



# Regional Transportation Priorities Plan

For the National Capital Region

***ONE YEAR ON***

**Presentation to the TPB Citizens  
Advisory Committee (CAC)**

**February 12, 2015**



# Purpose of the Priorities Plan

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An aerial photograph of a city street intersection. The street has multiple lanes with white lane markings, including a dedicated bike lane on the left with a 'BICYCLE' symbol and a '30' speed limit sign. A yellow taxi and a white car are visible in the foreground. The text 'ONLY' is painted on the road surface in several places. A semi-transparent dark grey box is overlaid on the center of the image, containing white text.

The Regional Transportation Priorities Plan aims to identify strategies with the greatest potential to respond to our most significant transportation challenges.

# Key Principles

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## The Priorities are intended to :

- Be within reach, both financially and politically
- Achieve greater efficiency by making better use of our existing infrastructure, and packaging complementary strategies
- Encourage area leaders to consider regional needs when developing projects

# Planning Process

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## REGIONAL GOALS

Based on the *TPB Vision*



## CHALLENGES

Standing in the way of achieving our goals

## STRATEGIES

With the Greatest Potential to respond to challenges

- *Near Term Strategies*
- *On-Going Strategies*
- *Long Term Strategies*

**A mix of technical work, public outreach, and stakeholder feedback provided input into the development of the Plan**

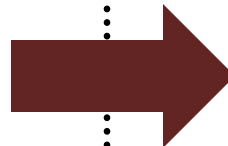
# Priorities

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The three priorities in this plan are like building blocks, all essential in achieving our shared goals

## PRIORITY 1 STRATEGIES

- Maintenance of the Transit System
- Maintenance of Roads and Bridges



**Move More  
People and Goods  
More Efficiently**

Alleviate Congestion  
and Crowding, and  
Accommodate Future Growth

**Strengthen  
Public Confidence  
and Ensure Fairness**

Pursue Greater  
Accountability, Efficiency,  
and Accessibility

**Meet Our  
Existing Obligations**

Maintain the  
Transportation System  
We Already Have

# Maintenance and State of Good Repair

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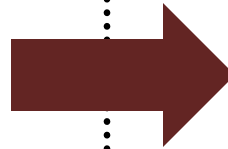


# Priorities

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## PRIORITY 2 STRATEGIES

- Ensure Accessibility for All Residents
- Engage and Communicate with the Public
- Promote System Efficiency Through Management and Operations, and the Appropriate Use of Technology



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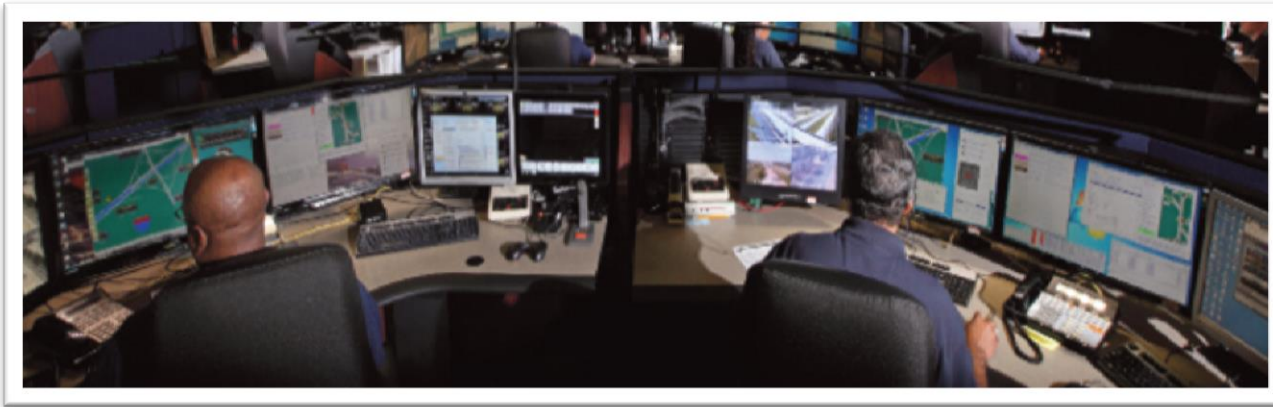
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# Efficiency, Accountability, Accessibility

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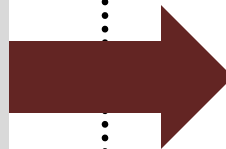
# Priorities

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## PRIORITY 3

Near-Term and Ongoing  
STRATEGIES

- Access to Transit Stops and Stations
- Alleviating Roadway Bottlenecks
- Support for Electric Vehicles
- Promotion of Commute Alternatives
- Pedestrian Infrastructure
- Bicycle Infrastructure
- Bus Priority Treatments
- Increasing Roadway Efficiency
- Traffic Laws: Update & Enforce



