



Takoma Park City Council Meeting – October 11, 2017 Agenda Item 4

Work Session

Discussion of Council Position on the Proposed Additional Northern Bridge Crossing/Corridor

Recommended Council Action

Hold discussion.

Context with Key Issues

On July 19, the Metropolitan Washington Council of Government's Transportation Planning Board voted to accept, for further study, ten initiatives proposed by its Long-Range Plan Task Force. The list includes a new northern bridge crossing over the Potomac River, as a multimodal corridor, and new express bus services connecting existing Activity Centers in this multimodal corridor.

A group of residents has requested that the Mayor schedule a work session to discuss a Takoma Park position on the proposed Additional Northern Bridge Crossing/Corridor and schedule a vote on a resolution expressing the Council's position. A resolution has been scheduled for adoption on October 18.

Council Priority

Engaged, Responsive & Service-oriented Government

Environmental Impact of Action

Unknown

Fiscal Impact of Action

Unknown

Racial Equity Impact of Action

Unknown

Attachments and Links

- Letter from Residents (September 27, 2017)
- Email from the Committee on the Environment (October 3, 2017)
- Montgomery County Council Resolution Opposing a New Potomac River Bridge Crossing (July 18, 2017)
- MW-COG National Capital Region Transportation Planning Board Resolution Accepting Long-Range Plan Task Force Initiatives for Further Analysis (July 19, 2017)
- [Transportation Planning Board News: TPB accepts Long-Range Plan Task Force recommendations for further analysis \(July 25, 2017\)](#)

The Honorable Kate Stewart
Mayor, City of Takoma Park

September 27, 2017

Dear Mayor Stewart,

The National Capital Region Transportation Planning Board (TPB) is studying creation of an Additional Northern Bridge Crossing/Corridor that would connect Route 28 in Virginia to the Intercounty Connector in Maryland via a new Potomac River bridge. The TPB is expected to vote in December, on project inclusion in the Financially Constrained Long-Range Transportation Plan (CLRP). The CLRP identifies all significant capital improvements to the region's highway and transit systems that area transportation agencies expect to make and to be able to afford over the next 20 plus years.

We oppose inclusion of an Additional Northern Bridge Crossing/Corridor project in the CLRP.

This project would not serve Takoma Park interests. It would be costly and environmentally destructive, unmerited by hypothetical transportation benefits. The connecting highway corridor would cross and degrade Montgomery County's Agricultural Reserve including sensitive wetland areas, at great environmental and financial costs.

We note that the three members of the Montgomery County Council who reside in Takoma Park, Marc Elrich, George Leventhal, and Hans Riemer, joined their council colleagues in a unanimous July, 2017 vote in opposition to the project.

We respectfully request that you schedule a City Council worksession to discuss a Takoma Park position on the proposed Additional Northern Bridge Crossing/Corridor, and a vote on a resolution expressing the city's position.

We further ask the City Council, via that resolution, to oppose further consideration of an Additional Northern Bridge Crossing/Corridor and to direct the City's TPB representative to vote against inclusion of any such project in the CLRP or any other plan.

Sincerely,

Amee Bearne, Keith Berner, Bob Bingaman, Tony Camilli, Jack Carson, Lorig Charkoudian, Cindy Dyballa, Joe Edgell, Ken Firestone, Seth Grimes, Sheryl Gross-Glaser, Lori Hill, Sat Jiwan Iklé-Khalsa, David Moon, Ashleigh Nugent, Kathy Porter, Talisha Searcy, Jason Smalls, Greg Smith, Reuben Snipper, Mike Tidwell, Catherine Tunis, and the Takoma Park Mobilization Environment Committee (contact: Jody Peltason)

Contact: Seth Grimes



Jessie Carpenter <jessiec@takomaparkmd.gov>

COE endorses Seth Grimes et al letter on potomac bridge crossing

1 message

sat jiwan ikle-khalsa <satjiwan_khalsa@hotmail.com>

Tue, Oct 3, 2017 at 9:54 AM

To: Kate Stewart <kates@takomaparkmd.gov>, Jessie Carpenter <jessiec@takomaparkmd.gov>

Cc: Seth Grimes <seth.grimes@gmail.com>, Dyballa Cindy <c_dyballa@yahoo.com>

Mayor Stewart,

At the COE meeting last night, we voted to endorse the letter Seth Grimes, et al submitted to council opposing the potomac bridge crossing study. Noting that the mayor and council should 1. a hold work session, to 1b. create and pass a resolution, and 2. direct city rep to vote as such at next transportation board planning meeting.

