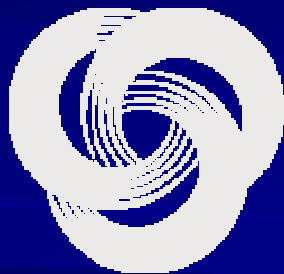


Resources for the Future
March 27, 2007



GREATER WASHINGTON
Board of Trade

Regional Framework

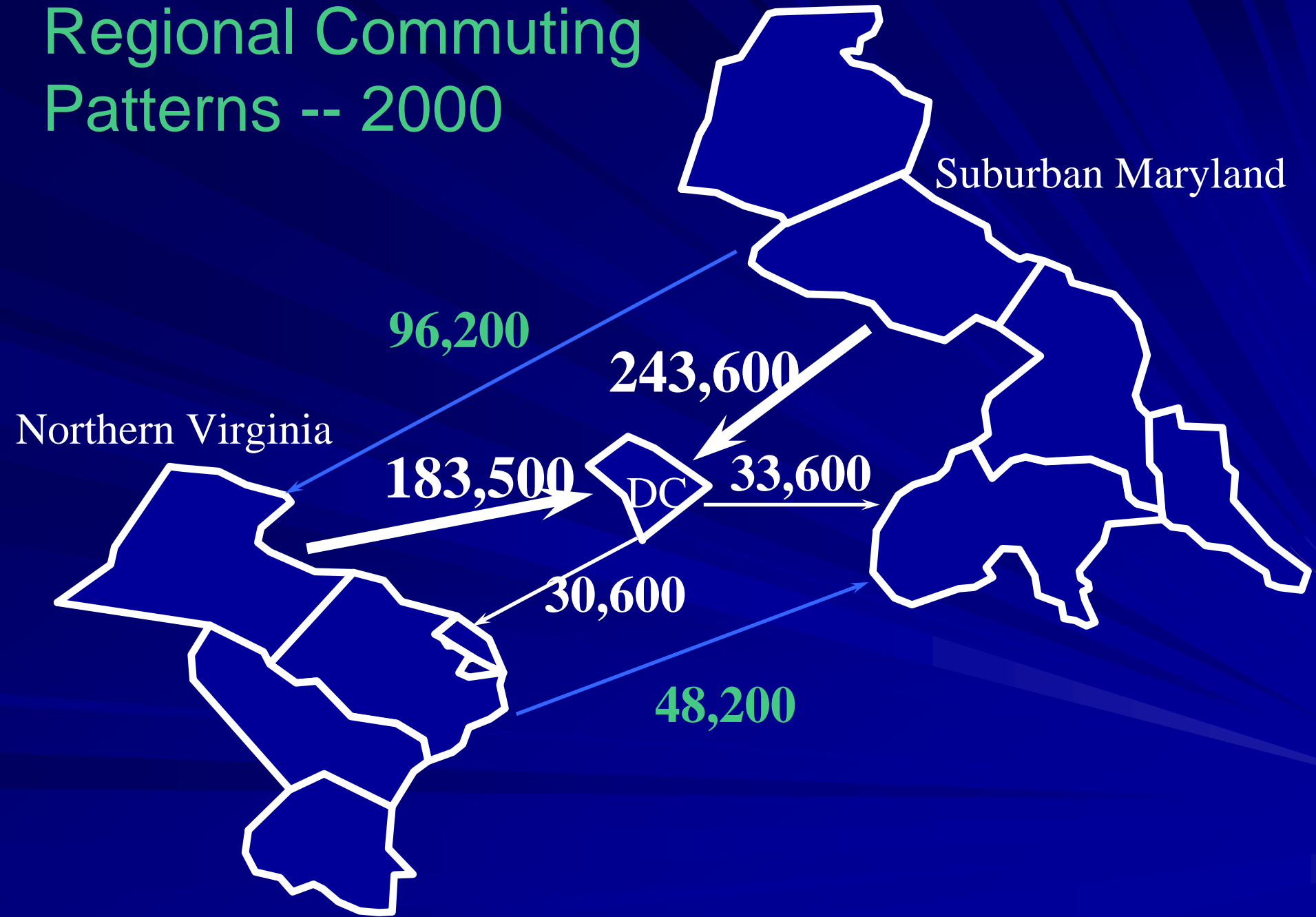
- Traffic Congestion
- Forecasts
- Some Thoughts on the Model

