

ITEM 13 - Information

September 17, 2014

Briefing on an Updated Priorities Plan Assessment of the 2014 CLRP

Staff Recommendation: Receive briefing on an updated version of how the transportation system proposed for the 2014 CLRP supports the priorities identified in the Regional Transportation Priorities Plan.

Issues: None

Background: In January, the Board approved the Regional Transportation Priorities Plan which identifies strategies that are “within reach” both financially and politically and have the greatest potential to respond to the region’s most significant transportation challenges. At its April meeting, the Board was briefed on an initial assessment of how the transportation system proposed for the 2014 CLRP supports the priorities identified in the Priorities Plan. This updated assessment is based upon analysis of the draft 2014 CLRP, including information on projects and the financial analysis.



Financially Constrained
**Long-Range
Transportation Plan**
For the National Capital Region

CLRP 2014

PRIORITIES PLAN ASSESSMENT

Assessment of the Draft 2014 CLRP in Relation to the
Regional Transportation Priorities Plan

Priorities Plan Assessment of the Draft 2014 CLRP

Assessment of the Draft 2014 Constrained Long-Range Transportation Plan (CLRP) in Relation to the Regional Transportation Priorities Plan

The Regional Transportation Priorities Plan is a new policy framework for transportation decision making in the National Capital Region. Approved by the Transportation Planning Board (TPB) in January 2014, the Priorities Plan identifies strategies with the greatest potential to respond to our region's most significant transportation challenges. It aims to identify those strategies that are "within reach" both financially and politically—recognizing the need for pragmatism in an era of limited financial resources and a lack of political will to raise significant amounts of new revenue.

The Priorities Plan was explicitly intended to influence the regional transportation planning process, including the annual update of the region's Constrained Long-Range Transportation Plan (CLRP). At the TPB meeting on September 17, 2014, the Board will be presented with key information related to the 2014 CLRP update, including projects proposed to be added to or changed in the plan, forecasts of anticipated funding for the plan, and emissions forecasts related to federal Clean Air Act requirements.

This assessment is designed to inform discussions and deliberations related to the CLRP update process. It uses the best available information about the CLRP and its anticipated future performance to assess the degree to which it supports the objectives spelled out in the Priorities Plan. The assessment follows up on the Priorities Plan's own directive: "In the future, the TPB will undertake efforts to evaluate how well the projects and programs in the CLRP, taken as a whole, support regional priorities."

1 | BACKGROUND

Origin

The TPB approved the Priorities Plan on January 15, 2014. The following month, on February 19, the Board requested that staff provide information on how the proposed 2014 CLRP, including the projects and programs proposed to be added or changed this year, supports the priorities laid out in the Regional Transportation Priorities Plan. This direction from the Board was consistent with the Priorities Plan itself, which called for a comparison of the CLRP and the Priorities Plan as part of future updates to the CLRP.

At the TPB meeting on April 16, 2014, TPB staff presented an initial qualitative assessment of the CLRP in relation to the Priorities Plan. Staff indicated at that time that an additional assessment would be provided to the TPB at the time the draft CLRP is released for public comment. This document provides that additional assessment.

Purpose and Approach

This Assessment provides a high-level summary of how the proposed 2014 CLRP update supports the priorities spelled out in the Priorities Plan. It is designed to provide decision makers with readily accessible information that will help them understand the wider context of the CLRP as they consider approval of the plan in October 2014 and determine future regional planning activities.

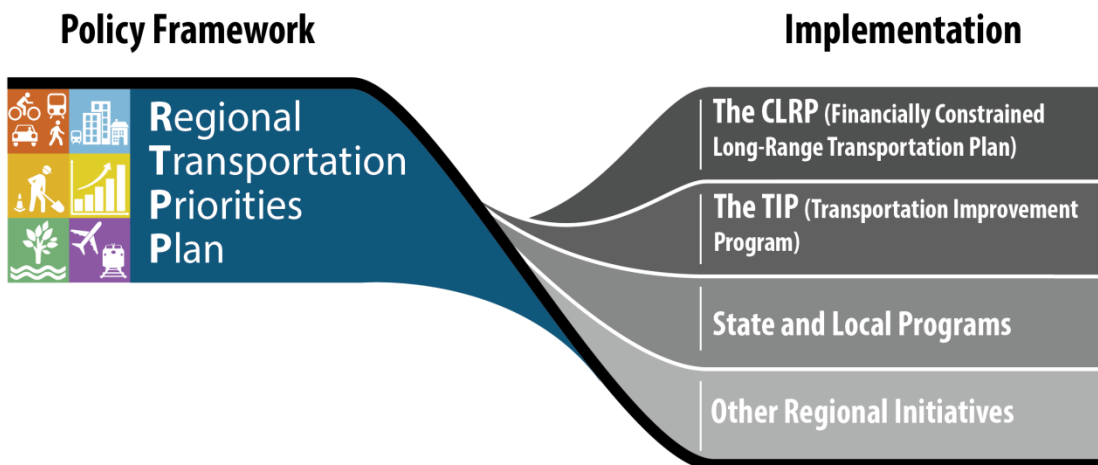
Some key features underlay the development of this document:

- The Assessment is primarily qualitative.** For the most part, the Priorities Plan did not identify measurable targets for the strategies it established. Therefore, this Assessment provides information that describes actions and trends that are moving our region in the direction of the region's priorities, but it does not identify specific, quantitative gaps.
- The Assessment is based on the full transportation system that is anticipated for 2040, not just new 2014 project submissions.** The Assessment makes reference to projects that are already in the CLRP as well as projects that have been submitted for this year's update. The Assessment does not use the Priorities Plan as a screen to rate, rank, or judge individual projects.
- The Assessment addresses strategies that were established in the Priorities Plan.** The Plan identified three overarching priorities and framed 18 strategies within those three priorities. Those strategies that are explicitly addressed in the CLRP provide the basis for this Assessment. Objectives and targets that have been established in other COG policy documents but not included in the Priorities Plan, such as targets for reducing greenhouse gas emissions, are not included in this Assessment.
- The Assessment has been developed in phases.** An Initial Assessment was presented at the April TPB meeting, when the Board was asked to approve project submissions for inclusion in the Air Quality Conformity Assessment for the 2014 CLRP. This document, which is being released on September 11, 2014, will be presented to the Board in conjunction with the Performance Analysis, Financial Analysis,

and Air Quality Conformity Analysis of the draft 2014 CLRP. Findings from this Assessment will be incorporated into the 2015 CLRP Call for Projects, which is currently scheduled to be released in draft form in October 2014.

