

Goals, Objectives, Strategies, and Targets from Regional Transportation Policy Documents

The Regional Transportation Priorities Plan, 2014

The TPB Vision, 1998

Region Forward, 2010







National Capital Region Transportation Planning Board

Metropolitan Washington Council of Governments

REGIONAL TRANSPORTATION PRIORITIES PLAN

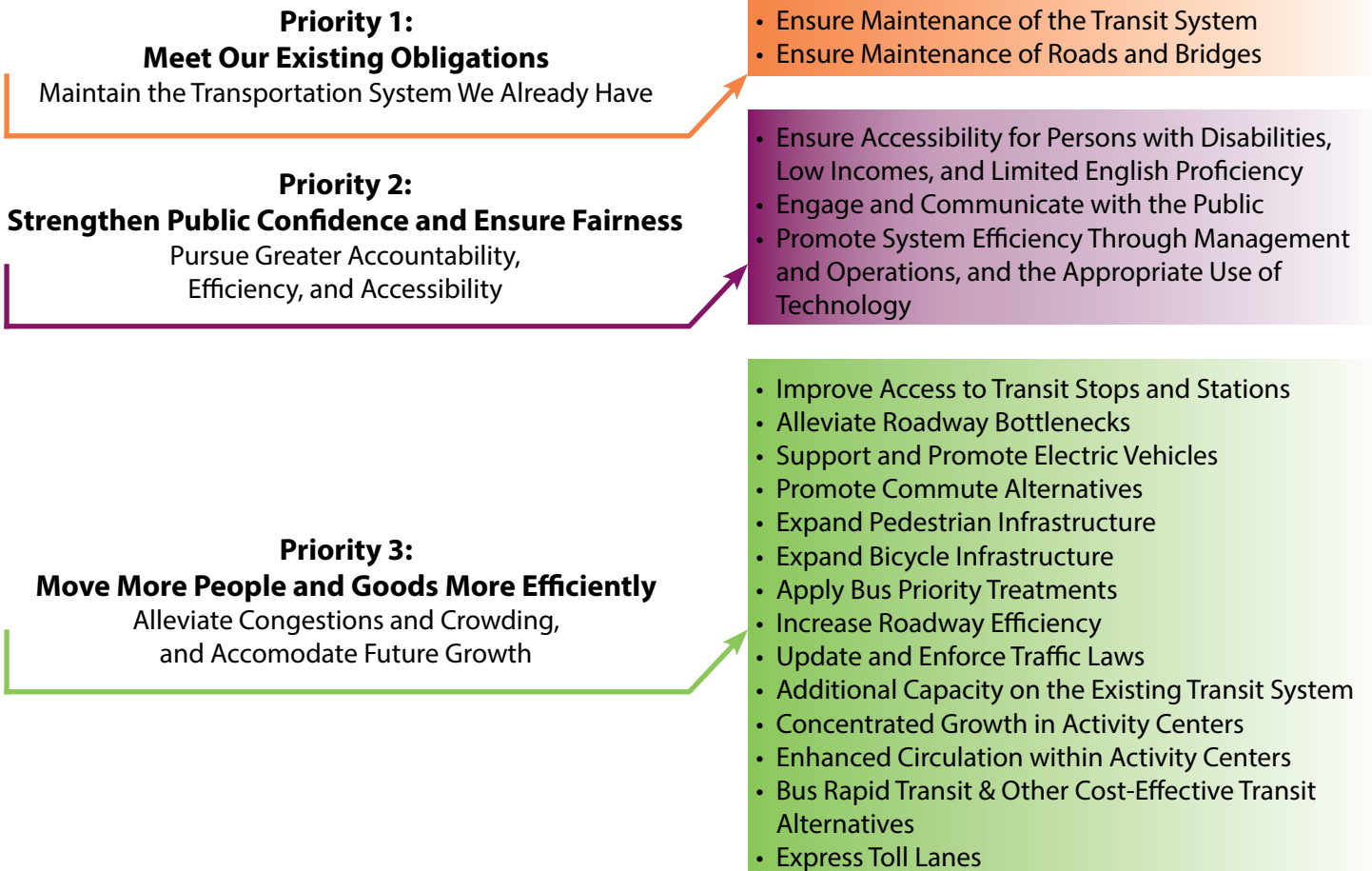
The Regional Transportation Priorities Plan, adopted by the TPB in January 2014, focuses attention on a handful of transportation strategies with the greatest potential to advance regional goals rooted in the TPB Vision. The Priorities Plan aims to identify those strategies that are “within reach” both financially and politically. The Plan calls for maintaining the region’s existing system of roadways and transit first, strengthening public confidence and ensuring fairness, and finding better, more efficient ways to move people and goods. The Priorities Plan serves as a policy guide to assist local, state, and regional leaders in “thinking regionally and acting locally” - that is, in considering regional needs when identifying transportation improvements to advance to implementation. Pursuing the priorities and strategies outlined in this Plan will lead to greater economic vitality and a higher quality of life in the Washington region.