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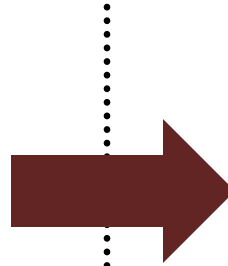
# Priorities

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## PRIORITY 3

### Long-Term STRATEGIES

- Additional Capacity on the Existing Transit System
- Concentrated Growth in Activity Centers
- Enhanced Circulation within Activity Centers
- Bus Rapid Transit & Other Cost-Effective Transit Alternatives
- Express Toll Lanes



### **Move More People and Goods More Efficiently**

Alleviate Congestion  
and Crowding, and  
Accommodate Future Growth

### **Strengthen Public Confidence and Ensure Fairness**


Pursue Greater  
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### **Meet Our Existing Obligations**

Maintain the  
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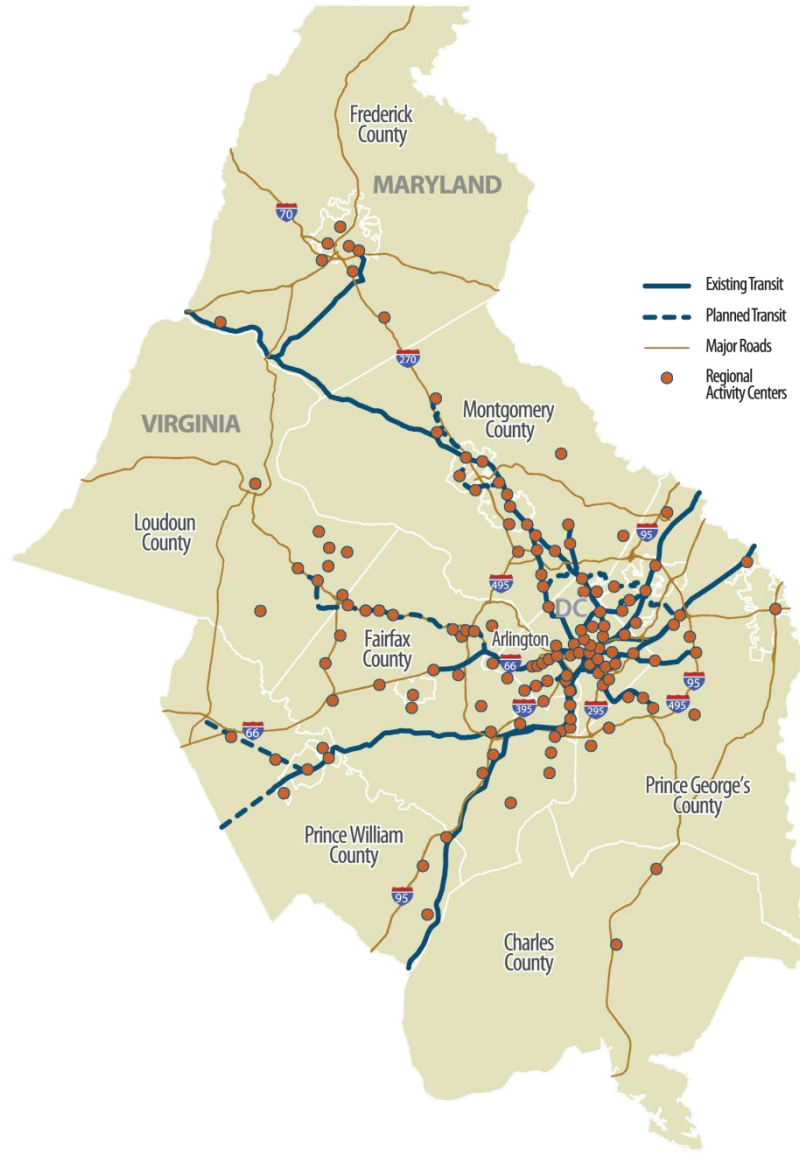
# Core Capacity

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- Fund core capacity improvements
    - Metro 2025 (*Momentum*)
    - Key infrastructure improvements
  - Ensure maintenance of roads and transit

# Concentrated Growth in Activity Centers

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- Job/housing balance in each center
- Housing options for different populations:
  - Affordable
  - Attractive
- Support development on the eastern side of the region
- Tailored to each place's unique identity – *not* one-size-fits-all!