Regional Congestion

- Nation's 3rd worst traffic congestion (LA and SF)
- Every year stuck in traffic for 69 hours.
- Congestion costs Washingtonians \$2.4 billion annually in wasted time, fuel, etc.
- Results in problems for our quality of life, economy, safety, recruitment / retention

- 80% of commuting trips are by auto...(SOV or HOV)
- And 95% of all trips are by auto
- About 5% of all trips are by transit

Regional Commuting Patterns -- 2000



Regional Population Growth

■ 1960	2.2 million
■ 2000	4.5 million
■ 2030	6.1 million

(Source: Metropolitan Washington Council of Governments)

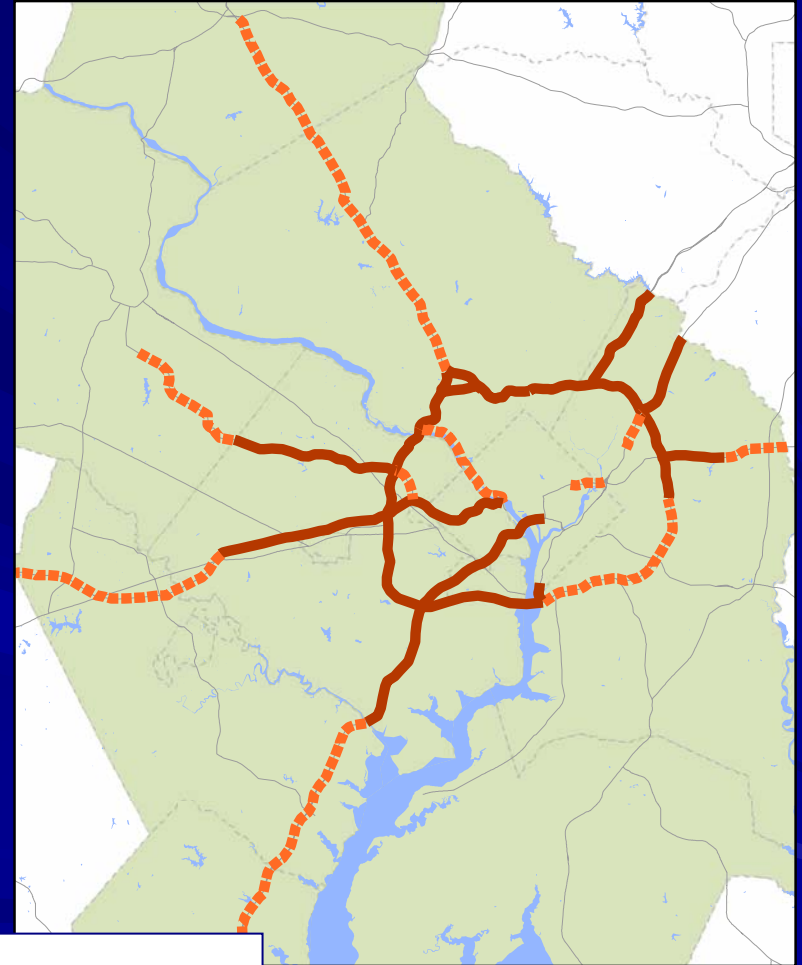
If we have bad traffic congestion now what will things be like with 2 million more people and 1.6 million more jobs?

