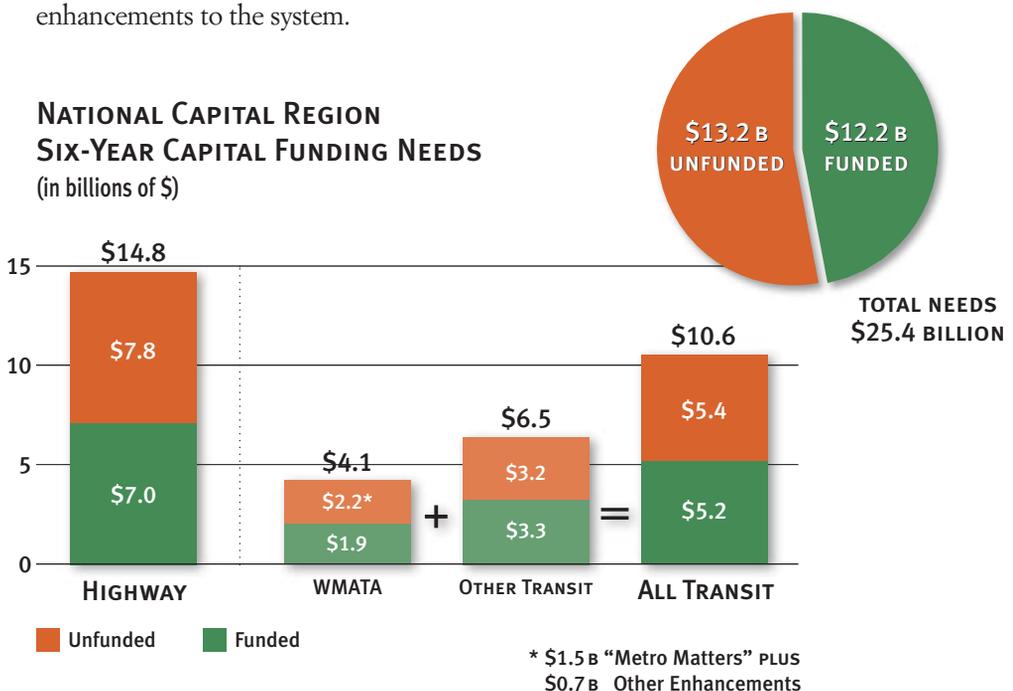
- Deferred bridge replacement and other bridge and highway maintenance;
- New technology to monitor and optimize traffic flow and incident management;
- Widening of selected highway segments, and construction of new highway interchanges and facilities; and
- Improved sidewalks and bicycle trails.

Transit needs include:

- Rehabilitating and maintaining the region’s Metrorail and Metrobus system to keep it in a state of good repair; maximizing available system capacity to reduce crowding; and securing the system against potential threats;
- Increasing the capacity of the MARC and Virginia Railway Express (VRE) commuter rail services; and
- Enhancing the region’s local bus systems.

WMATA’s needs are particularly critical. The region urgently requires additional capital funding in order to meet needs totaling \$4.1 billion over six years, of which \$1.9 billion is funded and \$2.2 billion remains unfunded. Approximately \$1.5 billion of the unfunded needs are defined in WMATA’s “Metro Matters” program as the transit agency’s most urgent priorities. An additional \$0.7 billion is needed over the next six years for other capacity and access enhancements to the system.