- **Much of the implementation of the Priorities Plan will not be reflected in the CLRP.** The Priorities Plan calls upon the region to act at local, state, and regional levels—and many of these actions will not be included in the federally required CLRP. Some implementation activities are small-scale capital improvements that are not required for discrete inclusion in the CLRP, but will be featured in local funding programs. In other cases, implementation will be funded through private sector partnerships. Implementation also may not take the form of capital improvements; local or state policies and regulations will help to effect changes called for in the Plan. And regional initiatives, such as the Metropolitan Area Transportation Operations Coordination (MATOC) Program, play an important role in achieving progress toward the Plan’s objectives, although they may not appear as specific projects in the CLRP. The chart below illustrates the overarching role that the Priorities Plan was intended to play, and the various processes through which implementation can be achieved and observed.

Implementation of the Regional Transportation Priorities Plan



Framework and Information Sources for This Assessment

This Assessment is based upon the three broad priorities that were identified in the Priorities Plan. The three “building block” priorities shown below illustrate the fact that our vision for the future must be built upon a solid foundation of system maintenance and effective institutional practices.



Within these three priorities, staff have identified those strategies that can most clearly be reflected in the CLRP or assessed using existing analyses of the performance of the transportation system as it is planned.

For each of these selected strategies, the Assessment includes the following:

- What we know from the CLRP.** Based upon our professional judgment and knowledge of the CLRP at this time, is our region achieving desired outcomes?
- Basis for this Assessment.** What information, analysis, or data support the Assessment?

This Assessment uses the best available information to help show whether the transportation system laid out in the 2014 CLRP is supportive of the Priorities Plan. The sources of information, upon which the Assessment is largely drawn, include the following:

- 2014 CLRP, including 2014 Project Submissions.** The Draft 2014 CLRP includes more than 500 projects planned to be built or implemented by 2040. For 2014, the TPB received 11 major new projects or changes to existing projects for inclusion in this year’s CLRP update.

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- **2014 CLRP Performance Analysis.** The 2014 CLRP Performance Analysis provides useful and relevant information about forecast changes in the use of different modes, amounts of driving, congestion, and other key factors.
 - **2014 CLRP Financial Analysis.** Federal planning regulations require the CLRP to have a financial plan that demonstrates how the CLRP will be funded and provides information on the sources of funding that are reasonably expected to be available to carry out the projects and programs in the CLRP.
 - **Round 8.3 Cooperative Land-Use Forecasts.** The COG board in March 2014 approved the most recent round of regional forecasts of future jobs, population, and households for use in the 2014 CLRP conformity analysis. These land-use forecasts provide a basis for forecasting future travel demand.

2 | ASSESSMENT

Priority 1: Meet Our Existing Obligations

The Priorities Plan says that our very first priority should be to keep our existing transportation system in a state of good repair, because it is the backbone of our economy and must be properly maintained and safe before we can move on to other investments.

Ensure Maintenance of the Transit System (Ongoing Strategy 1)

The Priorities Plan calls upon the region to address any remaining backlog of deferred transit maintenance, set up systems to address maintenance challenges as they arise, and secure funding to ensure transit maintenance is carried out as needed.

WHAT THE CLRP TELLS US

The 2014 CLRP includes full funding for state of good repair and operations for WMATA and for the region's other transit systems. The CLRP exhibits a renewed regional commitment to keeping our transit systems maintained on an ongoing basis.

BASIS FOR THIS ASSESSMENT

- *The 2014 CLRP Financial Analysis demonstrates commitment to funding Operations and State of Good Repair for transit. The analysis shows that 89 percent of all transit spending over the next 26 years will be dedicated to these purposes.*
- *WMATA has undertaken major efforts to bring Metrorail and Metrobus to a state of good repair, and additional efforts to keep the system in a state of good repair have been planned and will be funded. WMATA in 2011 launched a \$5-billion program to deal with deferred maintenance. This six-year effort, known as MetroForward, has already delivered improvements in safety, reliability, and customer service. MetroForward's funding includes \$3 billion that was provided through the Passenger Rail Investment and Improvement Act (PRIIA) of 2008, which authorized \$1.5 billion in federal funding along with state matches totaling \$1.5 billion (\$500 million from each state). The additional funding for MetroForward was provided by the American Recovery and Reinvestment Act of 2009 (ARRA) and increased funding from the participating jurisdictions.*

WMATA estimates it will need sustained funding at current levels to maintain and replace assets on a regular life-cycle basis to ensure a state of good repair and continue current levels of

service. These projects include safety improvements recommended by the National Transportation Safety Board (NTSB), railcar and bus replacement and repairs, and escalator replacements.

The 2014 CLRP Financial Analysis forecasts full funding for both Operations and State of Good Repair for WMATA. This forecast assumes that PRIIA will be extended beyond 2019. Given this assumption, Virginia, Maryland, the District of Columbia have indicated they will each provide their required matches – \$50 million each per year – through 2040.

A full funding commitment to Operations and State of Good Repair for WMATA was not included in the 2010 CLRP Financial Analysis. At that time, the region could not identify matching funds for a continuation of PRIIA past 2019. In addition, the District could not fund its projected share of WMATA's operating costs and instead proposed an alternative set of service delivery methods for Metrobus and MetroAccess. These funding exceptions from 2010 have been eliminated in the 2014 CLRP.

- *The region's commuter rail operators are anticipating the necessary resources to ensure a state of good repair on their respective systems.* The 2014 CLRP Financial Analysis shows that state-of-good-repair needs for the MARC and VRE commuter rail systems will be fully funded on an ongoing basis through 2040. Some of these funding commitments have been highlighted in the VRE System Plan and the MARC Growth and Investment Plan, elements of which have been included in the 2014 CLRP. Local bus operators in the region have also prioritized maintenance and state of good repair.

Ensure Maintenance of Roadways and Bridges (Ongoing Strategy 2)

The Priorities Plan states that we should ensure that our roadways and bridges provide safe, reliable, and comfortable travel for people and goods, and that needed maintenance projects are completed as a first priority for use of highway funding.

WHAT THE CLRP TELLS US

The 2014 CLRP demonstrates a full commitment to keeping the region's roadways and bridges in a state of good repair, backed in part by new revenues in Maryland and Virginia.

BASIS FOR THIS ASSESSMENT

- *The 2014 CLRP Financial Analysis demonstrates commitment to funding operations and state of good repair on roads and bridges.* The analysis showed that 72 percent of all highway funding over the next 26 years will be dedicated to these purposes.