Morning Peak Hour Congestion 2000 and 2030

(Source: Metropolitan Washington Council of Governments)



2000

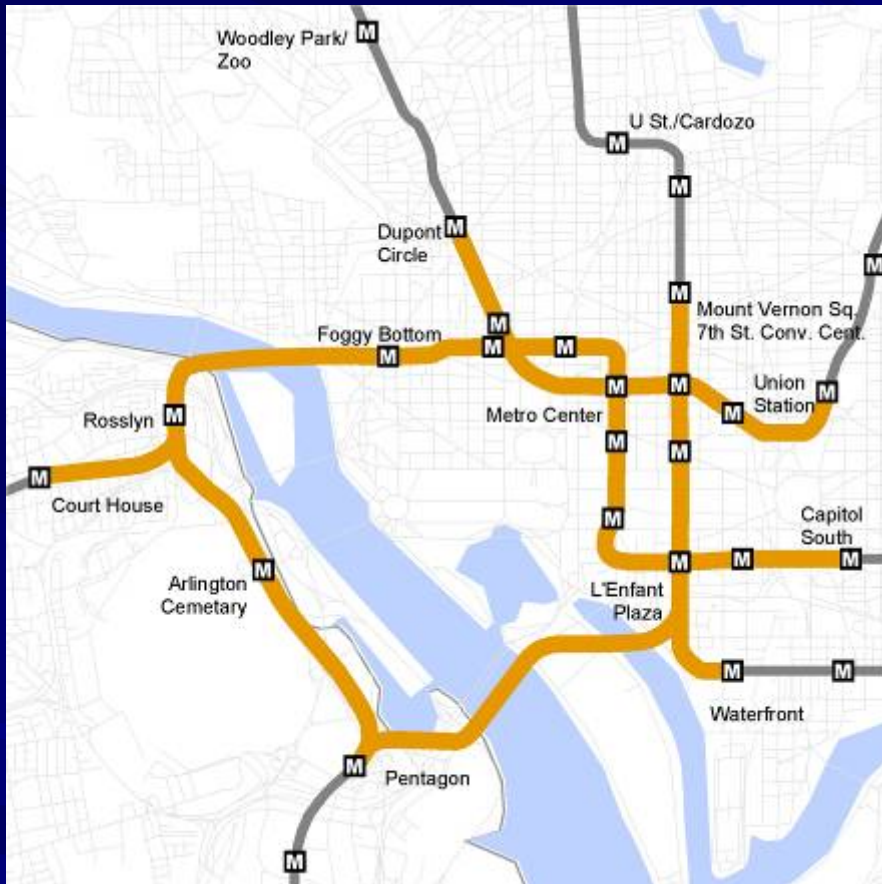


2030



Morning Peak-Hour Transit Congestion: 2000 and 2030

(Source: Metropolitan Washington Council of Governments)