- SatJiwan Ikle-Khalsa, Cindy Dyballa
COE Co-chairs

[508.641.4706](tel:508.641.4706)

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Resolution No.: 18-870
Introduced: July 11, 2017
Adopted: July 18, 2017

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

Lead Sponsor: Council President Berliner
Co-Sponsors: Councilmembers Riemer, Elrich, Floreen, and Leventhal

SUBJECT: Opposition to a New Potomac River Bridge Crossing

Background

1. On July 5, 2017, the Long-Range Plan Task Force of the National Capital Region Transportation Planning Board (TPB) recommended that the TPB approve further study of the “Additional Northern Bridge Crossing/Corridor” project.
2. The “Additional Northern Bridge Crossing/Corridor” project would consist of a new northern bridge crossing of the Potomac River as part of a multimodal roadway corridor extended from Virginia Route 28 into Montgomery County to connect to the Intercounty Connector (ICC).
3. On July 19, 2017, the TPB is scheduled to decide whether to accept the recommendation of the Long-Range Plan Task Force to do further study of the “Additional Northern Bridge Crossing/Corridor” project.
4. Montgomery County and the State of Maryland have consistently and repeatedly opposed construction of a “second crossing” of the Potomac River into Montgomery County. The route for such a crossing was removed from the master plan of highways and from the state’s highway program in 1974. There is no feasible route for such a roadway in Montgomery County, given the establishment of the Montgomery County Agricultural Reserve in 1980 and the amount of land now held in easements in perpetuity primarily for agricultural and limited residential uses.
5. This proposed corridor would significantly degrade the Agricultural Reserve, created by the Montgomery County Council in 1980 to conserve farmland and to protect the environment, as well as established residential neighborhoods in Potomac, Darnestown, North Potomac, Rockville and Gaithersburg.

6. The Agricultural Reserve has helped Montgomery County retain more than 500 farms that contribute more than a quarter billion dollars annually to Montgomery County's economy, employing more than 10,000 residents. It has served as a critical environmental stewardship tool, protecting forests, streams, and the federally-designated Piedmont Sole Source Aquifer through permanent agricultural land preservation easements.
7. Numerous previous studies have been conducted of an additional Potomac River bridge connecting Northern Virginia and Montgomery County, including a 2001 study by the Federal Highway Administration that was cancelled at the request of Congressman Frank Wolf (R) of Northern Virginia because of serious concerns about the negative impact of the project to neighborhoods on both sides of the river, the environment, the C&O Canal National Historical Park, and users of the Canal towpath. Studies have also demonstrated that a vast majority amount of commuters utilizing this corridor travel to destinations within or near the Capital Beltway.
8. As set forth below, the Montgomery County Council has made it clear on numerous occasions that the most important priorities in the I-270 corridor extending all the way to the American Legion Bridge -- a terribly congested corridor that imposes unacceptable travel times on Montgomery County residents and the region -- is to provide significant additional high-occupancy toll (HOT) lane capacity during peak periods that would also accommodate transit. These priorities should be implemented before further consideration of an additional crossing that would seriously degrade the environment, promote more sprawl, detract from fixing what is broken, compete for scarce transportation dollars, and create serious jurisdictional tensions.
9. In 2012, the Montgomery County Council and Fairfax County Board of Supervisors requested that the Maryland Department of Transportation (MDOT) include as part of a \$6 million study in MDOT's Consolidated Transportation Program the addition of two HOT lanes to the Capital Beltway from the I-270 West Spur to Virginia, consistent with the Commonwealth of Virginia Transportation Board's call to extend its Beltway express toll lanes into Maryland.
10. In 2015, the Montgomery County Council and Fairfax County Board of Supervisors reiterated the request to study toll lanes across the American Legion Bridge and asked their state's respective governors and transportation secretaries to focus their attention and resources on proposed improvements to the existing bridge rather than on an additional Potomac River crossing.
11. In 2015, the Virginia Commonwealth Transportation Board found that based on current and projected future transportation conditions, the most pressing and immediate needs for improved Potomac River crossings included reducing congestion on the American Legion Bridge and expanding Metrorail capacity between Rosslyn and Foggy Bottom in Washington, DC.

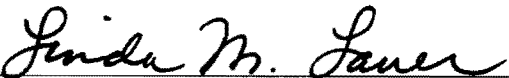
12. In June 2017, County Executive Isiah Leggett and the Montgomery County Council requested as one of their top transportation project priorities that MDOT advance a study of capacity and operational strategies from I-270 and along the Capital Beltway into Virginia that address freeway performance along with transit connections over the Potomac River, including advancement of HOT lanes between the I-270 West Spur and Virginia.