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- *State highway agencies have further demonstrated their commitment to maintenance.* Maintenance of the existing roadway and bridge system is highlighted as a priority in the long-range transportation plans for Maryland, Virginia, and the District of Columbia.
 - *Maryland Department of Transportation (MDOT).* One of the goals put forth in Maryland’s statewide transportation plan, known as the Maryland Transportation Plan (MTP), calls for efforts to preserve the existing transportation system. The objective of this goal is to “preserve and maintain State-owned or -supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports, and other facilities in a state-of-good-repair.” The plan recommends a number of actionable strategies to achieve the goal. Each year MDOT publishes an assessment, known as the Annual Attainment Report on Transportation System Performance, to track and evaluate the performance of Maryland’s transportation system. This report contains a number of quality-of-service measures that specifically look at maintenance.
 - *Virginia Department of Transportation (VDOT).* Virginia’s current statewide transportation plan, known as VTRANS 2035, states: “Under current law, maintenance of existing transportation assets to ensure the safety of the public is the first priority in allocation of transportation resources.” In addition, one of the investment priorities in the plan—“Address Environmental, Safety, and Maintenance Needs”—contains maintenance priorities that call for repairing deficient bridges and rehabilitating structurally deficient bridges.
 - *District of Columbia Department of Transportation (DDOT).* The District of Columbia’s long-range transportation plan, *moveDC*, emphasizes the importance of state of good repair. As part of the budgeting process, the draft plan calls for the following approach in prioritizing investments over the next 25 years: 1) fund basic state-of-good-repair and maintenance for existing programs; 2) allocate additional resources that accelerate the pace of reaching state of good repair for all infrastructure; and 3) fund critical transportation infrastructure investments to address deficiencies, safety, or capacity needs.
 - *New state transportation revenues will further support maintenance efforts.* In 2013, both Maryland and Virginia approved measures to increase state transportation revenues, the first statutory increases in such funding in either state in more than two decades. The measures will raise upwards of \$800 million more a year for transportation in each state. Much of the new revenue will be dedicated to maintenance and preservation efforts.

Priority 2: Strengthen Public Confidence and Ensure Fairness

The second priority in the Priorities Plan calls for across-the-board institutional practices to ensure accessibility for traditionally disadvantaged groups, promote efficiency through the use of technology, and engage and communicate with the public in a transparent fashion. For the most part, the strategies under this priority are not easily assessed by looking at projects or programs in the CLRP, or by analyzing the performance of those projects, taken together, in meeting future transportation needs. However, one of the strategies in this priority—“Ensure Accessibility for Traditionally Disadvantaged Groups” (Ongoing Strategy 5)—can be partly assessed by examining the CLRP and its performance.

Ensure Accessibility for Persons with Disabilities, Low Incomes, and Limited English Proficiency (Ongoing Strategy 5)

A key strategy under Priority 2 calls upon the region to ensure accessibility for persons with disabilities, low incomes, and limited English proficiency.

WHAT THE CLRP TELLS US

The 2014 CLRP includes many projects that will enhance transportation options in underserved areas on the eastern side of the region. However, disparities in accessibility to economic opportunity and unbalanced travel demand will continue because job growth is expected to continue to concentrate on the western side of the region.

More broadly, the Washington region has many programs and services available to serve the mobility needs of people with disabilities, limited incomes, and limited English proficiency.

BASIS FOR ASSESSMENT

- *A variety of programs throughout the region, including those funded through federal grants, will continue to provide funding for projects that improve transportation access for people with disabilities and/or low incomes. The TPB previously administered the federal Job Access Reverse Commute (JARC) program, which aimed to improve transportation for those with limited incomes, and the New Freedom program, which provides funding for transportation programs for persons with disabilities. The most recent federal surface transportation reauthorization, MAP-21, eliminated the JARC program and combined the New Freedom program with other grants programs to create the Enhanced Mobility program, which the TPB administers, and will use to fund projects that for this purpose improve accessibility.*

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- *MetroAccess and other paratransit programs provide mobility services to persons with disabilities.* MetroAccess, WMATA's paratransit program, provides door-to-door service to people with disabilities within three-quarters of a mile of fixed-route transit service (bus and rail). Many other public and private transportation providers provide similar services throughout the region.
 - *Transit providers throughout the region provide vital information in multiple languages.* WMATA supplies information on routes, schedules, and fares in multiple languages, and the agency has plans to expand this service to include more languages. In addition, important announcements are currently made in both Spanish and English at Metrorail stations and on Metrobuses.
 - *The 2014 CLRP contains a number of transportation projects that will increase travel options on the eastern side of the region.* Because low-income populations are disproportionately located in this part of the region, a comparative east-west regional analysis provides useful information on the degree to which the accessibility needs of low-income populations are being met. However, such an analysis only provides a limited understanding of the degree to which low-income populations are served by the transportation system laid out in the CLRP.
 - New transit capacity. Several projects will enhance access to jobs for low-income and minority communities, and increase mobility for people without cars:
 - *Purple Line.* This 14-mile east-west light rail route will provide greater access to jobs currently concentrated or forecast to be concentrated along the western end of the line. The new transit line will also catalyze job growth along the eastern end of the line in Prince George's County.
 - *DC Streetcar.* Four streetcar projects in the 2014 CLRP will connect neighborhoods east of the Anacostia River where there are higher concentrations of low-income households. These projects will provide greater access to jobs in existing or planned commercial corridors in the District and elsewhere.
 - H Street / Benning Road Line
 - Anacostia Initial Line
 - M Street SE/SW Line (proposed to be added in the 2014 CLRP update)
 - Minnesota Avenue Spur (proposed to be added in the 2014 CLRP update)
 - Improved access to Metrorail stations. The 2014 CLRP will include a number of key projects that will improve access to Metrorail stations on the eastern side of the region and support future job growth and economic development near those stations:
 - *Branch Avenue Metro station* access enhancements
 - *Greenbelt Metro station* full interchange on the Capital Beltway (proposed to be added in the 2014 CLRP update)
 - Key roadway improvements. The CLRP contains a number of roadway projects that aim to improve accessibility by automobile on the eastern side of the region:
 - *Intercounty Connector (ICC):* completion from I-95 to US 1
 - *Interchanges and road upgrades near Westphalia*
 - *MD 5/Branch Avenue:* update/widen, including upgraded intersections
 - *MD 4/Pennsylvania Avenue:* update/widen, including upgraded intersections

