

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

**REVISED RESOLUTION ESTABLISHING THE MISSION AND TASKS  
FOR PHASE II OF 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 (CLRP) 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**, the unanimously adopted TPB Regional Transportation Priorities Plan (RTPP) focuses on six goals – providing a comprehensive range of transportation options; promoting a strong regional economy including a healthy regional core and dynamic activity centers; ensuring adequate system maintenance, preservation and safety; maximizing operational effectiveness and safety of the transportation system; enhancing environmental quality and protecting natural and cultural resources; and supporting inter-regional and international travel and commerce; and

**WHEREAS**, the unanimously approved Council of Governments' Region Forward Report reinforces and builds on these RTPP transportation goals; makes compact, walkable, mixed-use, transit-oriented communities the land use priority; and includes other priorities such as a significant decrease in greenhouse gas emissions, minimizing economic disparities, access to affordable housing, and wellness, among others; and

**WHEREAS**, the Council of Governments' National Capital Region Climate Change Report sets a goal of reducing greenhouse gas emissions 80 percent below 2005 levels by 2050; and

**WHEREAS**, the Access for All Committee expressed a range of concerns about the current CLRP including, the East-West divide showing the region not only divided by race and income but also by access to jobs, accessibility and safety, and the need for Metro core capacity funding to stabilize and expand services to vulnerable communities, and the need for improved services for people with disabilities and challenges to transit equity; and

**WHEREAS**, there is great 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%<sup>1</sup>, daily vehicle hours of delay increasing by 74%<sup>1</sup>, and reductions in CO2 emissions falling far short of the region’s 80% multi-sectoral goal; and

**WHEREAS**, the Washington Metropolitan Transit Authority (WMATA), projects as much as a \$25 billion capital need for rehabilitation and capacity for the over 40-year-old Metrorail system, and other existing infrastructure needs major rehabilitation or multi-modal expansion including the Memorial Bridge, Long Bridge, and American Legion Bridge; and

**WHEREAS**, the “All-Build” scenario from the Report on Phase I of the Long-Range Plan Task Force found that even if the region spent an additional \$100 billion on new capital projects through 2040, over and above the \$42 billion currently assumed in the CLRP, the region would still face increased congestion, indicating that it will be impossible to build our way out of congestion with new infrastructure alone; and

**WHEREAS**, past TPB planning efforts that used the Cooperative Forecast to test alternate land use and policy scenarios, such as the “What Would It Take” and “Aspirations” scenarios, have shown significant benefits from policy and land use changes that promote multimodal travel and reduce VMT; 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 a develop a Long Range Transportation Plan that goes beyond the project inputs reflected in its current CLRP, and includes a combination of programs, projects, and policies that would better achieve the broad range of transportation goals embedded in TPB and COG’s adopted guiding documents.

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

1. Formally convenes the Long Range Plan Task Force (Task Force) led by the officers of the TPB, whose members will be appointed by the Chairman of the TPB and made up of representatives of the TPB member jurisdictions and agencies plus one representative each from the TPB’s Citizen’s Advisory Committee and Access for All Advisory Committee.
2. Charges the Task Force and staff to build on the December 2016 Phase I Report of the Long-Range Plan Task Force, and draw directly from existing governing TPB and COG

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<sup>1</sup> Transportation Planning Board, “Performance Analysis of the 2016 CLRP Amendment”, November 16, 2016

policy documents such as the Regional Transportation Priority Plan, Region Forward, and the Climate Change Report.

3. Charges the Task Force and staff to consider lessons learned from the various alternative scenario exercises conducted by TPB and WMATA staff such as “What Would it Take,” “Aspirations,” and “Connect Greater Washington.”
4. Charges the Task Force and staff to develop measurable goals and performance metrics considering the best practices in long range transportation plans - including in the areas of performance measures, project evaluation and selection, and scenario analysis - that have been developed by other MPOs to achieve projects, policies, and programs as described in #6 below.
5. Charges the Task Force and staff with acquiring and utilizing any state of the art and more fully integrated regional land use and transportation model necessary to ensure the ability to test alternative program, policy, land use, and project combinations, including an analysis of prospective changes to land use and traveler behavior because of such alternatives.
6. Charges the Task Force and staff, by June 2017, with identifying for TPB’s acceptance approval in July 2017 for further analyses approximately 6-10 projects, policies, or programs to determine if they ~~that~~ make significantly better progress towards achieving the goals laid out in TPB and COG’s governing documents, and to also develop a process by which the TPB will later endorse ~~make~~ a final selection from among these for future concerted TPB action ~~in 2018 and beyond~~, with the goal of constructing a Long Range Transportation Plan and ultimately including them in future CLRP updates.
7. Charges the Task Force and staff to explore possible sources of funding and financing strategies for advancing these regionally significant projects, policies or programs.
8. Charges the Task Force and staff with completing all these tasks by December 31, 2017, to inform the upcoming comprehensive update to the CLRP, as well as future updates.