# Enhanced Circulation in Activity Centers

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- Pedestrian and bicycling infrastructure
- Bus services with short-range connections
- Street connectivity

# BRT & Other Cost-Effective Transit

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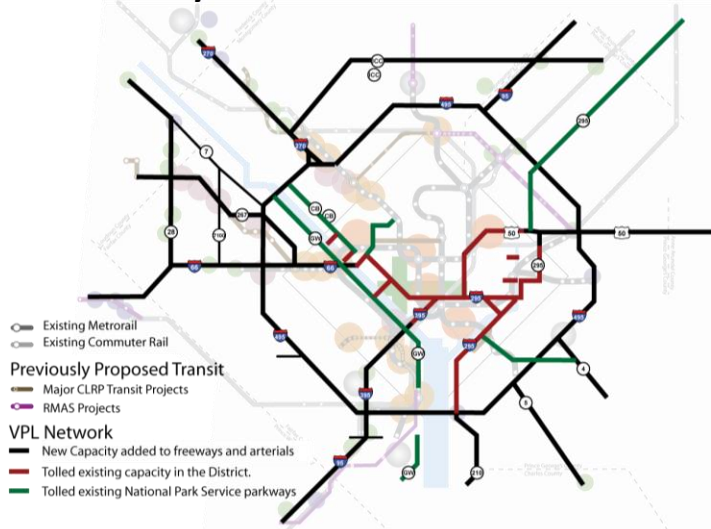


- Bus Rapid Transit:
  - Advantages: Extensive, quick, less money
  - Possible on arterial roads or on limited-access highways
- Street-level transit, eg, light-rail:
  - Opportunities for economic development and fast, efficient service

# Express Toll Lanes



**Regional Variably Priced Lane Scenario**



- Twin purpose:
  - Manage Congestion
  - Raise Revenue
- Pricing should be considered:
  - Particularly for new capacity
  - On existing capacity when feasible
- Essential: Provide high-quality transit, particularly BRT