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- *MD 210/Pennsylvania Avenue: update/widen, including upgraded intersections*
 - *Suitland Pkwy and Rena/Forestville Road: upgraded interchange*
 - *MD 202: upgrades*
 - *Westbound ramp from US 50 to Columbia Road*
 - *MD 450: widening, from Bowie to the Capital Beltway*
 - *US 1: widening, in College Park and Greenbelt*
 - *Baltimore-Washington Pkwy and MD 193: intersection improvement*
- *Jobs are forecast to continue to be concentrated on the western side of the region. According to the land-use forecasts used in the 2014 CLRP, most of the region's jobs in 2040 will be located in Fairfax County, Montgomery County, or the District of Columbia (west of the Anacostia River). However, the latest forecasts show that job growth in Prince George's County is expected to outpace the rest of the region. The county is expecting 39 percent more jobs in the county by 2040, compared to 35 percent at the regional level. This signals a possible reduction in the east-west imbalance of employment.*
 - *Residents of the eastern side of the region are forecast to face longer commutes by auto. Since congestion is forecast to increase throughout the region, and because jobs are expected to continue to concentrate on the western side of the region, those who live on the eastern side will face longer commutes by auto to jobs in the west.*

Other Strategies Under Priority 2

Other strategies under Priority 2 cannot so easily be assessed when looking at the CLRP. However, they are key components of the Priorities Plan and are essential for the balanced and efficient system that the TPB has promoted in its vision for the future.

- ***Engage and Communicate with the Public***

Extensive public involvement and communications activities are woven into the planning and project implementation work of jurisdictions throughout the region. Nonetheless, public opinion research—including outreach for the Priorities Plan—consistently suggests that many people believe transportation planning and decision making is not adequately transparent and inclusive. Public agencies at all levels must continually strive to improve the opportunities for meaningful collaboration and communication with the public.

- ***Promote System Efficiency through Management, Operations, and the Appropriate Use of Technology***

Jurisdictions throughout the region have made great progress in using technology to enhance the efficiency of transportation operations. Improvements include automatic payments systems, automated traffic monitoring, and electronic tolling. Such activities are expected to continue in the future. At the regional level, the state departments of transportation and other regional agencies are expected to continue to support MATOC, the Metropolitan Area Transportation Operations Coordination Program, in order to monitor traffic and weather conditions and coordinate the response to disruptive incidents.

Priority 3: Move More People and Goods More Efficiently

The strategies outlined in Priority 3 represent a shift from large-scale, supply-side investments of the past to more strategic approaches to alleviating congestion and crowding, and to accommodating future growth. This priority calls for a mix of supply- and demand-side strategies, multimodal options, and a focus on concentrating future growth in mixed-use Activity Centers as a way to make more efficient use of the transportation infrastructure we have and any new infrastructure we build in the future.

Overall Assessment

Overall, reduced reliance on driving, greater use of more efficient non-driving options, and increases in the availability of transportation options in the region would signal progress in achieving the objectives outlined in Priority 3, as we seek to accommodate growth.

WHAT THE CLRP TELLS US

The average person is expected to drive less in the coming decades and the region is expecting a modest increase in the percentage of people who use non-motorized modes.

But the region's population is growing and despite a forecast decline in per capita driving, we are expecting a net increase in road usage (measured as vehicle miles of travel, or VMT). Overall, population growth will increase demand for all modes of travel – and increase pressures for more and better service.

Driving will continue to be the dominant mode of travel in the region in 2040. Although we can expect a larger share of commute trips on alternatives modes, the region can also anticipate that a larger percentage of the region's roadways will congested and congestion will be worse from the user experience. Congestion will have acute impacts on freight.

BASIS FOR THIS ASSESSMENT

- *Per capita VMT is forecast to decline 3 percent by 2040.* The 2014 CLRP Performance Analysis, which is based upon the TPB's travel demand model outputs, found that driving on the region's roads will increase more slowly than the rise in population. This means that VMT per capita will go down by 4 percent. In contrast, analyses in the recent past have forecast that VMT per capita would remain steady. And a decade ago, planners anticipated that the VMT per capita would substantially increase in the long term.
- *But total driving is expected to rise significantly.* With significant population growth, total VMT is forecast to grow 20 percent by 2040. The amount of new roadway capacity will increase by just 7

percent. We can expect an increase in congestion from these combined forces.

- *The total number of trips on each mode will go up substantially.* The region's forecast population growth of 1.3 million people will result in 4 million more trips per day by 2040, which means that the total number of trips on each mode will increase substantially. Decision makers will face continued pressures to improve all modes of travel.
- *Of all trips in 2040, the percentage taken by solo drivers will decrease slightly, while the share of trips on foot and by bike will increase slightly.* The 2014 CLRP Performance Analysis found that the total share of trips (mode share) by single occupant vehicle (SOV) will decrease from 42 percent in 2015 to 39 percent in 2040. The share of trips by foot or on bike will increase from 11 percent to 13 percent. The share of trips on transit will remain constant at 7 percent.
- *The share of congestion on the region's roadways is forecast to increase.* The 2014 CLRP Performance Analysis found that in 2015, 11 percent of the region's lane miles of roadway will be congested during the morning peak hour. By 2040, that share will grow to 17 percent, an increase of 63 percent in the share of lane-miles congested in the morning peak.
- *Congestion will affect a greater share of travel on the region's roadways.* A growing share of driving (vehicle miles traveled or VMT) on the region's roadways will occur under congested conditions. The 2014 CLRP Performance Analysis shows that in 2015, 24 percent of driving in the region during the morning peak hour will occur under congested conditions. That number will climb to 34 percent in 2040, an increase of 42 percent in the share of morning driving occurring in congestion.
- *Congestion will affect the efficiency of freight movement.* Today, 231 million tons of cargo moves to, from, within, or through the Washington region by truck. That's 96 percent of all cargo traffic by weight. The 2014 CLRP Performance Analysis forecasts a 22-percent increase in truck trips by 2040. Increased congestion will acutely affect increased truck travel.

LOOKING AT STRATEGIES UNDER PRIORITY 3

Six of the strategies under Priority 3 can clearly be supported by the kinds of transportation projects and land-use forecasts that are included in the CLRP. Those six strategies are the subject of the assessments below.

Expand Capacity on the Existing Transit System (Long-Term Strategy 1)

The Priorities Plan calls upon the region to fund basic capital improvements on our existing transit systems—Metro, commuter rail, and local transit—to expand capacity in key locations, especially the regional core.

WHAT THE CLRP TELLS US

Proposals to add capacity to the existing Metro system (specifically the *Momentum Metro 2025* package of improvements), including all eight-car trains during rush hours and core station improvements, did not receive full funding commitments in the 2014 CLRP.

The 2014 CLRP includes funding to expand the existing capacity of both the MARC and VRE commuter rail systems, including off-peak, weekend, and reverse-commute service, as well as longer and more frequent trains during peak hours.

