

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION APPROVING
THE 2011 CONSTRAINED LONG RANGE
TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing SAFETEA-LU, which became effective July 14, 2007, specify the development and content of the long range transportation plan and require that it be reviewed and updated at least every four years; and

WHEREAS, on November 17, 2010, the TPB approved the 2010 Constrained Long-Range Transportation Plan (CLRP) and FY 2011-2016 TIP which were developed as specified in the Federal Planning Regulations; and

WHEREAS, on November 17, 2010, the TPB issued a solicitation document for projects and strategies to be included in the 2011 CLRP that will meet federal planning requirements and address the federal planning factors and goals in the TPB Vision; and

WHEREAS, the transportation implementing agencies in the region provided submissions for the 2011 CLRP and the TPB Technical Committee and the TPB reviewed the submissions at meetings in February and March 2011; and

WHEREAS, on March 16, 2011, the TPB approved the major projects submitted for inclusion in the air quality conformity assessment for the 2011 CLRP; and

WHEREAS, on October 13, 2011, the draft 2011 CLRP and its conformity assessment were released for a 30-day public comment period and inter-agency review at the TPB Citizens Advisory Committee (CAC) meeting; and

WHEREAS, the significant changes for the 2011 CLRP are described in the attached memorandum of November 16, 2011 and on the TPB web site, and detailed information on all of the projects in the 2011 CLRP is provided on the TPB web site and in Appendix B of the Air Quality Conformity report as adopted November 16, 2011; and

WHEREAS, the financial plan for the 2011 CLRP demonstrates that the forecast revenues reasonably expected to be available are equal to the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region through 2040; and

WHEREAS, in each year's update of the CLRP between 2000 and 2004, the TPB has explicitly accounted for the funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2005 by constraining transit ridership to or through the core area to 2005 levels; and

WHEREAS, as a result of the "Metro Matters" commitments for Metro's near-term funding, the transit ridership constraint to or through the core area was applied in the 2005 through 2008 CLRP conformity analysis using 2010 ridership levels rather than 2005 levels; and

WHEREAS, as a result of the federal legislation enacted in October 2008 to authorize \$150 million per year for 10 years in funding for WMATA's capital and preventive maintenance projects, and steps taken by the legislatures of Maryland, Virginia, and District of Columbia to identify the required dedicated local matching revenues, this additional revenue was assumed to be available in the financial plan for the 2011 CLRP and the transit ridership constraint to or through the core area was applied in the 2011 CLRP conformity analysis using 2020 ridership levels for 2030 and 2040; and

WHEREAS, during the development of the 2011 CLRP, the TPB Participation Plan was followed, and numerous opportunities were provided for public comment: (1) At the February 10, 2011 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis of the plan and the and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the February TPB meeting; (2) At the March 16 meeting, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP document; (3) At the October 13 CAC meeting, the draft 2011 CLRP and the draft air quality conformity analysis were released for a 30-day public comment period which closed on November 12, (4) An opportunity for public comment on these documents was provided on the TPB web page and at the beginning of the October and November TPB meetings; and (5) a summary of all comments and responses will be provided on the CLRP website; and

WHEREAS, on November 16, 2011, the TPB determined that the 2011 CLRP conforms with the requirements of the Clean Air Act Amendments of 1990; and

WHEREAS, the TPB Technical Committee has recommended favorable action on the 2011 CLRP by the Board; and

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the 2011 Constrained Long-Range Transportation Plan for the National Capital Region, as described in the attached

memorandum and the TPB web site, and Appendix B of the Air Quality Conformity report; and

BE IT FURTHER RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD encourages the Virginia Department of Transportation to expand its environmental analyses concerning the I-395/I-95 HOT Lanes project to include more candidate build alternatives, including transit options and a District of Columbia terminus.

Adopted by the Transportation Planning Board at its regular meeting on November 16, 2010.