Action

The County Council for Montgomery County, Maryland approves the following resolution:

The Council urges the National Capital Region Transportation Planning Board to oppose further study of the "Additional Northern Bridge Crossing/Corridor" project and to reject inserting a new Potomac River bridge crossing into its long-range transportation plan.

This is a correct copy of Council action.


Linda M. Lauer, Clerk of the Council

ITEM 8 – Action

July 19, 2017

Long-Range Plan Task Force: Proposed Initiatives To Be Approved by the TPB for Further Analysis

Staff

Recommendation: Approve Resolution R1-2018 to accept Long-Range Plan Task Force Initiatives for further analysis.

Issues: None

Background: The Long-Range Plan Task Force will recommend for TPB's acceptance 10 projects, policies, and programs ("initiatives") for further analysis "to determine if they make significantly better progress towards achieving the goals laid out in TPB and COG's regional governing documents," as the task force was charged to do by TPB Resolution R16-2017, As Amended. When the TPB accepts these 10 initiatives for analysis, TPB staff and their contractor team will immediately begin their analysis, which will allow the task to remain on schedule for the delivery of the final report at the end of the calendar year.

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

**RESOLUTION ACCEPTING LONG-RANGE PLAN TASK FORCE
INITIATIVES FOR FURTHER ANALYSIS**

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 TPB has noted that the combination of project inputs and the planned land use reflected in the current CLRP results in less than satisfactory levels of performance of the region's transportation system compared to current conditions and does not make significant progress towards achieving the goals laid out in TPB and COG's governing documents; 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 project 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 programs, projects 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 adopted R16-2017, As Amended, establishing the Long-Range Plan Task Force with the mission of "identifying for TPB's acceptance in July 2017 for further analyses approximately 6-10 projects, policies or programs to determine if they make significantly better progress towards achieving the goals laid out in TPB and COG's governing documents"; and

WHEREAS, the Long-Range Plan Task Force used existing governing TPB and COG policy documents as guidance, including the goals from the Regional Transportation Priorities Plan,

Region Forward, and the Vision, and the challenges in achieving the goals as identified in the Regional Transportation Priorities Plan; and

WHEREAS, the Long-Range Plan Task Force, over the course of the past three months, had identified over 80 individual project, policy, and program ideas, and undertook a process to narrow that long list down to 10 initiatives that are worthy of further analysis to assess their potential impact on the performance of the region's transportation system, as presented in Table 1 of the attached memo dated July 13, 2017; and

WHEREAS, the 10 initiatives go beyond what is included in the current CLRP such that each initiative is regional in nature and will be assessed to see if they have the potential to make noticeable improvements in some aspects of regional performance toward achieving the goals described in TPB and COG's governing documents, and such that each initiative includes supporting elements that increase the improvement potential of each initiative; and

WHEREAS, the crafting of this combination of initiatives was extremely difficult and reflects the task force's best attempt at thinking regionally and recognizing that the diversity of the region's transportation needs and solutions merits being open to assessing projects, programs and policies which may be appealing to some, but not all member jurisdictions; and

WHEREAS, the acceptance of these 10 initiatives for further analysis by the TPB does not: (1) reflect an endorsement of the initiatives or elements thereof; (2) guarantee that any of the individual initiatives will be endorsed by the TPB in December or added into the Long-Range Transportation Plan; and (3) and cannot require any jurisdiction to alter any existing or future plans for transportation projects, land-use, pricing or travel demand management policies or programs; and

WHEREAS, the acceptance of the 10 initiatives by the TPB will mean that staff will undertake a planning level technical analysis to determine any potential improvement in the performance levels of the region's transportation system; and

WHEREAS, the technical analysis of the 10 initiatives will include potential quantitative and qualitative benefits to the region of the initiatives as well as rough estimates of cost, the results of which will be shared with the task force and TPB later this fall; and

WHEREAS, the results of the analysis will not by themselves become determining factors for any further action the TPB may wish to take, rather, the results will help inform a more detailed discussion by the TPB regarding if any of the initiatives should be considered for further endorsement by the TPB; and

WHEREAS, such a discussion could include other factors such as more detailed definition and analysis of the components of the initiatives, cost-benefit considerations, identification of the funding needed to implement the initiatives, and the viability of taking any action needed to implement policies or programs.