# RTTP Implementation: A Variety of Processes

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## Policy Framework



## Implementation

**The CLRP (Financially Constrained  
Long-Range Transportation Plan)**

**The TIP (Transportation Improvement  
Program)**

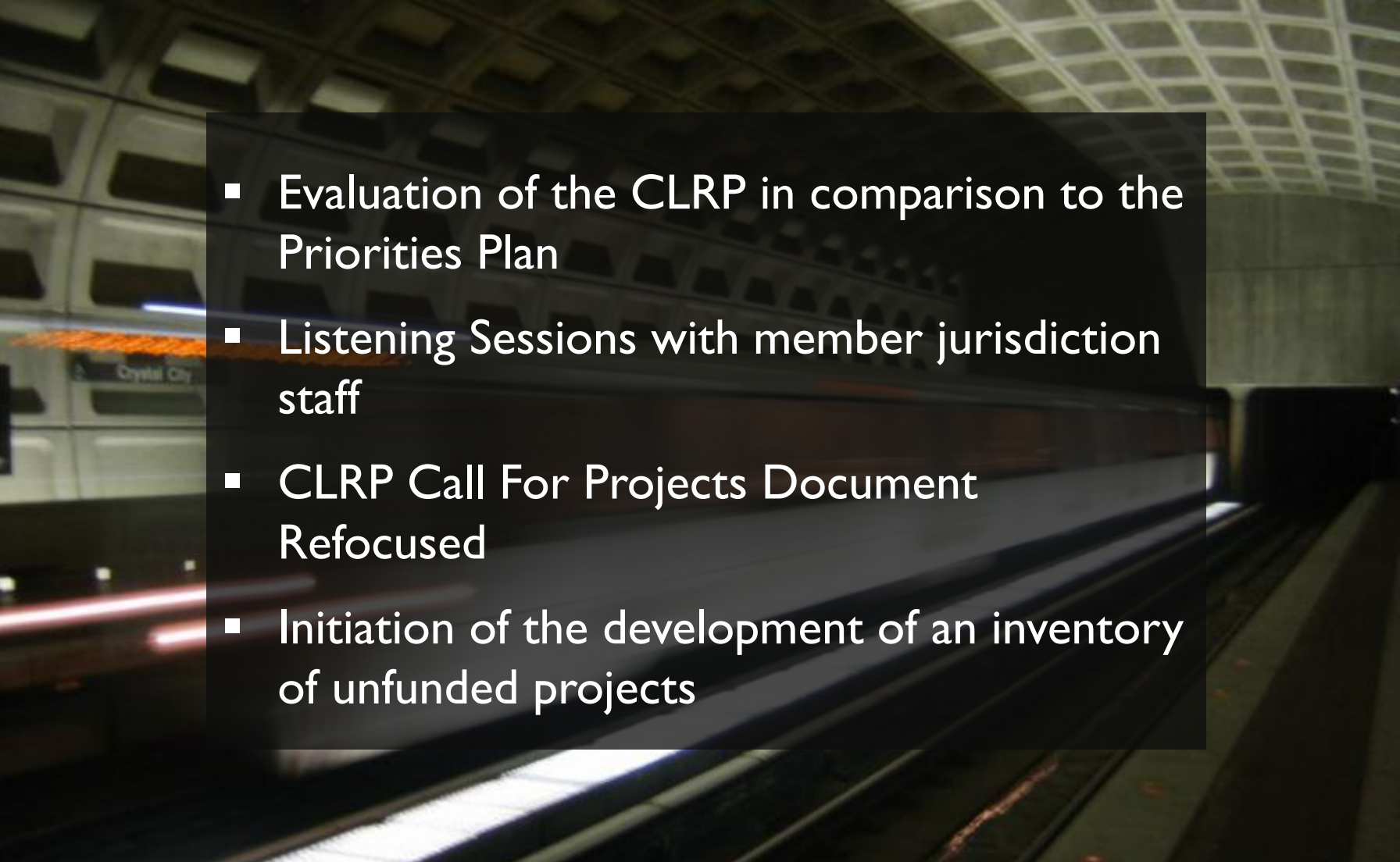
**State and Local Programs**

**Other Regional Initiatives**



# Followup in 2014

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- Evaluation of the CLRP in comparison to the Priorities Plan
  - Listening Sessions with member jurisdiction staff
  - CLRP Call For Projects Document Refocused
  - Initiation of the development of an inventory of unfunded projects



Financially Constrained  
**Long-Range  
Transportation Plan**  
For the National Capital Region

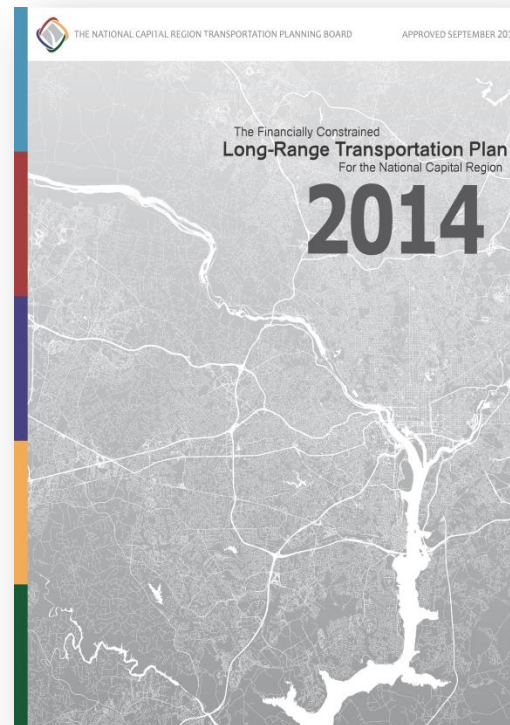
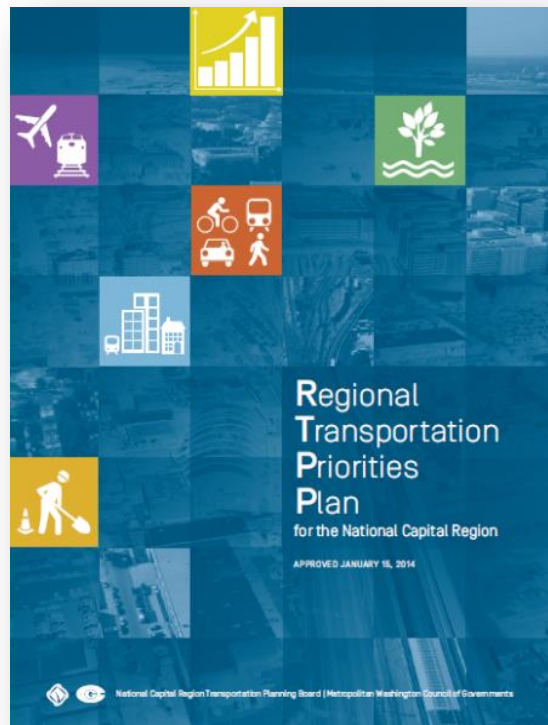
**CLR  
P**  
**2014**

**PRIORITIES PLAN ASSESSMENT**

Presentation to the Transportation Planning Board  
September 17, 2014

# Purpose of the Assessment

Help decision makers understand how the CLRP supports strategies in the Priorities Plan



# Assessment Take-Aways

- ***Maintenance:*** Our commitment to maintenance is strong and the 2014 CLRP reflects this.
- ***Activity Centers:*** The region is effectively using its Activity Centers to focus growth, enhance non-motorized circulation, and improve regional connections.
- ***New Transit:*** The region is diversifying its public transit systems by developing new, cost-efficient options like BRT and streetcars.