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



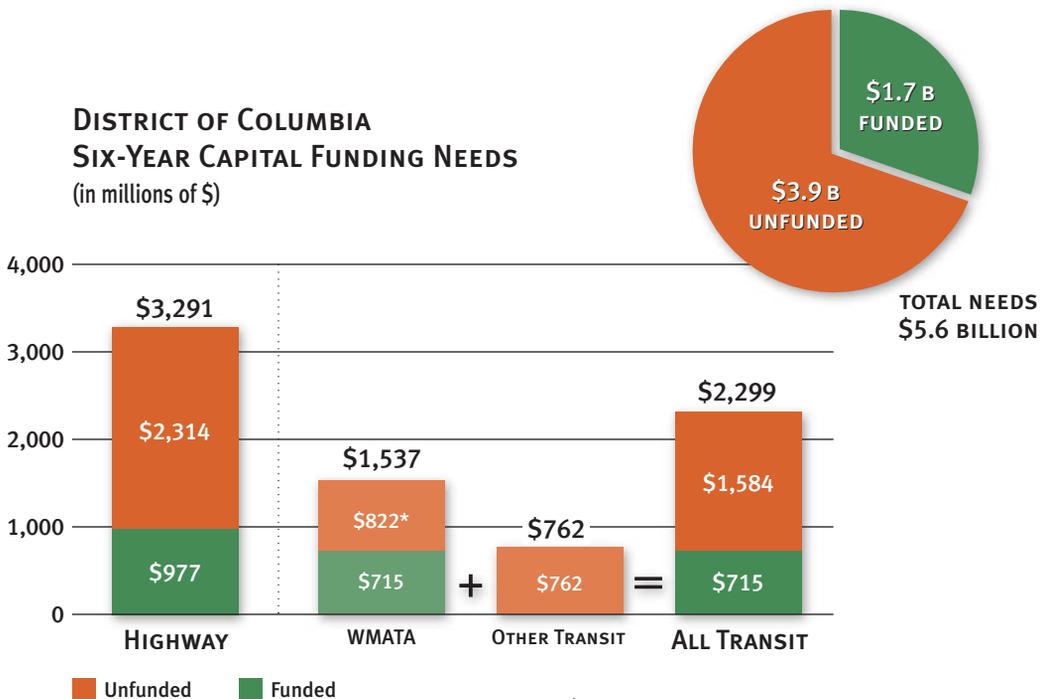


**T**HE DISTRICT OF COLUMBIA has defined its near-term capital needs based on what is essential to keep its transportation system safe and functional. Some of these needs have been deferred repeatedly in the past and have become increasingly urgent. The unfunded transportation capital needs over the next six years include:

- The District’s share of “Metro Matters” and other WMATA needs;
- New transit services, including the light-rail starter line in Anacostia and a circulator transit service to ease downtown congestion;
- Deferred bridge and roadway needs totaling \$1.8 billion, including \$300 million in emergency bridge repairs;
- An integrated Transportation Management System to monitor, manage and coordinate regionally significant transportation elements for national security;
- Safety improvements to pedestrian crossings on major roadways; and
- A K Street Busway to ease the congestion caused by the closing of Pennsylvania Avenue and E Street.

**The District’s unfunded transportation needs for public safety and mobility total \$3.9 billion over the next six years.**

