

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

**RESOLUTION TO TAKE ACTION ON RECOMMENDED PROJECT, PROGRAM AND POLICY  
IDEAS THAT WOULD IMPLEMENT TPB'S ASPIRATIONAL INITIATIVES IDENTIFIED IN ITS  
VISUALIZE 2045 PLAN**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as 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; and

**WHEREAS**, the TPB, as part of the regional metropolitan planning process, continues to develop and adopt a fiscally constrained long-range plan (formerly referred to as the "CLRP", now called "Visualize 2045") as mandated by the federal FAST Act as a means of ensuring that federal funding and approval for transportation projects in the region are made available; and

**WHEREAS**, based on concern that the combination of project inputs to the 2016 CLRP was forecast to result in unsatisfactory performance compared to current conditions, with peak hour congested lane miles increasing by 65%<sup>1</sup>, daily vehicle hours of delay increasing by 74%<sup>1</sup>, and reductions in CO2 emissions falling far short of the region's 80% multi-sectoral goal; and

**WHEREAS**, the TPB, with the understanding that one of its primary responsibilities is "to coordinate future plans, provide fair, balanced and comprehensive data and analysis to decision-makers to inform and influence transportation programming decisions so as to advance the regional Transportation Vision and Priority Principles by advancing a more effective set of projects and policy inputs to the region's long-range transportation plans"; and

**WHEREAS**, the TPB agreed that the region needed to develop a long-range transportation plan that goes beyond the project inputs reflected in its fiscally constrained long range plan, one that includes a combination of aspirational projects, programs, and policies that would better achieve the broad range of transportation goals embedded in TPB and COG's adopted guiding documents; and

**WHEREAS**, the TPB created a Long-Range Plan Task Force and carried out the charges outlined in Resolution R16-2017, As Amended, and Resolution R1-2018 that included detailed analysis of a set of ten improvement initiatives created by the task force by combining mutually supportive projects, program and policy ideas anticipated to have the

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<sup>1</sup>Transportation Planning Board, "Performance Analysis of the 2016 CLRP Amendment", November 16, 2016

greatest potential to provide meaningful improvements in the long term performance outcomes of the transportation system; and

**WHEREAS**, in December 2017 the TPB accepted the recommendations of the Long Range Plan Task Force in the form of a set of five improvement initiatives from the ten that were analyzed that rose to the top as having the most potential to address the region's transportation challenges and help make significantly better progress towards achieving the TPB's transportation goals and recommends the TPB endorse these initiatives; and

**WHEREAS**, in December 2017 the TPB adopted Resolution R8-2018 endorsing a set of five initiatives, found to have the potential to significantly improve the performance of the region's transportation system compared to current plans and programs, for future concerted TPB action and directed staff to include these initiatives in the aspirational element of the TPB's long-range transportation plan, Visualize 2045; and

**WHEREAS**, in January 2018 the TPB adopted Resolution R12-2018 that added two additional pedestrian and bicycle priority initiatives as aspirational elements to the five that had been adopted in December 2017; and

**WHEREAS**, during 2018, the TPB and the Metropolitan Washington Council of Governments and its various committees of subject matter experts have been engaged in examining what specific project, program and policy actions could the TPB members take, individually or collectively, that would help realize the region's seven aspirational transportation initiatives (attached); and

**WHEREAS**, in November 2018 the TPB received a set of recommended project, program and policy actions its members could take, individually or collectively that would help realize the region's seven aspirational transportation initiatives; and

**WHEREAS**, the TPB finds the recommended actions meritorious and believes a few of the recommendations are best suited for a regional organization to undertake working in collaboration with the TPB's member organizations, and calls on its members to work to integrate these into their project/program development processes; and

**NOW THEREFORE BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD:**

1. Directs the TPB staff to undertake the following work activities:
  - a. Identify a set of regionally prioritized high capacity transit stations where pedestrian/ bicycle access improvements have the greatest potential to utilize available capacity and increase transit ridership, by building on the previous work by the TPB and WMATA (Station Access Investment Study), with consideration of Equity Emphasis Areas, and report on progress by end of June 2019, including as practicable, a report on potential sources of funding.
  - b. Expand the TPB-endorsed National Capital Trail to provide connectivity to other major trails in the region thereby creating a regional trail network that extends into all TPB member jurisdictions, by building on previous work done by TPB and others, and to report on progress by end of June 2019, including as practicable, a report on potential sources of funding.

2. Directs the TPB's Commuter Connections program staff to:
  - a. Examine ways in which its existing service applications and programs can be enhanced to integrate the gamification and rewards aspects including University of Maryland's incentTrip application.
  - b. Develop a process through which TPB member jurisdictions work collaboratively with WMATA to undertake a targeted outreach to employers to increase participation in WMATA's SmartBenefits program.
  - c. Develop policy templates for small and mid-size employers to adopt and implement FlexTime and Telework programs at their work places as a resource for Commuter Connections Employer Outreach program.
3. Calls on the transportation agencies in the District of Columbia, Maryland and Virginia to collaborate and lead an effort to develop a consistent tolling policy for the region's Express or Congestion priced lanes network that exempts high occupancy vehicles from tolls to prioritize moving more people rather than more vehicles on our roadways.
4. Calls on the transportation and planning agencies in the District of Columbia, Maryland and Virginia to collaborate and lead an effort, in consultation with local jurisdictions, to develop a consistent framework of preferred standards of development density, operations and service to support the regional implementation of different types of Bus Rapid Transit.

**As revised and adopted by the Transportation Planning Board at its regular meeting on December 19, 2018.**