

R8-2018
December 20, 2017

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

**RESOLUTION ENDORSING INITIATIVES RECOMMENDED
BY THE LONG-RANGE PLAN TASK FORCE**

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, 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, there is concern that the combination of project inputs to the current CLRP results in unsatisfactory performance compared to current conditions, with peak hour congested lane miles increasing by 65%¹, daily vehicle hours of delay increasing by 74%¹, and reductions in CO2 emissions falling far short of the region's 80% multi-sectoral goal; and

WHEREAS, the TPB understands 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 Principals by advancing a more effective set of projects and policy inputs to the region's long-range transportation plans"; and

WHEREAS, the TPB believes the region needs to develop a long-range transportation plan that goes beyond the project inputs reflected in its current CLRP, and that includes a combination of 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 and staff have been carrying out the charges identified in Resolution R16-2017, As Amended, and Resolution R1-2018, which created the Long-Range Plan Task Force (task force) and charged the task force and staff to complete several tasks by December 31, 2017, which will ultimately inform the future updates to the long-range transportation plan (Visualize 2045); and

¹ Transportation Planning Board, "Performance Analysis of the 2016 CLRP Amendment", November 16, 2016

WHEREAS, in April 2017, the Long-Range Plan Task Force membership was appointed by the TPB officers, comprising a subset of TPB members and representatives of citizen involvement committees, including: the three TPB officers; nine local officials (three each from Maryland, Virginia, and the District of Columbia); one representative of each state-level department of transportation and WMATA; and one member each from the TPB Citizens Advisory Committee and the TPB Access for All Advisory Committee; for a total of 18 task force members; and

WHEREAS, the task force conducted ten meetings beginning on April 10 and completed the following tasks:

- The task force agreed to the transportation goals and developed a set of transportation challenges faced by the region, both of which are based on existing COG and TPB policy documents, that the task force sought to address through its work activities;
- The task force reviewed past scenario analyses, considered lessons learned, and brainstormed and compiled over 80 different projects, programs and policy ideas not currently in the CLRP that have the potential to address the challenges the region faces in achieving its transportation goals;
- From the larger set of ideas, the task force created ten improvement initiatives by combining mutually supportive projects, program and policy ideas; the task force recommended the ten initiatives to the TPB for further analysis to determine if the initiatives would help make significantly better progress towards achieving the transportation goals laid out in TPB and COG's governing documents;
- The TPB approved Resolution R1-2018 on July 19, 2017 accepting for further analysis the ten improvement initiatives recommended by the task force; charged staff with determining if and how any of these ten initiatives could make significantly better progress towards achieving the goals laid out in TPB and COG's regional governing documents; charged the task force with reviewing the analysis and presenting to the TPB later this year a summary of findings; presenting to the TPB a recommended process by which the TPB may later endorse a final selection from among the ten initiatives for inclusion in the aspirational element of the region's long-range transportation plan and/or future concerted TPB action;
- The task force continued to meet to oversee the analysis and agreed to a set of assumptions for each initiative and a common set of performance measures to be used in the sketch-planning analysis;
- The task force agreed to a process by which they would select for the TPB's endorsement a set of initiatives from amongst the ten initiatives analyzed; the process for selecting the initiatives with the most potential for improvements included the consideration of the quantitative assessments of the performance measures, a qualitative assessment of the regional transportation challenges, and other factors not explicitly analyzed;
- The task force presented the results of the analysis to the TPB at the November 15 meeting and subsequently held detailed discussions on the results of the analysis and its implications for its work activities;

- Using the process it had previously developed, the task force identified five of the 10 improvement initiatives analyzed as having risen to the top and having the most potential to address the region's transportation challenges; and

WHEREAS the task force has presented the attached set of five improvement initiatives from the ten that were analyzed 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;

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

1. Recognizes that combining projects, programs and policies represents a multi-modal and multi-disciplinary approach to effectively address the congestion and mobility challenges forecast for this region.
2. Endorses the attached list of five initiatives, found to have the most potential to significantly improve the performance of the region's transportation system compared to current plans and programs, for future concerted TPB action, and directs staff to include these initiatives in the aspirational element of the TPB's long-range transportation plan, Visualize 2045.
3. Recognizes that the TPB's endorsement is a milestone first step, and calls on its member jurisdictions and agencies to commit to fully explore the initiatives to identify specific implementation actions that could be taken, individually and collectively, to make them part of TPB's future fiscally constrained long-range plans.

Approved by the Transportation Planning Board at its regular meeting on December 20, 2017.

**FIVE IMPROVEMENT INITIATIVES ENDORSED BY THE TPB
FOR FUTURE CONCERTED TPB ACTION**

Optimize Regional Land-Use Balance: This initiative would optimize the balance of jobs and housing region-wide. The idea is to increase jobs and housing around underused rail stations and Activity Centers with high-capacity transit. Plus, it would encourage building additional housing in the region to match employment projections.

Regionwide Bus Rapid Transit (BRT) and Transitways: BRT, transitway, and streetcar routes that are in jurisdictions' plans but not yet in the TPB's long-range plan would be added at various locations throughout the region. This initiative would also improve pedestrian access to transit stations and increase the amount of jobs and housing around the transit stations.

Metrorail Core Capacity Improvements: This initiative includes running eight-car trains exclusively on all Metrorail lines—replacing six-car trains entirely. It would also add a second Rosslyn station, and a new rail line across the Potomac River connecting the District and Virginia through Georgetown to Union Station towards Waterfront. It also would add better bicycle and pedestrian access to rail stations.

Employer-Based Travel Demand Management Policies: New policies would increase teleworking regionwide and increase the number of employees receiving transit and carpool subsidies. This initiative would also increase the price for most of the parking for work-trips in Activity Centers.

Regional Express Travel Network: The region would have an extensive network of express toll lanes on existing highways. These lanes would use dynamic tolls to maintain desired travel speeds and be free to carpoolers and transit vehicles. New express bus service connecting Activity Centers would also travel on the network.