BASIS FOR ASSESSMENT

- *Full funding for WMATA's Momentum improvements for 2025 was not identified for the 2014 CLRP.* The Priorities Plan called upon the region to fund the *Metro 2025* component of Metro's *Momentum* strategic plan. These improvements for 2025 would include running all eight-car trains during rush hours, expanding mezzanines and adding fare gates and escalators at the busiest stations to handle more riders, and implementing priority bus treatments on a limited number of key, high-ridership bus corridors, among other improvements. The 2014 CLRP does not include funding for these improvements.

Because of the lack of funding for these Metro improvements to accommodate projected ridership growth, the 2014 CLRP includes a “transit ridership constraint” that limits the growth in transit trips through the regional core beyond 2020. Under this constraint, the TPB's models assume that crowding on Metro will push some travelers into other modes of travel, mainly driving. Such a ridership constraint has been included in the CLRP since 2000.

In the meantime, support for funding the *Momentum* improvements is growing. In February 2014, the governors of Virginia and Maryland and the mayor of the District of Columbia announced a commitment

of \$75 million as a down payment toward the *Metro 2025* package in *Momentum*, which is estimated at approximately \$6 billion.

- *MARC and VRE commuter rail investment plans include funding to expand capacity on existing lines.* For the 2014 CLRP, both Maryland and Virginia submitted maintenance and expansion plans for their respective commuter rail systems—MARC in Maryland, and VRE in Virginia. The updated investment plans together include approximately \$2 billion in enhancements for which adequate funding has been identified. VRE has identified nearly \$1 billion in funded improvements, including buying additional railcars, expanding station platforms and parking facilities, and upgrading equipment storage and maintenance facilities to accommodate more riders on existing lines. MARC has identified about \$1 billion in funded improvements, too, including the purchase or refurbishment of hundreds of railcars and locomotives, numerous station improvements, and expanded service on all three lines, including more weekend and off-peak service on the Penn Line to Baltimore.

Despite this additional funding, however, the region’s commuter rail systems will need additional capacity improvements on the existing system, including improvements to Union Station and the Long Bridge, to satisfy new ridership demands.

Concentrated Growth in Activity Centers (Long-Term Strategy 2)

The Priorities Plan calls for the region to concentrate more development in the region’s 141 Activity Centers, as designated by the Metropolitan Washington Council of Governments in January of 2013. Greater concentration of development in Activity Centers will achieve transportation efficiencies by making travel modes other than driving alone more practical and convenient, and by shortening the distances people need to travel to meet their daily needs.

WHAT THE CLRP TELLS US

An increasing share of the region’s housing and job growth is forecast to occur in Activity Centers, according to COG’s latest Cooperative Land-Use Forecasts. Approved local land-use policies and transportation investments will continue to support and encourage this shift toward more concentrated development in Activity Centers.

BASIS FOR THIS ASSESSMENT

- *Compared to past land-use forecasts, we are expecting more growth in Activity Centers.* COG’s Round 8.3 Cooperative Land-Use Forecasts, which were approved by the COG Board in March 2014 for use in the 2014 CLRP Air Quality Conformity Analysis, anticipate that between now and 2040, 63 percent of new households forecast to be added to the region will be located in Activity Centers. Of the more than 1 million new jobs forecast to be added in the region, 76 percent of them will be located in Activity Centers. The forecasts from four years ago predicted less growth

in the region’s 141 Activity Centers. For 2040, the latest forecasts (Round 8.0) anticipated 81,000 more jobs, 58,000 more households, and 169,000 more people in Activity Centers, compared to the 2010 forecasts (Round 8.0).

- *High-capacity transit will reach more Activity Centers by 2040.* Today, 53 percent of the region’s 141 Activity Centers are served by high-quality transit—Metrorail, commuter rail, light rail, or bus rapid transit. According to the 2014 CLRP Performance Analysis, planned transit improvements in Maryland, Virginia, and the District of Columbia will bring this share to 66 percent.

Activity Centers with High Capacity Transit		
	Total	Percent
2014	74 (of 141)	53%
2040	93 (of 141)	66%

Enhanced Circulation within Activity Centers (Long-Term Strategy 3)

The Priorities Plan calls for an array of transportation options for short trips within Activity Centers. That means improving bicycle and pedestrian infrastructure, proving short-range bus services, and enhancing street connectivity.

WHAT THE CLRP TELLS US

Trips in Activity Centers will be increasingly taken on foot, by transit, or by bike, according to the 2014 CLRP Performance Analysis.

BASIS FOR THIS ASSESSMENT

- *Compared to the rest of the region, trips in Activity Centers are less likely to be taken by car.* Activity Centers will attract 58 percent of the region’s population growth between now and 2040, but 69 percent of new transit trips and 68 percent of new non-motorized (bicycle and pedestrian) trips are expected to originate in Activity Centers, while 88 percent of new transit trips and 68 percent of new non-motorized trips are expected to end in Activity Centers. This forecast indicates that Activity Centers are generators of non-motorized travel.
- *A range of small-scale improvements contribute to positive change.* Jurisdictions throughout the region are implementing changes to make non-motorized, short-range travel more attractive and viable. Such changes may include incremental improvements—such as new sidewalks in targeted locations—or they might comprise wholesale redesign and renewal of Activity Centers, such as the planned transformation of Tysons into a walkable community.

Implement BRT and Other Cost-Effective Transit Alternatives (Long-Term Strategy 4)

The Priorities Plan calls for the implementation of street-level transit systems to provide cost-effective connections between Activity Centers and/or major rail stations. These services can expand the range of available transit options in locations that are unlikely to be served by heavy rail, reaching more people in more places, and supplementing existing transit services in high-demand corridors. Such systems can include high-quality bus rapid transit (BRT), light-rail, and streetcar systems.

WHAT THE CLRP TELLS US

The 2014 CLRP includes a number of BRT, light-rail, and streetcar projects, most of which are due to become operational by the end of the current decade. Sixty-six percent of Activity Centers will be served by high-quality transit in 2040.