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

1. Accepts for further analysis the attached list of 10 improvement initiatives from Table 1 of the attached July 13, 2017 memo as recommended by the Long-Range Plan Task Force.
2. Charges staff with analyzing if and how any of these 10 initiatives could make significantly better progress towards achieving the goals laid out in TPB and COG's regional governing documents, using the goals and challenges for guidance.
3. Charges the task force with reviewing the analysis and presenting to the TPB later this year a summary of findings and with presenting to the TPB a recommended process by which the TPB may later endorse a final selection from among the 10 initiatives for inclusion in the aspirational element of the region's Long-Range Transportation Plan and/or future concerted TPB action. The task force may also choose to present the TPB with a recommendation of the final selection.
4. Charges the Task Force and staff to explore possible sources of funding and financing strategies for advancing these regionally significant projects, policies or programs.



MEMORANDUM

TO: Transportation Planning Board
FROM: Jay Fiset, Chairman, TPB Long-Range Plan Task Force
SUBJECT: Projects, Policies, and Programs Recommended for TPB Acceptance for Analysis
DATE: July 13, 2017

This memorandum presents the 10 projects, policies, and programs (“initiatives”¹) that the TPB Long-Range Plan Task Force recommends to TPB for further analysis “to determine if they make significantly better progress towards achieving the goals laid out in TPB and COG’s regional governing documents,” as the task force was charged to do by TPB Resolution R16-2017, As Amended. The recommended package of 10 initiatives allows for the analysis of a wide variety of improvement ideas, including multi-modal (highway and transit) projects, pricing, land use and travel demand management strategies. As such, the initiatives in Table 1 are best accepted as a package as a whole to maintain the spirit of discussions and basis of recommendation from the task force as well as to keep the schedule defined in R16-2017, As Amended.

This section below describes the principles the task force used to select these 10 initiatives recommended for analysis, describes the next steps, and presents the 10 initiatives recommended for analysis in Table 1.

PRINCIPLES FOR SELECTION

Over the course of the past three months, the task force identified over 80 individual project, policy, and program ideas for consideration, and undertook a process to narrow that long list down to approximately 6 to 10 initiatives for further analysis. In recommending initiatives to advance for analysis, the task force recognized that members represent a wide variety of interests with different perspectives, and in deliberations put an emphasis on recommending a set of initiatives worthy of further analysis to assess their potential regional level impact on the performance of the region’s transportation system, even if some of the initiatives are controversial. Task force members had opportunities to identify and discuss their preferred initiatives, and the task force agreed on the following general principles in selecting initiatives to recommend to TPB for analysis:

- Each initiative goes beyond what is currently included in the existing CLRP.
- Each initiative is regional in nature and is worthy of analysis to examine whether it has the potential to make noticeable improvements in regional performance toward achieving the goals described in TPB and COG’s regional governing documents.

¹ Initiatives were defined as mega-projects, mega-programs, or mega-policies of a regional scale that may involve multiple components. Use of the term “initiative” allows the task force to proceed without needing to differentiate between those that are projects, policies, or programs.

- Considerations of the viability (e.g., political or financial) of initiatives were limited at this point because at this stage the task force is proposing initiatives for further analysis, not for inclusion in the long-range plan. Some of the initiatives generated significant controversy among task force members, but the task force concluded that it was important for them to be analyzed given that the ideas are worthy of further analysis to assess whether they hold potential to produce noticeable improvements in the region.
- Where an initiative requires multiple components to achieve substantial improvements and those components all relate sufficiently to each other, they were considered one cohesive initiative (e.g., a mega-project/program/policy).
- Each initiative is assumed to include supporting elements. For example, transit initiatives will be accompanied by improvements in bicycle and pedestrian access and supported by land use policies that focus development around transit stations.
- As a whole, the initiatives should allow for the analysis of a wide variety of options and solutions, including multi-modal, technology, project, program, and policy elements.

NEXT STEPS

The TPB will be asked to accept these 10 initiatives for further analysis. The TPB’s acceptance of this package does not imply that any of the individual initiatives will be endorsed by the TPB in December or added into the Long-Range Transportation Plan.

When the TPB accepts these 10 initiatives for analysis, TPB staff and their contractor team will immediately begin their analysis, which will allow the task to remain on schedule for the delivery of the final report at the end of the calendar year. This report will provide the TPB with information as to how these initiatives might help the region move closer to its regional goals and a planning level estimate of the cost of implementing the initiatives. This information together with other considerations such as the viability (including funding and support from stakeholders and decision makers) will inform the TPB’s future discussion and action in December as to whether any of the initiatives should be endorsed for inclusion into the aspirational element of the region’s Long-Range Transportation Plan.

