

R12-2018  
January 17, 2017

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

**RESOLUTION ENDORSING NON-MOTORIZED  
PRIORITY INITIATIVES**

**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**, Visualize 2045 will include unfunded priorities, as part of an aspirational element, because the TPB believes the region needs to develop a long-range transportation plan that goes beyond the project inputs reflected in its current fiscally constrained long-range plan, 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**, TPB policies rooted in the TPB Vision and the Regional Transportation Priorities Plan have long emphasized the importance of pedestrian and bicycle enhancements; and

**WHEREAS**, recent TPB activity, as well as the activities of TPB members, including the Washington Metropolitan Area Transit Authority and the National Park Service, have identified regional pedestrian and bicycle priorities through analysis and stakeholder engagement; and

**WHEREAS**, pedestrian and bicycle priority initiatives, in addition to serving important local objectives, have been shown to enhance regional transportation system performance by augmenting circulation within Regional Activity Centers by providing first- and last-mile connections to transit and by connecting Regional Activity Centers; and

**WHEREAS**, planning activities conducted through the TPB's Unfunded Capital Needs Working Group (later renamed the Long-Range Plan Task Force) included the assembly of an inventory comprising more than one thousand individual unfunded capital improvements, including pedestrian and bicycle projects as well as transit and road projects; and

**WHEREAS**, TPB members have expressed the desire for the new aspirational element of Visualize 2045 to include non-motorized initiatives that would be shown to have positive impacts at the regional level; and

**WHEREAS**, in April of 2017, the Long-Range Plan Task Force was briefed by TPB staff on activities, which would be conducted separately from the primary activities of the task force, to identify non-motorized priorities; and

**WHEREAS**, on December 20, 2017, the Long-Range Plan Task Force endorsed five initiatives – comprising a variety of projects, programs, and policies that were largely focused on transit improvements, multimodal road improvements, and policy changes – for incorporation into Visualize 2045; and

**WHEREAS**, a draft package of two pedestrian and bicycle priority initiatives has been reviewed by the TPB's Technical Committee, Citizens Advisory Committee, and Bicycle and Pedestrian Subcommittee, and was provided for review to TPB at its meeting on December 20; and

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

1. Endorses the following pedestrian and bicycle priority initiatives:
  - Completion of the National Capital Trail
  - Access improvements to high-capacity transit stations
2. Directs staff to include these two initiatives in the aspirational element of the TPB's long-range transportation plan, Visualize 2045.
3. Directs staff to use these priorities as a factor in selecting projects for the TPB's Transportation Land Use Connections (TLC) Program and the federally funded Transportation Alternatives Set-Aside Program.
4. Calls upon local, state and regional governments and agencies to pursue implementation of these priorities.