BASIS FOR THIS ASSESSMENT

- *The 2014 CLRP includes a number of street-level transit projects.* The plan indicates that nearly all these projects will be in operation by 2020.
 - Bus Rapid Transit (BRT)
 - *Metroway, Potomac Yard BRT.* In August 2014, the region's first bus rapid transit service opened between the Braddock Road and Crystal City Metro stations. In 2015 the route will be expanded to the Pentagon City Metrorail Station. The Metroway sets the stage for wider BRT implementation throughout the region and implements key BRT features for the first time in our region, including dedicated transitways and offboard fare payment.
 - *Route 1 BRT, Van Dorn to Pentagon.* Connecting two Metrorail Stations, this BRT line will serve the Mark Center, a regional Activity Center which will accommodate major BRAC-related growth. The BRT line will operate in dedicated lanes where possible, providing greater reliability of service that approximates rail travel at a much lower cost to build and operate.
 - *Corridor Cities Transitway (CCT).* This BRT line will extend the reach of high-quality transit in the busy I-270 corridor in Maryland, with a total of 16 stations serving six regional Activity Centers.
 - Other Street-Level Transit (Light Rail and Streetcar)
 - *Purple Line.* The Purple Line will be the region's first suburb-to-suburb light rail transit line, providing direct links between Activity Centers without passing through the congested regional core. The 16-mile circumferential transit line will feature 21 stations with connections to four Metrorail lines.

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- *Columbia Pike Streetcar*. This streetcar line will provide more capacity along the most heavily-traveled public transit corridor in Northern Virginia not currently served by Metrorail.
 - *District of Columbia Streetcar System*. The District's planned streetcar system will provide an additional transit option for District travelers, helping to answer the Priorities Plan's call for the region to develop diverse systems that will serve diverse needs. The streetcars will provide greater access to jobs by connecting neighborhoods with existing or planned commercial corridors in the District and elsewhere.
 - Two streetcar segments were previously in the CLRP:
 - > H Street/Benning Road, from Benning Road Metro station to Union Station
 - > Anacostia Initial Line, connecting the Anacostia Metro Station with the Joint Base Anacostia-Bolling
 - Three additional segments of the District of Columbia Streetcar System have been added to the 2014 CLRP:
 - > Union Station to Georgetown, from H Street NE to Wisconsin Avenue NW, mainly along K Street NW
 - > M Street Southeast/Southwest, from Good Hope Road SE to Maine Avenue SW, crossing the 11th Street Bridge
 - > Benning Road Spur, from Benning Road to Minnesota Avenue Metro station

Implement Tolling and Road Pricing (Long-Term Strategy 5)

The Priorities Plan calls upon the region to consider implementing tolling and road-pricing mechanisms to manage demand and raise new revenue for transportation. Managing demand through pricing makes more efficient use of roadway facilities by encouraging greater use of carpools, vanpools, and transit instead of single-occupancy vehicles.

WHAT THE CLRP TELLS US

Three major new highways in the region, one in Maryland and two in Virginia, use tolling and pricing mechanisms to manage demand and raise new revenue, or will in the near future. The projects are all currently included in the CLRP.

As a new addition, this year's CLRP includes a study of adding toll lanes to three more highways in the region, all located in the District of Columbia. The study will look at the possibility of converting existing highway lanes to toll lanes, a first for the region.

BASIS FOR THIS ASSESSMENT

- *The CLRP currently includes three priced lane projects.* These projects provide the opportunity to encourage more efficient use of road capacity, provide high-quality transit, and connect regional Activity Centers. Two of these projects—Virginia’s 495 Express Lanes and Maryland’s Intercounty Connector—are largely completed.
 - *Intercounty Connector (ICC).* This fully tolled facility connects important Activity Centers in the I-270 corridor in Montgomery County with Activity Centers in the I-95 and US 1 corridors in Prince George’s County. The first phase of the ICC opened in 2011. The final segment, between I-95 and US 1, is scheduled to open in 2014.
 - *495 Express Lanes.* This project added express toll lanes adjacent to existing general purpose lanes along 14 miles of the Capital Beltway in Virginia, one of the most congested highways in our region. While the facility was largely completed in 2013, work continues on extending the lanes from Georgetown Pike to the American Legion Bridge.
 - *95 Express Lanes.* This project will add express toll lanes adjacent to existing general purpose lanes along 29 miles of I-95 from the Capital Beltway to Stafford County in Northern Virginia. The lanes will encourage greater use of more efficient travel modes, including a number of express buses which already operate in the corridor.

- *As a new addition for the 2014 CLRP, the District of Columbia has proposed including a study of adding toll lanes to three highways.*
 - *District of Columbia Managed Lanes Study.* This study will look at implementing high-occupancy vehicle (HOV) lanes (including converting general purpose lanes or constructing new lanes) and subsequently converting those HOV lanes to express toll lanes. This project will consist of a network of three independent, but linked, corridors that will be priced to improve predictability and reduce solo driving. The three corridors are 14th Street/Rochambeau Bridge; I-395/I-695, Southeast-Southwest Freeway; and I-295. Although these projects are not funded for construction, the study’s inclusion in the CLRP is noteworthy because it will examine the potential conversion of existing general purpose lanes to priced lanes, a first for the region.

Alleviate Roadway Bottlenecks (Near-Term Strategy 2)

The Priorities Plan calls for targeted roadway improvements that provide congestion relief for drivers in key locations throughout the region and that support other regional goals.

WHAT THE CLRP TELLS US

The 2014 CLRP includes a number of roadway improvement projects, including interchange and capacity enhancement projects, which are designed to address congestion by alleviating key highway bottlenecks at regional and local levels. Some of these projects specifically address top freeway bottlenecks and high-delay freeway corridors identified by the TPB in its triennial aerial survey of freeway congestion.

BASIS FOR THIS ASSESSMENT

- *Top bottlenecks and high-delay corridors are receiving attention.* The TPB's Freeway Congestion Monitoring Program uses aerial photography to estimate travel speeds and congestion levels on the region's freeways during morning and afternoon peak travel times. The latest survey, carried out in 2011, identified the "top ten" bottlenecks on the region's freeway system, as well the "top five" longest-delay corridors. The CLRP contains projects or studies that could help relieve congestion around six of the top ten bottlenecks, two of the top five "longest-delay corridors" during the morning peak period, and three of the top five during the afternoon peak.