GOALS

-  **GOAL 1:** Provide a Comprehensive Range of Transportation Options
-  **GOAL 2:** Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers
-  **GOAL 3:** Ensure Adequate System Maintenance, Preservation, and Safety
-  **GOAL 4:** Maximize Operational Effectiveness and Safety of the Transportation System
-  **GOAL 5:** Enhance Environmental Quality, and Protect Natural and Cultural Resources
-  **GOAL 6:** Support Inter-Regional and International Travel and Commerce

PRIORITIES

STRATEGIES



The VISION

10TH ANNIVERSARY EDITION

National Capital Region Transportation Planning Board | Metropolitan Washington Council of Governments



VISION STATEMENT

In the 21st Century, the Washington metropolitan region remains a vibrant world capital, with a transportation system that provides efficient movement of people and goods. This system promotes the region's economy and environmental quality, and operates in an attractive and safe setting—it is a system that serves everyone. The system is fiscally sustainable, promotes areas of concentrated growth, manages both demand and capacity, employs the best technology, and joins rail, roadway, bus, air, water, pedestrian and bicycle facilities into a fully interconnected network.

Adopted by the National Capital Region Transportation Planning Board on October 21, 1998

Policy Goals, Objectives, and Strategies

Policy Goal 1

The Washington metropolitan region's transportation system will provide reasonable access at reasonable cost to everyone in the region.

Objectives

- 1 | A comprehensive range of choices for users of the region's transportation system.
- 2 | Accurate, up-to-date and understandable transportation system information which is available to everyone in real time, and is user-friendly for first-time visitors and residents, regardless of mode of travel or language of the traveler.
- 3 | Fair and reasonable opportunities for access and mobility for persons with special accessibility needs.
- 4 | Convenient bicycle and pedestrian access.

Strategies

- 1 | Plan, implement, and maintain a truly integrated, multi-modal regional transportation system.
- 2 | Plan and implement a tourist-friendly system that encourages the use of transit and provides international signage and information.
- 3 | Make the region's transportation facilities safer, more accessible, and less intimidating for pedestrians, bicyclists, and persons with special needs.
- 4 | Plan and implement a uniform fare system for transit and commuter rail.
- 5 | Adopt a regional transit planning process and plan, with priority to uniformity, connectivity, equity, cost effectiveness and reasonable fares.

Policy Goal 2

The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the entire region, including a healthy regional core and dynamic regional activity centers with a mix of jobs, housing and services in a walkable environment.

Objectives

- 1 | Economically strong regional core.
- 2 | Economically strong regional activity centers with a mix of jobs, housing, services, and recreation in a walkable environment.
- 3 | A web of multi-modal transportation connections which provide convenient access (including improved mobility with reduced reliance on the automobile) between the regional core and regional activity centers, reinforcing existing transportation connections and creating new connections where appropriate.
- 4 | Improved internal mobility with reduced reliance on the automobile within the regional core and within regional activity centers.
- 5 | Efficient and safe movement of people, goods, and information, with minimal adverse impacts on residents and the environment.