2000



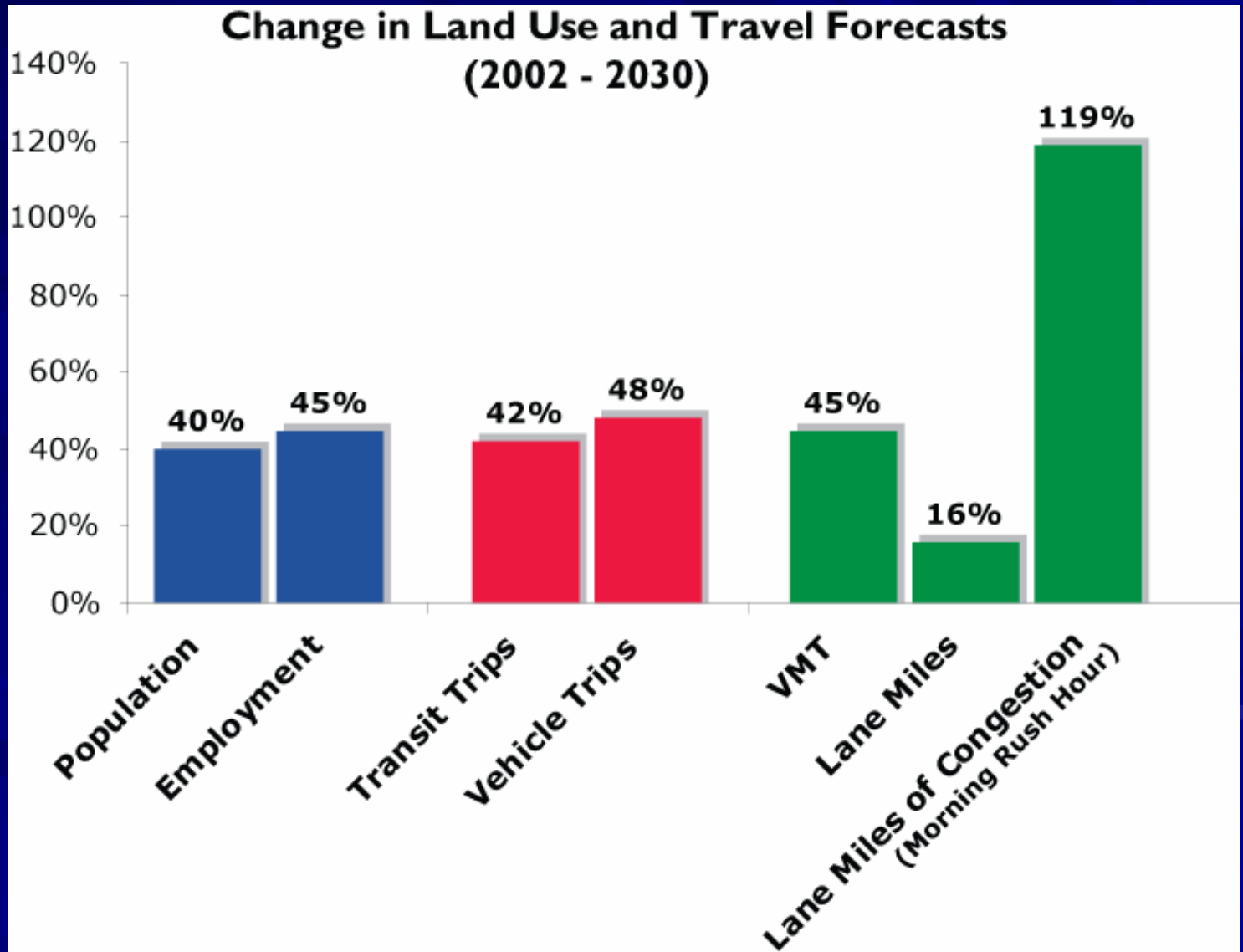
2030

Orange Congested

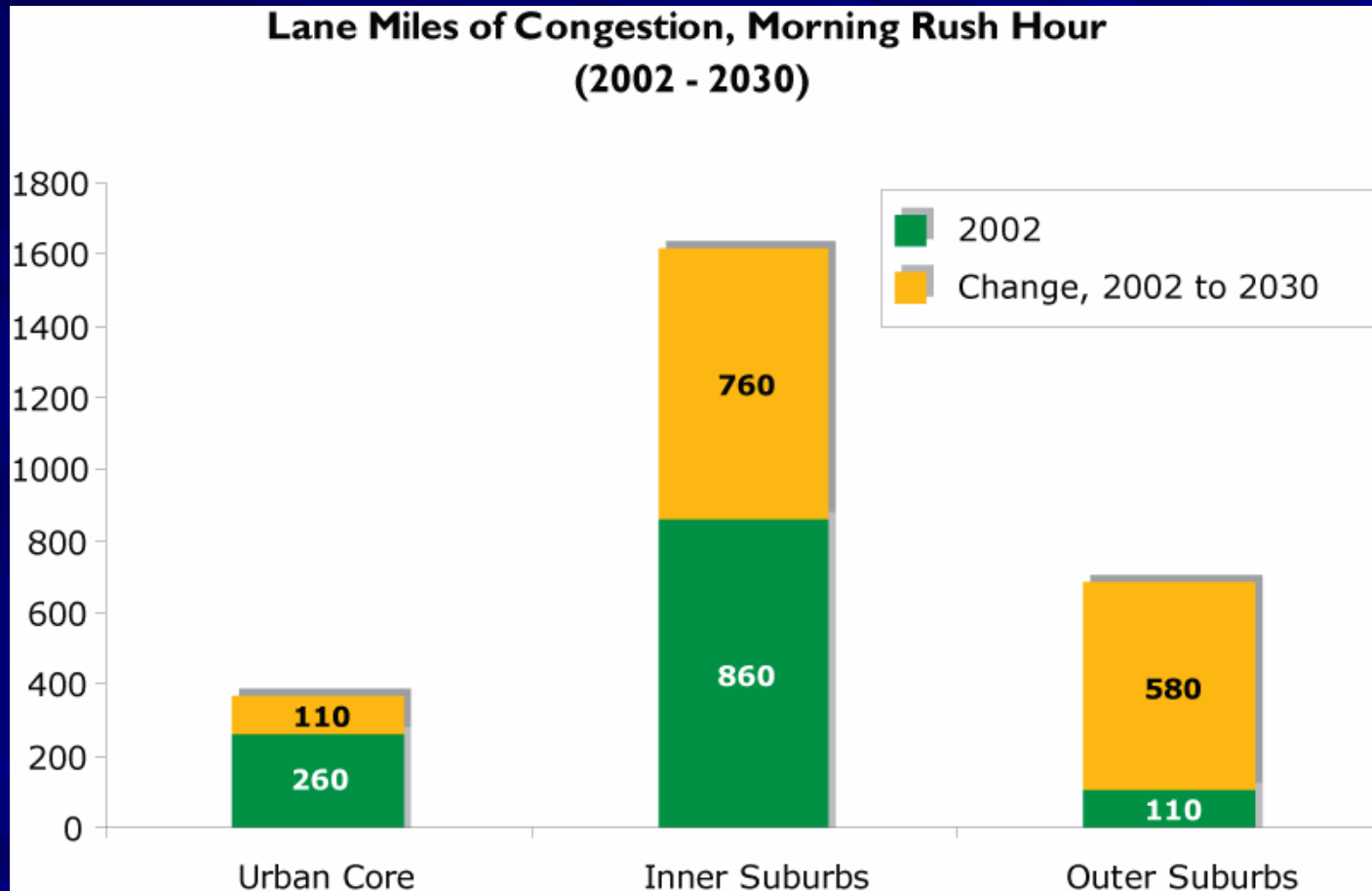
Red Highly Congested

Congestion is Getting Worse

(Source: Metropolitan Washington Council of Governments)



Greatest Congestion in Inner Suburbs (ICC is in the Inner Suburbs)



Urban core defined as The District, Arlington and Alexandria. Inner suburbs defined as Fairfax county in Virginia and Montgomery and Prince George's counties. Outer Suburbs defined as Loudoun, Prince William, and Stafford counties in Virginia; Frederick, Calvert and Charles counties in Maryland. (Source: Metropolitan Washington Council of Governments)

RFF Model Transportation Effects

- “Average time and VMT changes of the ICC are greatest inside the Beltway” ...Will more people then move inside the Beltway? -- Good
- “...east-west traffic in congested areas in the Bethesda-Silver Spring corridor is shifting to the ICC leading to significant improvements in driving conditions...” = Less congestion so safer streets and better quality of life