CLRP Projects and Studies Near The Top 10 Bottlenecks in the Metropolitan Washington Region Identified by 2011 Freeway Congestion Monitoring Program ("Skycomp")

Rank	Facility	Direction	From	To	CLRP Project	CLRP Study
1	I-395	Northbound	VA 27	VA 110	-	DC: Managed lanes study I-395, I-695, I-295 (submitted)
2A	I-495	Inner Loop	VA 193	GW Pkwy	-	-
2B	I-395/SW Fwy	Southbound	4th St.	12th St.	-	DC: Managed lanes study I-395, I-695, I-295 (submitted)
4	I-66	Eastbound	VA 7	Dulles Access	VA: I-66, Construct 2 lanes in select spots inside I-495 (2020)	-
5A	I-495	Inner Loop	MD 355/ I-270	MD 185	-	-
5B	I-495	Outer Loop	VA 267	VA 123	VA: I-495 HOT Lanes (2015, 2030)	-
7A	I-495	Outer Loop	I-95	MD 650	-	-
7B	I-495	Inner Loop	Gallows Rd.	US 50	VA: I-495 HOT Lanes (2015, 2030)	-
8A	I-66	Eastbound	VA 234 bypass	VA 234	-	-
8B	11th St. Bridge	Westbound	I-295	Southeast Fwy	DC: 11th St. Bridge Reconstruction (2013)	-

CLRP Projects and Studies Near The Longest Delay Corridors in the Metropolitan Washington Region Identified by 2011 Freeway Congestion Monitoring Program (“Skycomp”)

AM Peak Period

Rank	Facility	Direction	From	To	CLRP Project	CLRP Study
1	I-95/I-395	Northbound	US 1	GW Pkwy	VA: I-495 HOT Lanes (2015, 2030)	-
2	I-66	Eastbound	VA 234 bypass	I-495	-	-
3	I-495	Outer Loop	US 1	I-270	-	-
4	I-495	Inner Loop	I-95	I-66	VA: I-495 HOT Lanes (2015, 2030)	-
5	GW Pkwy	Eastbound	Chain Bridge Rd.	I-66	-	-

PM Peak Period

Rank	Facility	Direction	From	To	CLRP Project	CLRP Study
1	I-495	Inner Loop	VA 7	I-270 Spur	VA: I-495 HOT Lanes (2015, 2030)	-
2	I-395	Northbound	VA 110	Penn. Ave	-	DC: Managed lanes study I-395, I-695, I-295 (submitted)
3	I-495	Outer Loop	MD 187	VA 236	VA: I-495 HOT Lanes (2015, 2030)	-
4	I-95	Southbound	I-495	VA 123	VA: I-95 HOT Lanes (2015)	-
5	I-66	Westbound	I-495	VA 234	-	-

Five specific highway projects in the CLRP will address many of the most congested roadways in the region:

- 495 Express Lanes (Virginia)
 - 95 Express Lanes (Virginia)
 - I-66 “Spot Improvements” Inside the Beltway (Virginia)
 - 11th Street Bridge Reconstruction (District of Columbia)
 - District of Columbia Managed Lanes Study (Added in the 2014 CLRP update)
- Key airport access projects are included in the CLRP. In particular, bottlenecks should be alleviated to improve airport access. The Washington-Baltimore Regional Airport System Plan Ground Access Element includes recommendations for essential highway and transit improvements needed to maintain efficient and convenient ground access to the region’s airports in the future. The project listing below identifies improvements that support ground access trips to the three major commercial airports within the airport system planning area. These projects will serve to accommodate future demand growth for ground access identified in the previous section.

Critically Important Airport Ground Access Projects in CLRP	
Transportation Improvement	Completion Date (2014 CLRP)
Intercounty Connector (MD 200) I-95 to US 1	2014
I-95 Express Lanes	2015
Metrorail Silver Line Phase II	2016 (actual 2019)
Widening of Dulles Access Rd (VA 267, inside Beltway)	2017
Widening I-95 Prince George's / Howard Line to I-695 (Baltimore Beltway)*	2020
Widening of John Mosby Highway (US 50)	2014
Widening / Upgrade VA 606	2020
Widening of Sully Rd (VA 28)	2025
Express Bus Service on I-95	2015
Widening of I-70	2020
Widening of Sections of Prince William Pkwy (VA 294)	2014 / 2040
Widening of Leesburg Bypass (VA 7 / US 15)	2040
Construction of Bi-County Parkway	2020
Jefferson Davis Hwy (US 1) Transit Improvements (CCPY Transitway [future streetcar] and Potomac Yards Metrorail Stations)	2014 / 2015 / 2019 / 2021
Widening Arlington Blvd (US 50) – Fairfax ECL to Beltway	2025
Widening / Upgrade MD 5	2018 / 2025
Widening / Upgrade MD 4	2016 / 2020 / 2035
Widening / Upgrade MD 210	2020 / 2030
Widening Sections of I-270	2030
Widening MD 32*	2030
Corridor Cities Transitway	2020
Purple Line	2020
VRE Spotsylvania Station	2014
VRE Potomac Shores (previously Cherry Hill) Station	2017

Other Strategies Under Priority 3

Many of the strategies under Priority 3 are not so clearly assessed in comparison to the projects and programs that are explicitly identified in the CLRP. In some cases, funding may only be found in local Capital Improvement Programs (CIPs) because the projects will only use locally available dollars or are not considered regionally significant. In other cases, implementation will be achieved with private funding or through changes in policies and regulations.

Although this report does not use the CLRP to assess the degree to which they are being implemented, these strategies are key components of the Priorities Plan and are essential for the balanced and efficient system the TPB has promoted in its vision for the future. TPB staff welcome suggestions for determining how we might document and analyze planning and project development activities around the region that implement these strategies.

- **Improve Access to Transit Stops and Stations (Near-Term Strategy 1)**

Local jurisdictions throughout the region are taking steps to improve bus stops and rail station areas, and to improve pedestrian and bicycle access to transit. The TPB is currently conducting a study under the federal Transportation, Community, and System Preservation (TCSP) Program to identify high-impact pedestrian and bicycle access improvements to underutilized rail transit stations. In the future, new efforts can be expected to improve accessibility at the region's 19,000 bus stops, especially at high-priority locations.

- **Support and Promote Electric Vehicles (Near-Term Strategy 3)**

Actions to encourage the purchase and use of electric vehicles were identified in a 2012 COG report. Such actions would require a variety of local- or state-funded infrastructure, policies, and regulatory changes.

- **Promote Commute Alternatives (Near-Term Strategy 4)**

Programs to encourage alternative commute modes are in place throughout the region. The TPB's Commuter Connections program provides such services at the regional level, while numerous local governments and private employers have programs in place to provide information about commute alternatives and to encourage and support commuters who use commute modes other than driving alone.

- **Expand Pedestrian Infrastructure & Expand Bicycle Infrastructure (Near-Term Strategies 5 & 6)**

Jurisdictions at every level of government are working to build infrastructure and improve safety for walking and biking. The TPB's Bicycle and Pedestrian Plan identified more than 500 important regional projects. Every year the TPB's Bicycle and Pedestrian Subcommittee identifies a list of the top unfunded bicycle and pedestrian projects from a regional perspective.