Strategies

- 1 | Define and identify existing and proposed regional activity centers, taking full advantage of existing infrastructure, for the growth and prosperity of each jurisdiction in the region.
- 2 | Encourage local jurisdictions to provide incentives for concentrations of residential and commercial development along transportation/transit corridors within and near the regional core and regional activity centers, such as zoning, financial incentives, transfer of development rights, priority infrastructure financing, and other measures.
- 3 | Encourage the federal government to locate employment in the regional core and in existing and/or planned regional activity centers.
- 4 | Give high priority to regional planning and funding for transportation facilities that serve the regional core and regional activity centers, including expanded rail service and transit centers where passengers can switch easily from one transportation mode to another.
- 5 | Identify and develop additional highway and transit circumferential facilities and capacity, including Potomac River crossings where necessary and appropriate, that improve mobility and accessibility between and among regional activity centers and the regional core.
- 6 | Intercept automotive traffic at key locations, encouraging “park once,” and provide excellent alternatives to driving in the regional core and in regional activity centers.
- 7 | Develop a system of water taxis serving key points along the Potomac and Anacostia Rivers.

Policy Goal 3

The Washington metropolitan region’s transportation system will give priority to management, performance, maintenance, and safety of all modes and facilities.

Objectives

- 1 | Adequate maintenance, preservation, rehabilitation, and replacement of existing infrastructure.
- 2 | Enhanced system safety through effective enforcement of all traffic laws and motor carrier safety regulations, achievement of national targets for seatbelt use, and appropriate safety features in facility design.

Strategies

- 1 | Factor life-cycle costs into the transportation system planning and decision process.
- 2 | Identify and secure reliable sources of funding to ensure adequate maintenance, preservation, and rehabilitation of the region’s transportation system.
- 3 | Support the implementation of effective safety measures, including red light camera enforcement, skid-resistant pavements, elimination of roadside hazards, and better intersection controls.

Policy Goal 4

The Washington metropolitan region will use the best available technology to maximize system effectiveness.

Objectives

- 1 | Reduction in regional congestion and congestion-related incidents.
- 2 | A user-friendly, seamless system with on-demand, timely travel information to users, and a simplified method of payment.
- 3 | Improved management of weather emergencies and major incidents.
- 4 | Improved reliability and predictability of operating conditions on the region’s transportation facilities.
- 5 | Full utilization of future advancements in transportation technology.

Strategies

- 1 | Deploy technologically advanced systems to monitor and manage traffic, and to control and coordinate traffic control devices, such as traffic signals, including providing priority to transit vehicles where appropriate.
- 2 | Improve incident management capabilities in the region through enhanced detection technologies and improved incident response.

- 3 | Improve highway lighting, lane markings, and other roadway delineation through the use of advanced and emerging technologies.
- 4 | Establish a unified, technology-based method of payment for all transit fares, public parking fees, and toll roads in the region.
- 5 | Utilize public/private partnerships to provide travelers with comprehensive, timely, and accurate information on traffic and transit conditions and available alternatives.
- 6 | Use technology to manage and coordinate snow plowing, road salting operations, and other responses to extreme weather conditions, and to share with the public assessments of road conditions and how much time it will take to clear roadways.
- 7 | Use advanced communications and real-time scheduling methods to improve time transfers between transit services.
- 8 | Develop operating strategies and supporting systems to smooth the flow of traffic and transit vehicles, reduce variances in traffic speed, and balance capacity and demand.
- 9 | Maintain international leadership in taking advantage of new technologies for transportation, such as automated highway systems and personal rapid transit.

Policy Goal 5

The Washington metropolitan region will plan and develop a transportation system that enhances and protects the region's natural environmental quality, cultural and historic resources, and communities.

Objectives

- 1 | The Washington region becomes a model for protection and enhancement of natural, cultural, and historical resources.
- 2 | Reduction in reliance on the single-occupant vehicle (SOV) by offering attractive, efficient and affordable alternatives.
- 3 | Increased transit, ridesharing, bicycling and walking mode shares.
- 4 | Compliance with federal clean air, clean water and energy conservation requirements, including reductions in 1999 levels of mobile source pollutants.
- 5 | Reduction of per capita vehicle miles traveled (VMT).
- 6 | Protection of sensitive environmental, cultural, historical and neighborhood locations from negative traffic and developmental impacts through focusing of development in selected areas consistent with adopted jurisdictional plans.