**DISTRICT OF COLUMBIA  
SIX-YEAR CAPITAL FUNDING NEEDS**  
(in millions of \$)



\* \$544 M “Metro Matters” PLUS \$278 M Other Enhancements



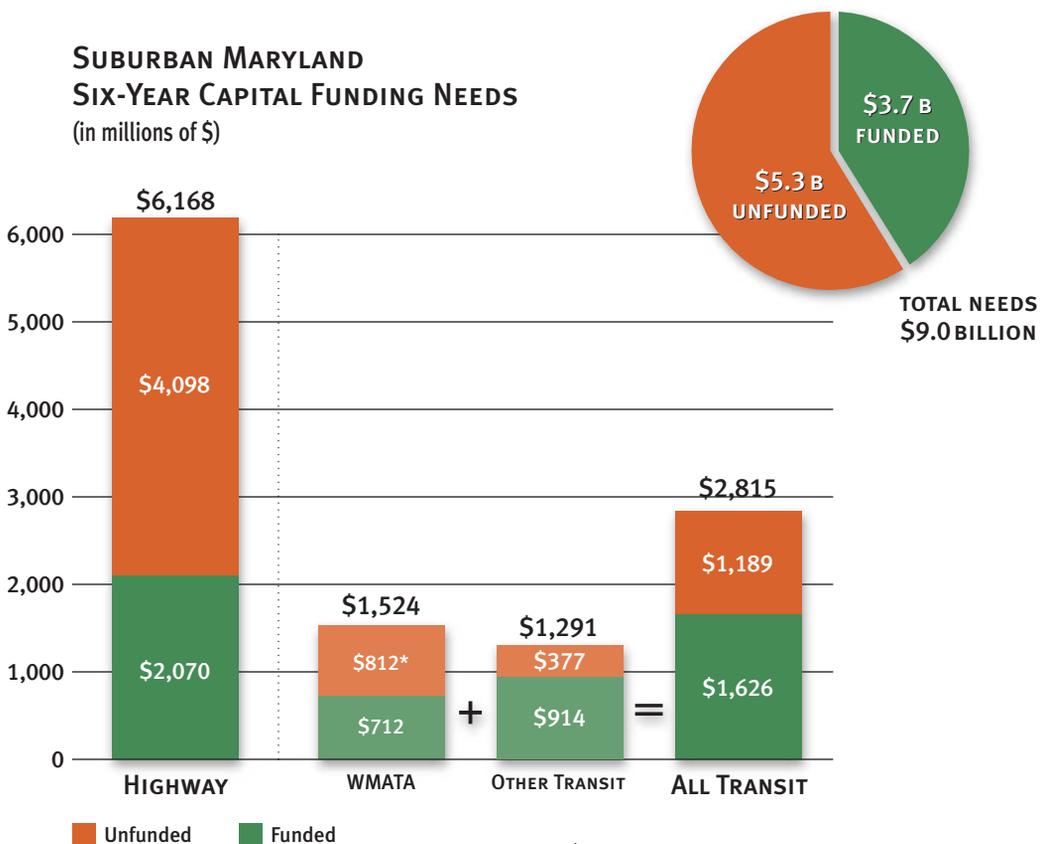
**M**ARYLAND recently undertook a six-month effort through its Transportation Task Force to determine its unfunded needs over the next six years. These critical needs cannot be addressed without an increase in federal, state, and local revenues.

**Suburban Maryland has identified \$5.3 billion of critical unfunded needs over the next six years.**

Unfunded needs include:

- Maryland’s share of “Metro Matters” and other WMATA needs;
- Completion of the Intercounty Connector;
- Safety, congestion relief and economic development initiatives;
- Improvements to major arterials and the Capital Beltway;
- The Bi-County Transitway linking Montgomery and Prince George’s Counties; and
- The Corridor Cities Transitway along the I-270 Corridor in northern Montgomery County.