- **Apply Priority Bus Treatments (Ongoing Strategy 3)**

The region is prioritizing these kinds of improvements and we are looking to do more. The Metrobus Priority Corridor Network (PCN), which would be fully funded under the *Metro 2025* component of WMATA's *Momentum* strategic plan (see pages 14-15), would apply significant priority treatments to 24 key, high-ridership routes to speed buses and improve on-time reliability. The TPB's federal TIGER grant, awarded in 2010, provided funding for some of these and other priority bus treatments throughout the region.

- **Update and Enforce Traffic Laws (Ongoing Strategy 6)**

Jurisdictions throughout the region are applying non-engineering solutions— through updated laws, better enforcement, and more public outreach—to make the transportation system safer, especially for pedestrians and bicyclists.

Take-Aways

When looking at the CLRP in relation to the Priorities Plan, several key take-away observations can be distilled from the data and information provided in this Assessment:

- **Our commitment to maintenance is solid.**

In contrast to the last major update of the CLRP, this year's plan demonstrates full funding for maintenance, operations, and state of good repair – for highways and for transit. This commitment fulfills what the Plan identified as our top priority. We also know that there is broad public support for such investments. In a 2013 public opinion survey carried out as part of the development of the Priorities Plan, a representative sample of the region's population gave transit and highway maintenance their highest levels of support.

- **The region is effectively using its Activity Centers to focus growth, enhance non-motorized circulation, and improve regional connections.**

Jurisdictions throughout the region have embraced the concept of Activity Centers as engines for economic growth tailored to their local needs. Analysis of the CLRP finds that an increasing share of new jobs and housing will be located in Activity Centers. It also forecasts that these locations will become more walkable and bikeable, and more convenient for transit. The Priorities Plan emphasizes that the region should build upon this model of success by tapping the full potential of Activity Centers on the eastern side of the region, particularly in locations near Metrorail stations.

- **The region is diversifying its public transit systems by developing new, cost-efficient options like BRT and streetcars.**

Six years from now, we will have moved beyond the last century's focus on heavy rail into a new era in which a range of new transit options will be available, including bus rapid transit (BRT), streetcars, and light rail. Most of the new transit identified in the CLRP is scheduled to be operational by 2020. While new transit options are likely to be implemented in the decades beyond 2020, the planning and funding commitments for such systems are not advanced enough to be included in the CLRP.

- **We have unfinished business when it comes to maximizing use of our existing transit systems.**

The CLRP does not include full funding for the package of improvements included in WMATA's *Momentum* Plan for 2025, including all eight-car trains, core station improvements, and the Metrobus Priority Corridor Network. The CLRP does include new commitments to funding capacity on our existing commuter rail systems, although both VRE and MARC have emphasized the need for significant additional improvements to meet future ridership demands.

- **Regional economic disparities continue to affect transportation patterns.**

The 2014 CLRP includes many projects that will enhance transportation options in economically disadvantaged areas on the eastern side of the region. However, we can expect that jobs will

continue to be concentrated on the western side of the region, leading to longer auto commutes for those in the east, greater transit crowding in the regional core, and significant unused transit capacity in reverse commute directions.

- **We expect individuals, on average, will drive less in the future than they do today. Nonetheless, we know that driving will remain the dominant form of transportation in our region.**

The average person in our region is expected to drive 3 percent less in 2040 than today, according to the 2014 CLRP Performance Analysis. But still, auto travel (SOV and HOV) is forecast to account for 80 percent of all trips in 2040 and 34 percent of all driving (VMT) in 2040 will occur under congested conditions. The CLRP shows that we are addressing the needs of drivers by targeting road projects to relieve bottlenecks and serve key economic development interests, such as airport access.

Future Work Activities

TPB staff is conducting a variety of follow-up activities to inform the development of the 2015 CLRP and promote integration of the Priorities Plan and other planning activities at COG.

Launching the 2015 CLRP Development Process

As part of the development of the 2015 CLRP, TPB staff plans to take the following steps:

- Work with partners to use the Priorities Plan in the development of the 2015 CLRP Call for Projects, which is currently scheduled to be released in draft form in October 2014.
- Work collaboratively with the local and state jurisdictions and agencies in the region to develop a process for describing—in a formal letter or other documentation—the ways in which the projects and programs that a jurisdiction submits for inclusion in the CLRP will address the priorities in the Priorities Plan. Such documentation was called for on page 77 of the Priorities Plan.

Conducting Outreach and Promoting Integration

TPB staff has been conducting activities to promote the implementation of the priorities in the Priorities Plan and seek integration between the Priorities Plan and other policy documents at COG, especially *Region Forward*. Much of the activity described below has been included in the TPB's FY2015 Unified Planning Work Program (UPWP).

- Outreach on the Priorities Plan.** In the summer of 2014, TPB staff conducted a series of listening sessions to better understand whether and how the TPB's members and key stakeholders believe the region is achieving the goals that were identified in the Priorities Plan. To date, staff has conducted nine such sessions with jurisdiction staff and four sessions with stakeholders. Through these discussions we hope to better understand our successes and identify gaps, beyond the projects and analysis of the CLRP. Staff plans to present a summary of these listening sessions to the TPB later in 2014.
- Enhanced Linkages to COG's "Place + Opportunity" Report.** Many of the strategies and priorities laid out in the Priorities Plan are closely connected to COG's *Place + Opportunity* Report, which focuses on strengthening and enhancing the region's 141 Activity Centers. In FY2015, COG/TPB staff will identify ways to further promote those linkages through analysis and outreach.
- Conduct Other Planning Activities and Analysis Related to the Priorities Plan.** In addition to the work identified above, staff will identify and conduct other analysis and planning activities related to key issues and themes identified in the Priorities Plan. Activities may include developing new or revised transportation and land-use scenarios, conducting analysis of those scenarios, and other research and analysis efforts. This analysis may also include evaluation of transportation metrics and targets that were established in other COG documents, particularly *Region Forward*. In addition, MAP-21 statewide and metropolitan planning regulations may provide guidance on setting performance measures and targets, and conducting analysis.

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- **Coordinate COG Planning Activities Through the Region Forward Coalition.** TPB members have expressed an interest in enhanced integration of the Priorities Plan with other planning efforts at COG, including *Region Forward, Place + Opportunity*, as well as work on climate change and air quality. Staff recommends that the Region Forward Coalition is the appropriate venue for determining how these different planning activities can be coordinated.

Conclusion

As the TPB prepares to vote on the 2014 CLRP, we hope this document will help decision makers better understand how the projects and inputs that are included in the CLRP as a regional system will or will not contribute to the achievement of our region's transportation priorities. TPB staff looks forward to working with participants in the regional transportation planning process to determine how future CLRP updates, as well as other planning activities, can even more fully meet the objectives of the Regional Transportation Priorities Plan.