

The original Metrorail system was planned in the 1960s for a horizon year of 1990. Planning and building what became in 2001 the 103-mile Metrorail system took about 40 years. Now, with significant capital infrastructure in place, it is time to develop a regional plan to meet forecasted transit demand for 2040 and to address bus and rail system capacity constraints. Metro's Regional Transit System Plan (RTSP) effort is organized around four key areas:

- ❖ Core Capacity-Increasing current transit capacity to the core to meet current and projected demand and promote continued employment growth
- ❖ System Access-Improving current station access for pedestrians, cyclists, and bus and car operators and working with private development initiatives to ensure access needs are met
- ❖ Corridor Development-Prioritizing surface transit corridors to increase transportation options and ensure that mode type meets ridership demand(express buses, light rail, and streetcar)
- ❖ New and Emerging Markets-Identifying, connecting, and improving transit access to regional activity centers which are rising transit-accessible neighborhoods

It is intended that the RTSP build on completed studies that identified potential solutions to current regional transportation challenges, including:

- *WMATA's 2001 Core Capacity Study*, which identified system-wide rail improvements that will allow the system to accommodate estimated future ridership;
- *WMATA's 2003 Regional Bus Study*, which identified bus improvements to serve previously designated corridors; to aid circulation in the Downtown DC core; and Metrorail system capacity relief;
- *Maryland Transit Administration's 2003 Purple Line Project*, a 16-mile light rail transit line designed to provide direct connections to activity centers between Prince George's and Montgomery County, Maryland;
- *The District's 2005 Transit Alternatives Analysis (DCAA)*, which recommended creating intra-city connections between the radial WMATA rail lines by designating multiple corridors for premium transit improvements to better connect District neighborhoods and support economic development initiatives; and
- *The Virginia Department of Rail and Public Transportation (DRPT)/City of Alexandria and Arlington County's Crystal City/Potomac Yard Transit Study*, which recommended a high-quality transit system along the corridor connecting the Braddock Road, Crystal City and Pentagon/Pentagon City Metrorail stations.

Metro has hired AECOM to serve as the consultant on the study, and the consultant team has performed initial modeling of a base-case scenario: MWCOG's Round 7.2A land use in 2040 on the TPB transportation network defined by the CLRP for 2030. The performance of the CLRP transportation network and deficiencies in transit will guide the development of a set of 12 strategies to improve transit service. A Technical Advisory Group (TAG) comprised of transportation planning representatives from all three signatories, the FTA, MWCOG, and NCPC is helping to guide the effort. Based on the performance of each of the 12 strategies, the next step will be to develop three scenarios so that combinations of the best strategies can be evaluated. The results of that evaluation will provide the basis for the study recommendations, toward a long-range (2040) transit plan for the region.