

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

**RESOLUTION APPROVING THE  
2016 AMENDMENT TO THE 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 Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area;

**WHEREAS**, the Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing the FAST Act, which became effective June 27, 2016, 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 October 21, 2015, the TPB approved the 2015 Amendment to the Constrained Long-Range Transportation Plan (CLRP) which was developed as specified in the Federal Planning Regulations; and

**WHEREAS**, on October 15, 2014, the TPB approved the FY 2015-2020 TIP which was developed as specified in the Federal Planning Regulations; and

**WHEREAS**, on December 16, 2015, the TPB issued a solicitation document for projects and strategies to be included in the 2016 CLRP Amendment and the FY 2017-2022 TIP that will meet federal planning requirements, address the federal planning factors, and goals in the TPB Vision and the Regional Transportation Priorities Plan; and

**WHEREAS**, the transportation implementing agencies in the region provided project submissions for the 2016 CLRP Amendment and the FY 2017-2022 TIP, and the TPB Technical Committee and the TPB reviewed the project submissions at meetings in February and March 2016; and

**WHEREAS**, on March 16, 2016 the TPB approved the major projects submitted for inclusion in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP; and

**WHEREAS**, on October 13, 2016 the draft 2016 CLRP Amendment and FY 2017-2022 TIP and the Air Quality Conformity Analysis 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 2016 CLRP Amendment are described in the attached memorandum of October 13, 2016 and on the CLRP website, and detailed information on all of the projects in the 2016 CLRP Amendment is provided on the CLRP website and in Appendix B of the Air Quality Conformity Analysis report as adopted November 16, 2016; and

**WHEREAS**, an updated financial plan for the 2014 CLRP entitled *Analysis of Financial Resources for the 2014 Financially Constrained Long-Range Transportation Plan*, September 2014, 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**, the Passenger Rail Investment and Improvement Act of 2008 authorized \$150 million per year for 10 years in funding for WMATA's capital and preventive maintenance projects, and the legislatures of Maryland, Virginia, and District of Columbia have committed to the required dedicated local matching revenues, and this revenue was determined to be reasonably expected to be available through 2040 in the financial plan for the 2014 CLRP, and as a result of this funding, the conformity analyses for the 2009 CLRP through the 2016 CLRP Amendment used 2020 ridership levels, rather than 2010 levels, to constrain transit ridership to or through the core area; and

**WHEREAS**, the Metrorail ridership constraint to or through the core area was applied in the 2016 CLRP Amendment air quality conformity analysis as has occurred in past plans because capital funding for 100% eight-car trains and other core improvements was not identified for expansion of the Metrorail's core capacity; and

**WHEREAS**, during the development of the 2016 CLRP Amendment and the FY 2017-2022 TIP, the TPB Participation Plan was followed, and numerous opportunities were provided for public comment: (1) At the February 11, 2016 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the Air Quality Conformity Analysis 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, 2016 meeting, the TPB accepted a set of responses to the public comments on the project submissions for inclusion in the CLRP and TIP documents; (3) On September 15, 2016 following the CAC meeting, a Public Forum was held on the development of the FY 2017-2022 TIP; (4) On October 27, 2016 the 2016 CLRP Amendment was presented to the TPB's Access for All Advisory Committee for their consideration and comment; (5) On October 13, 2016 in conjunction with the CAC meeting, the draft 2016 CLRP Amendment, the draft FY 2017-2022 TIP, and the draft Air Quality Conformity Analysis were released for a 30-day public

comment period which closed on November 12, 2016; (6) An opportunity for public comment on these documents was provided on the TPB website and at the beginning of the October and November TPB meetings; and (7) the documentation of the 2016 CLRP Amendment will include summaries of all comments and responses; and

**WHEREAS**, on October 19, 2016, the TPB received a briefing on the performance analysis of the draft 2016 CLRP Amendment showing how the CLRP supports the priorities identified in the Regional Transportation Priorities Plan which was approved by the TPB in January 2014; and

**WHEREAS**, on November 16, 2016, the TPB determined that the 2016 CLRP Amendment conforms with the requirements of the Clean Air Act Amendments of 1990; and

**WHEREAS**, the TPB Technical Committee has recommended favorable action on the 2016 CLRP Amendment by the Board; and

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board approves the 2016 Amendment to the Constrained Long-Range Transportation Plan for the National Capital Region, as described in the attached memorandum and the CLRP website, and Appendix B of the Air Quality Conformity Analysis report.

**Adopted by the Transportation Planning Board at its regular meeting on November 16, 2016.**