

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

RESOLUTION TO APPROVE A REGIONAL LIST OF TRANSIT ACCESS FOCUS AREAS

WHEREAS, the National Capital Regional 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 Vision, adopted in 1998, called for the region to make its transportation facilities "safer, more accessible, and less intimidating for pedestrians, bicyclists, and persons with special needs" and the Regional Transportation Priorities Plan, adopted in 2014, called for expanded pedestrian and bicycle infrastructure and enhanced circulation within Activity Centers; and

WHEREAS, on October 17, 2018, the TPB approved a new long-range transportation plan, called "Visualize 2045," that meets federal planning requirements, addresses the federal planning factors and goals in the TPB Vision and the Regional Transportation Priorities Plan, and includes a new "Aspirational Element" as specified by TPB Resolution R8-2018; and

WHEREAS, in Resolutions R12-2018 and R10-2019, the TPB directed that Visualize 2045's Aspirational Element include an initiative calling for improved pedestrian bicycle access to transit and that TPB staff identify a set of regionally prioritized transit station areas 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; and

WHEREAS, in accordance with these resolutions, TPB staff conducted the Transit Within Reach study, which combined regional analysis with member outreach to develop a regional list of 49 Transit Access Focus Areas (TAFAs), which were selected as locations that present the greatest need and opportunity to improve pedestrian and bicycle access to transit; and

WHEREAS, investments to improve nonmotorized access to transit should be considered regionally significant because they will not simply serve local circulation needs but will also improve access to regional transit systems, including Metrorail, commuter rail, light rail, and bus rapid transit; and

WHEREAS, in June 2020 the TPB was briefed on the draft list of TAFAs; and

WHEREAS, TPB staff has finalized the list of TAFAs based on comments received subsequent to the June 2020 TPB presentation; and

WHEREAS, the 49 TAFAS are shared among 17 of the TPB's jurisdictions and lie along a variety of different transit systems throughout the region, including existing Metrorail and commuter rail lines, as well as forthcoming projects, such as the Purple Line and Silver Line (Phase II) and new bus-rapid transit systems; and

WHEREAS, all the TAFAs are in Activity Centers where pedestrian, bicycle, and other micro-mobility improvements will increase circulation and economic vibrancy, indirectly creating impacts much broader than only improving access to transit; and

WHEREAS, the list of TAFAs is focused on disadvantaged communities as shown by the fact that 43 out of 49 TAFAs on the draft list (88%) are in Equity Emphasis Areas;

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

1. Adopts the attached list of Transit Access Focus Areas.
2. Directs TPB staff to undertake the following activities:
 - Give additional consideration to the Transit Access Focus Areas in selecting projects for Transportation Alternatives Set-Aside and Transportation-Land Use Connections funding.
 - Work with the TPB member jurisdictions to update the list of Transit Access Focus Areas on a periodic basis to reflect changes in conditions and forecasts.
3. Asks its members to prioritize projects, programs, and policies that will implement improvements in the Transit Access Focus Areas. All projects, programs, and policies must be implemented in an environmentally sensitive and sustainable manner, consistent with the TPB Vision.

Adopted by the National Capital Region Transportation Planning Board on July 22, 2020