Strategies

- 1 | Implement a regional congestion management program, including coordinated regional bus service, traffic operations improvements, transit, ridesharing, and telecommuting incentives, and pricing strategies.
- 2 | Develop a transportation system supportive of multiple use and higher density (commercial and residential) in the regional core and regional activity centers as a means of preserving land; natural, cultural and historic resources; and existing communities.
- 3 | Support regional, state and federal programs which promote a cost-effective combination of technological improvements and transportation strategies to reduce air pollution, including promoting use of transit options, financial incentives, and voluntary emissions reduction measures.
- 4 | Develop a regional tourism initiative to encourage air and train arrival in the region, and additional transit access and automobile parking at the termini of Metrorail/rail services.
- 5 | Provide equivalent employer subsidies to employees with the intent of "leveling the playing field" between automobile and transit/ridesharing.
- 6 | Plan and implement transportation and related facilities that are aesthetically pleasing.
- 7 | Implement a regional bicycle/trail/pedestrian plan and include bicycle and pedestrian facilities in new transportation projects and improvements.
- 8 | Reduce energy consumption per unit of travel, taking maximum advantage of technology options.





Policy Goal 6

The Washington metropolitan region will achieve better inter-jurisdictional coordination of transportation and land use planning.

Objectives

- 1 | A composite general land use and transportation map of the region that identifies the key elements needed for regional transportation planning--regional activity centers, principal transportation corridors and facilities, and designated "green space."
- 2 | Region-wide coordination of land use and transportation planning in accordance with the recommendations of the Partnership for Regional Excellence report approved by the COG Board of Directors in 1993.

Strategies

- 1 | Develop a regional process to notify local governments formally of regional growth and transportation policy issues, and encourage local governments to specifically address such issues in their comprehensive plans.
- 2 | Identify an agreed-upon set of definitions and assumptions to facilitate regional cooperation.
- 3 | Ensure that major corridor studies include options that serve the regional core and regional activity centers shown on the regional map.
- 4 | Develop, in cooperation with local governments, model zoning and land use guidelines that encourage multiple use development patterns and reduce non-work automobile dependency.
- 5 | Plan for development to be located where it can be served by existing or planned infrastructure.

Policy Goal 7

The Washington metropolitan region will achieve an enhanced funding mechanism(s) for regional and local transportation system priorities that cannot be implemented with current and forecasted federal, state, and local funding.

Objectives

- 1 | Consensus on a set of critical transportation projects and a funding mechanism(s) to address the region's growing mobility and accessibility needs.
- 2 | A fiscally sustainable transportation system.
- 3 | Users of all modes pay an equitable share of costs.

Strategies

- 1 | Conduct outreach and education activities to promote public participation.
- 2 | Develop public support and approval for a specific set of regional and local transportation priorities and a funding mechanism(s) to supplement (and not supplant) priorities to be implemented with current and forecasted federal, state, and local funding.

Policy Goal 8

The Washington metropolitan region will support options for international and inter-regional travel and commerce.

Objectives

- 1 | The Washington region will be among the most accessible in the nation for international and inter-regional passenger and goods movements.
- 2 | Continued growth in passenger and goods movements between the Washington region and other nearby regions in the mid-Atlantic area.
- 3 | Connectivity to and between Washington Dulles International, National, and Baltimore-Washington International airports.

Strategies

- 1 | Maintain convenient access to all of the region's major airports for both people and goods.
- 2 | Support efficient, fast, cost-effective operation of inter-regional passenger and freight rail services.
- 3 | Support the development of a seamless regional transportation system.
- 4 | Support coordinated ticketing and scheduling among Amtrak, MARC, VRE, WMATA, local bus and inter-city bus service.
- 5 | Develop a regional plan for freight movement.

Region Forward: A Comprehensive Guide for Regional Planning

The Greater Washington 2050 Coalition developed *Region Forward*, a planning guide that reflects our shared, regional goals, helps us measure regional progress, and demonstrates the many benefits of working together more closely. *Region Forward* is not a one-size fits all vision. It accepts the differences among our communities. But it also embraces something that residents of the District of Columbia, suburban Maryland and Northern Virginia understand: our futures are interconnected. *Region Forward* is an important step toward shaping a more accessible, sustainable, prosperous and livable region over the next half-century.

Goals



Land Use

We seek the enhancement of established neighborhoods of differing densities with compact, walkable infill development, rehabilitation and retention of historic sites and districts, and preservation of open space, farmland and environmental resource land in rural areas.