RFF Model Social Value

- Model demonstrates annual social value of \$513 million; \$276 million from transportation effects...Questions:

Does this include a measure of fewer accidents / deaths prevented by ICC?

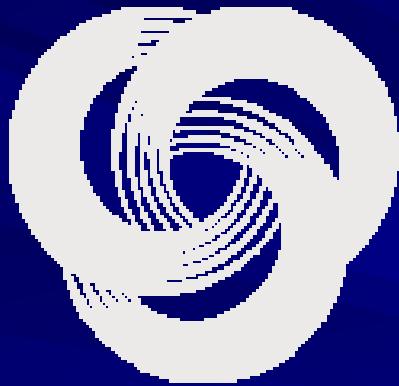
Does it measure social / environmental benefits of \$370 million provided in environmental mitigation / stewardship?

RFF Model Land Use Effects

- “Transportation options offered by the ICC attract households to northern Prince George’s and Montgomery, however largest population increases occur in zones inside of Beltway parallel to ICC – Again good
- Accessibility allows new options for affordable housing and jobs - Good

Distribution of Benefits by Income Group

- “ICC induces (Gross Regional Product) to increase everywhere in region...”
- Residents of Montgomery, Prince George’s and DC benefit by increases in their general welfare
- Northern Virginia loses in relative terms while DC and Prince George’s gain – Is the ICC closing the “Divide?”



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