**SUBURBAN MARYLAND SIX-YEAR CAPITAL FUNDING NEEDS**  
(in millions of \$)



\* \$535 M “Metro Matters” PLUS \$277 M Other Enhancements



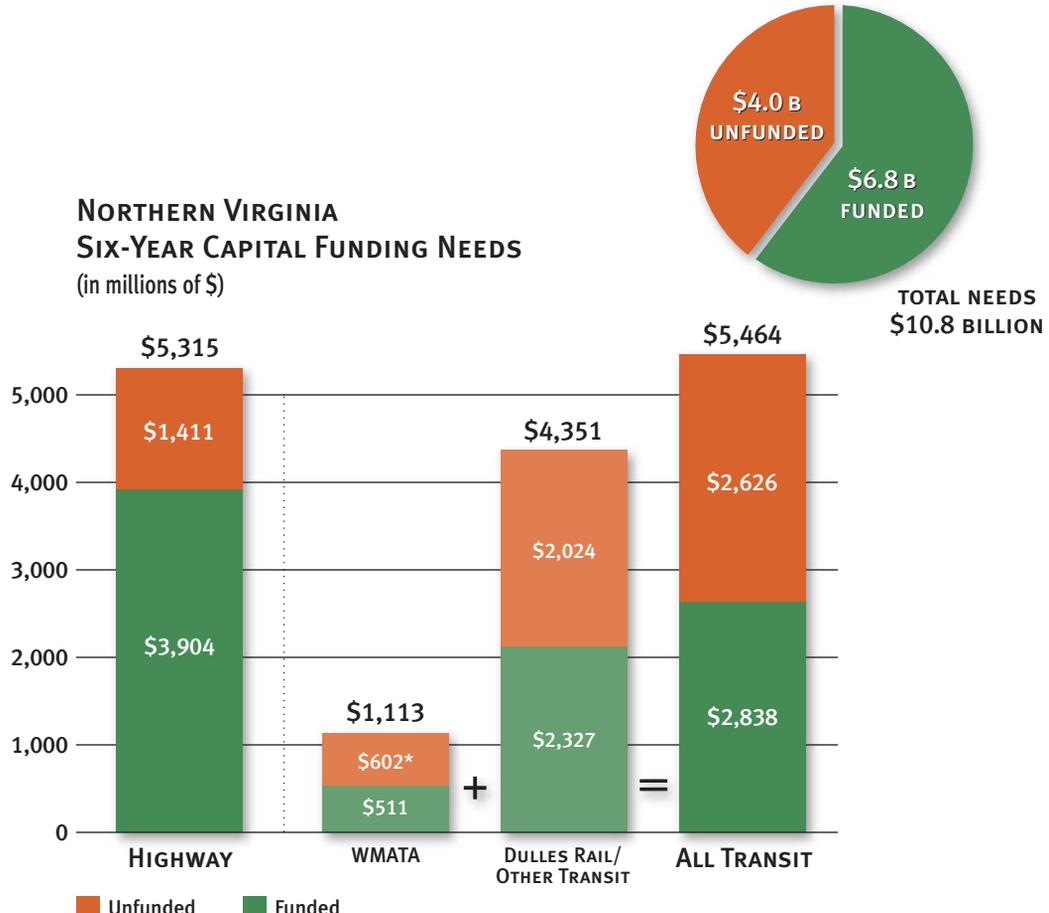
Dr. Ron Bell, Presbyterian College, Clinton, SC

**N**ORTHERN VIRGINIA needs more funding to build additional roadway lanes and add transit routes, and also to maintain existing facilities and services, improve traffic flow on existing facilities, and upgrade local roads and transit systems. Immediately needed improvements that will be delayed beyond 2010 without additional funding include:

- Virginia's share of "Metro Matters" and other WMATA needs;
- New rail service in the Dulles Corridor;
- Service expansion, locomotives and cars for VRE;
- Reconstruction of the I-66/U.S. 29 (Gainesville) interchange;
- Addition of a fourth lane on I-95 south of the Capital Beltway;
- Reconstruction of Washington Boulevard and Arlington Boulevard bridges, including improved bicycle and pedestrian access; and
- A new Alexandria DASH bus maintenance facility.

**Northern Virginia's unfunded needs for critical transit and highway improvements total \$4.0 billion.**

**NORTHERN VIRGINIA SIX-YEAR CAPITAL FUNDING NEEDS**  
(in millions of \$)



\* \$404 M "Metro Matters" PLUS \$198 M Other Enhancements



WMATA

**WMATA** stands on the precipice of a crisis. Left unchecked, this crisis threatens WMATA’s ability to sustain service levels and system reliability and to meet future demands for service. WMATA’s critical needs are shown below on a year-by-year basis, and include very substantial unfunded needs in the first few years.