(Sustainability)

We seek transit-oriented and mixed-use communities emerging in Regional Activity Centers that will capture new employment and household growth.

(Accessibility)



Climate & Energy

We seek a significant decrease in greenhouse gas emissions, with substantial reductions from the built environment and transportation sector.

(Sustainability)

We seek efficient public and private use of energy Region-wide, with reliance upon renewable energy and alternative fuels for buildings, vehicles, and public transportation.

(Sustainability)



Health & Human Services

We seek healthy communities with greater access to quality health care and a focus on wellness and prevention.

(Livability)

We seek to provide access and delivery of quality social services to all residents.

(Livability)



Transportation

We seek a broad range of public and private transportation choices for our Region which maximizes accessibility and affordability to everyone and minimizes reliance upon single occupancy use of the automobile.

(Accessibility)

We seek a transportation system that maximizes community connectivity and walkability, and minimizes ecological harm to the Region and world beyond.

(Accessibility)



Economic

We seek a diversified, stable, and competitive economy, with a wide range of employment opportunities and a focus on sustainable economic development.

(Prosperity)

We seek to minimize economic disparities and enhance the prosperity of each jurisdiction and the Region as a whole through balanced growth and access to high-quality jobs for everyone.

(Prosperity)

We seek to fully recognize and enhance the benefits that accrue to the region as the seat of the National government and as a world capital.

(Prosperity)



Education

We seek to provide greater access to the best education at all levels, from pre-kindergarten to graduate school.

(Prosperity)

We seek to make our Region a pre-eminent knowledge hub, through educational venues, workforce development, and institutional collaboration.

(Prosperity)



Environmental

We seek to maximize protection and enhancement of the Region's environmental resources by meeting and exceeding standards for our air, water, and land.

(Sustainability)

We seek preservation and enhancement of our Region's open space, green space, and wildlife preserves.

(Sustainability)



Housing

We seek a variety of housing types and choices in diverse, vibrant, safe, healthy, and sustainable neighborhoods, affordable to persons at all income levels.

(Accessibility)

We seek to make the production, preservation, and distribution of affordable housing a priority throughout the Region.

(Livability)



Public Safety










We seek safe communities for residents and visitors.










(Livability)

We seek partnerships that manage emergencies, protect the public health, safety, welfare, and preserve the lives, property and economic well-being of the region and its residents.

(Livability)

Region Forward: Measuring Progress

Accessibility Targets									
Beginning in 2012, capture 75% of the square footage of new commercial construction and 50% of new households in Activity Centers	●	●	●	●					●
Reduce daily vehicle miles (VMT) per capita	●	●	●	●	●				
The region's transportation system will give priority to management, performance, maintenance, and safety of all transportation modes and facilities	●	●			●		●		●
Transportation investments will link Regional Activity Centers	●	●	●		●	●			
Increase the rate of construction of bike and pedestrian facilities from the Transportation Planning Board's Plan	●	●	●	●	●	●	●		
By 2020, the housing and transportation costs in Regional Activity Centers will not exceed 45% of area median income	●	●			●	●			
Beginning in 2012, at least 80% of new or preserved affordable units will be located in Regional Activity Centers	●	●	●	●	●	●			●
Increase the share of walk, bike, and transit trips	●	●	●	●	●	●	●		
All Regional Activity Centers will have transit access	●	●	●	●	●	●			

Sustainability Targets									
By 2020, all new residential and commercial buildings will be built using sustainable design practices equivalent to LEED Silver standards			●	●	●		●		
By 2020, reduce regional greenhouse gas emissions by 20% below 2005 levels	●	●	●	●	●		●		
Beginning in 2014, the region's air quality will be improving and ambient concentrations will be reduced below federal standards	●	●	●	●			●		
The region will identify, conserve, and enhance a network of protected open spaces, parks, and green infrastructure to provide ecological benefits, wildlife habitat, recreational opportunities, and scenic beauty	●		●	●			●		
By 2050, 50% of all sentinel watersheds will be in good or excellent condition	●	●	●	●					
By 2025, achieve 100% of Chesapeake Bay Program's Water Quality Implementation Goals	●		●	●	●				
Beginning in 2012, the region will maintain more than 450,000 acres of agricultural land in farms	●		●	●	●				