**TABLE 1 10 INITIATIVES RECOMMENDED FOR ANALYSIS
BY TPB LONG RANGE PLAN TASK FORCE**

<i>Initiative</i>	<i>Components</i>
<i>Multimodal Initiatives</i>	
1. Regional Express Travel Network	<ul style="list-style-type: none"> • Express toll lanes network (free to HOV and transit) with added lanes where feasible on existing limited access highways (including remaining portion of the Capital Beltway, I-270, Dulles Toll Road, U.S. 50); includes expanded American Legion Bridge. • New express bus services on network (paid in part through tolls) connecting major Activity Centers.

<i>Initiative</i>	<i>Components</i>
2. Regional Congestion Hotspot Relief Program	<ul style="list-style-type: none"> • Application of technology and enhanced system operations strategies, such as ramp metering, active traffic management, and integrated corridor management (including transit signal priority and enhanced multimodal travel information), plus targeted capacity enhancements where feasible to address top regional congestion hotspots and adjoining connections. • Improved roadway design (such as treatments of turning movements) and reversible lanes on major roadways, as appropriate (to be identified based on strong directional flows). • Expanded regional incident management where appropriate. • Technological integration of demand-responsive services for persons with disabilities and others with limited mobility to create efficiencies of scale and improve mobility of traditionally underserved populations.
3. Additional Northern Bridge Crossing / Corridor	<ul style="list-style-type: none"> • New northern bridge crossing of Potomac River, as a multimodal corridor. • New express bus services connecting existing Activity Centers in this multimodal corridor.
<i>Transit Initiatives</i>	
4. Regionwide High-Capacity Transitways (such as Bus Rapid Transit)	<ul style="list-style-type: none"> • High-capacity transit networks (such as bus rapid transit (BRT)) in Montgomery County, Prince George’s County, Northern Virginia (TransAction 2040), DC (moveDC), and transitway from Branch Ave to Waldorf, specifications according to jurisdiction plans. • Improved bicycle and pedestrian connections and access improvements to transit stations.
5. Regional Commuter Rail Enhancements	<ul style="list-style-type: none"> • VRE System Plan 2040 and MARC Growth and Investment Plan (including run-thru and two-way service on selected lines, increased frequency and hours of service). • Long Bridge corridor improvements including at least 4 tracks and bicycle-pedestrian facilities. • Improved bicycle and pedestrian connections and access improvements to rail stations.
6. Metrorail Regional Core Capacity Improvements	<ul style="list-style-type: none"> • 100% 8-car trains • Metrorail station improvements at high-volume stations in system core. • Second Rosslyn station to reduce interlining and increase frequency. • New Metrorail core line to add capacity across Potomac River (new Rosslyn tunnel) between Virginia and DC through Georgetown to Union Station toward Waterfront. • Improved bicycle and pedestrian connections and access improvements to rail stations.

<i>Initiative</i>	<i>Components</i>
7. Transit Rail Extensions	<ul style="list-style-type: none"> • Metrorail extensions to Centreville/Gainesville, Hybla Valley/Potomac Mills. • Can consider an extension(s) in MD, such as to National Harbor or north of Shady Grove (to be defined later). • Purple line extension to Tysons (west) and Eisenhower Avenue (east). • Improved bicycle and pedestrian connections and access improvements to rail stations.
<i>Policy-Focused Initiatives</i>	
8. Optimize Regional Land-Use Balance	<ul style="list-style-type: none"> • Optimize jobs/housing balance regionwide. • Increase jobs and housing around underutilized rail stations and Activity Centers with high-capacity transit. • Build more housing in the region to match employment (about 130,000 more households).
9. Transit Fare Policy Changes	<ul style="list-style-type: none"> • Reduced price Metrorail fare for off-peak direction during peak period and on underutilized segments. • Free transit for low-income residents.
10. Amplified Travel Demand Management for Commute Trips	<p>New policies (e.g., employer trip reduction requirements) and programs (e.g., financial incentives) implemented at the local and regional scale to significantly reduce single-occupancy vehicle commute trip making, including:</p> <ul style="list-style-type: none"> • Employer-based parking cash-out • Expanded employer-based transit/vanpool benefits • Expanded telework and flexible schedule adoption • Substantial increase in priced commuter parking in major Activity Centers.

**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%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 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 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

¹ 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 in July 2017 for further analyses approximately 6-10 projects, policies, or programs to determine if they 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 a final selection from among these for future concerted TPB action 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.