# Assessment Take-Aways (continued)

- **Capacity on existing transit:** We have unfinished business when it comes to maximizing use of our existing transit systems.
- **East-West Divide:** Regional economic disparities continue to affect transportation patterns.
- **Driving:** We expect individuals, on average, will drive less in the future than they do today. Nonetheless, we know that driving will remain the dominant form of transportation in our region.

# **Listening Sessions:** ***“Are We Achieving Our Regional Transportation Goals?”***

- 13 Sessions, June-October, 2014
- More than 90 participants –
  - Professional staff from a variety of local departments, perspectives
- Purpose:
  - Gather info on whether/how the staff of our members believe we are achieving regional goals
  - Expand awareness of the RTPP and Place + Opportunity

# Listening Sessions

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Acknowledgement that we can achieve greater efficiency by:



Providing a comprehensive range of transportation options

- Focus on providing options other than driving



Promoting dynamic Activity Centers

- Concentrate + Connect + Circulate

**But:**

- Lots of good plans in this region; doubts about implementation
- Funding remains unreliable
- Some major system gaps
- Land-use is key for making transportation options viable
- Lack of enthusiasm for WMATA's Momentum Plan

# Call For Projects for the 2015 Long-Range Plan Update

**2015 CALL FOR PROJECTS**  
The 2015 Call for Projects is a broad solicitation for any new projects that area transportation agencies wish to submit for inclusion in the 2015 update of the region's Constrained Long-Range Transportation Plan (CLRPP), or for changes to any projects already in the plan.

**ELIGIBLE AGENCIES** Municipal, county, state, regional, and federal agencies with the fiscal authority to fund transportation projects.

**ELIGIBLE PROJECTS** Any project deemed regionally significant for air quality purposes. This typically means any project that adds or removes highway or transit capacity. Agencies may also submit any other projects they wish to highlight at the regional level.

**SUBMISSION DEADLINE** Descriptions for new projects and updates to information for projects already in the plan are due December 12, 2014. Descriptions must include cost estimates and identification of available funding. Additional information, including required Congestion Management documentation, is due April 3, 2015.

The TPB strongly encourages agencies to consider regional goals, priorities, and needs as they develop and select projects to submit for inclusion.

[www.mwcof.org/CLRP2015](http://www.mwcof.org/CLRP2015)

**THE ANNUAL CLRPP UPDATE**  
Each year, the TPB updates the CLRPP to include new projects that area transportation agencies expect to build, operate, and maintain over the next 20 to 30 years. The TPB also invites changes to projects already in the plan.

The projects submitted for inclusion in the CLRPP have been developed by local, state, and/or regional agencies consistent with local plans and with input from the public. Under federal law, the CLRPP can only include those projects for which funding is "reasonably expected to be available." As such, it paints a picture of the future transportation system that the region currently expects to be able to afford.

**UPDATING THE TIP**  
Every two years, the TPB also updates the region's six-year Transportation Improvement Program (TIP). The TIP identifies those projects from the CLRPP which are expected to receive funding for planning, engineering, or construction within the next six years.

The most recent update of the TIP occurred in 2014. Projects that need to be added to the TIP this year will be added as amendments to the adopted FY 2015-2020 TIP. For a list of all projects currently in the CLRPP and/or TIP, please visit [www.mwcof.org/clrp/projects](http://www.mwcof.org/clrp/projects).

#CLRPP2015

## THE REGION'S GREATEST NEEDS

In developing and selecting projects to submit for inclusion in the 2015 CLRPP, agencies should give priority to projects that address the following regional needs.

- **Reduce congestion on the roadway and/or transit system**
- **Improve the operational efficiency of the existing roadway and/or transit system**
- **Provide high-quality transportation options between and/or within Activity Centers**
- **Reduce vehicle-miles traveled (VMT) per capita**
- **Reduce emissions of criteria pollutants**
- **Reduce emissions of greenhouse gases**
- **Increase use of travel modes other than driving alone**



# Potential Opportunities in 2015

- Outreach on the RTPP
  - Encourage member jurisdictions to make the case for official adoption at the local level
  - Publicize it with stakeholders and the broader public
- Seek ways to use the “Inventory of Unfunded Project” to advance regional priorities.
- Increase technical assistance (e.g., TLC Program) to promote improved circulation within Activity Centers.
- Other?