WMATA’s most urgent needs are defined in its \$1.5 billion “Metro Matters” program, which includes:

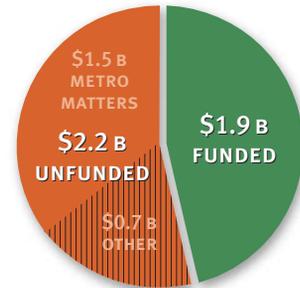
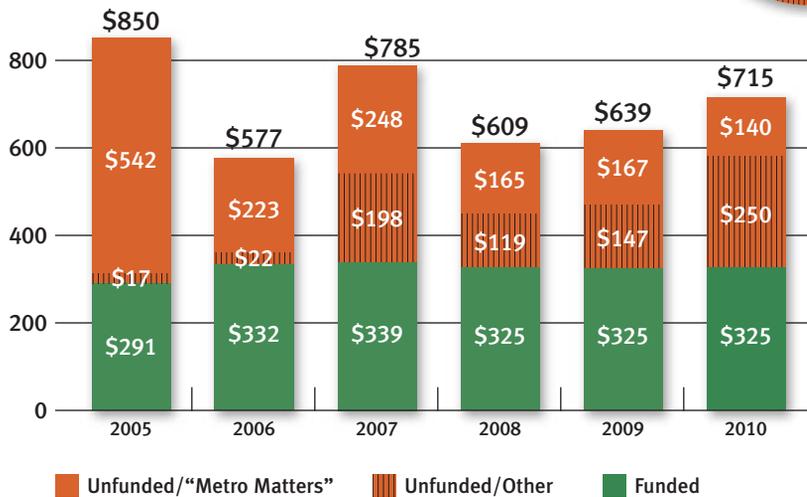
- Rehabilitation and replacement of existing buses and railcars, and rehabilitation and upgrades of passenger facilities, electrical/mechanical systems, track and structures, and maintenance facilities (\$520 m);
- 185 more buses and 120 more railcars, with associated maintenance and support facilities, for immediate capacity enhancements (\$800 m); and
- Safety and security improvements (\$150 m).

Other needs for the remainder of the six years include:

- An additional 275 buses and 180 railcars;
- Improved pedestrian movement within Metro stations; and
- Improved customer facilities.

**WMATA’s “Metro Matters” program defines its most urgent needs, which total \$1.5 billion and are most substantial in the first few years.**

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)  
YEAR-BY-YEAR CAPITAL FUNDING NEEDS**  
(in millions of \$)



**TOTAL NEEDS  
\$4.1 BILLION**



## MEETING THESE NEEDS WILL IMPROVE OUR QUALITY OF LIFE

- Individuals, families, and visitors will experience less frustration and delay on the region’s busy roads and transit systems.
- Employees and businesses will be more productive.
- Cars, trucks, and buses will waste less time on congested roads and produce less air pollution.
- The region’s highway and transit systems will be safer and better able to evacuate people during major emergencies.

**If we act together now, we can improve the quality of life for all.**

## A COMMITMENT IS NEEDED TO ACHIEVE ADEQUATE FUNDING

A true partnership effort that engages all levels of government is essential in order to address these critical needs. The timing of this effort is especially important because reauthorization of the successor to the current six-year federal legislation for highway and transit investments is expected soon. Proposed funding levels for the six-year national program for highways and transit range from \$247 billion to \$375 billion. It is absolutely critical to the region that the highest possible level of federal funding be achieved.

**Even the most optimistic level of federal funding will address only a portion of the funding shortfall.**

Even the most optimistic level of federal funding will address only a portion of the funding shortfall. Actions are needed at all levels. State budget processes are underway and actions by the District of Columbia, Maryland, and Virginia legislative bodies will be needed to address the critical shortfalls. Increased revenues from local sources and users of the transportation system are also under consideration throughout the region.

If we fail to make fundamental investments in our transportation system, our quality of life will suffer. Reduced family time and lower employee productivity due to excessive transportation delays are neither acceptable nor necessary. If we act together now, we can avoid these adverse impacts and improve the quality of life for all.

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## 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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