

ideas intended to realize the full potential of the improvement. The goal of analyzing these ten initiatives was to discover whether any of them could make significant progress towards achieving the region's transportation performance goals. Based on the results of the analysis, the Task Force agreed upon five of the 10 initiatives to recommend as part of the aspirational component of the 2045 LRTP. In December 2017, the TPB endorsed these five initiatives and called on its member jurisdictions and agencies to fully explore specific implementation actions, both individually and collectively, that could be taken to make them part of the region's next LRTP. The TPB subsequently added two additional initiatives in January 2018 based on findings and recommendations from a concurrent analysis of non-motorized projects of regional significance conducted by TPB's Bicycle and Pedestrian Subcommittee. All seven of these aspirational initiatives were integrated into the next LRTP, called Visualize 2045, which was formally adopted by the TPB in October 2018.

This effort involved a shift from simply compiling the priorities of Maryland, Virginia, the District of Columbia, and WMATA in the plan toward a more consensus and analysis-based approach to identify regional priority strategies with a focus on improving regional transportation performance. This case study highlights the events leading to the establishment of the Long-Range Plan Task Force, the collaborative process that was used by the Task Force, and the integration of the results of this effort into the Washington, DC region's 2045 LRTP.

Agency Challenges

The National Capital Area is a growing region of 5.7 million people and 3.3 million jobs, encompassing Northern Virginia, Suburban Maryland, and the District of Columbia. The region is consistently ranked as having some of the worst traffic congestion in the nation and expected population growth is anticipated to exacerbate these challenges. Between 2016 and 2040, the region is projected to have a 23 percent increase in population (1.2 million added people) and a 29 percent increase in employment (940,000 added jobs).

The Transportation Planning Board's (TPB's) Vision document outlines a set of policy goals, objectives and

Decision Guide Connections

The Long-Range Plan Task Force did not use PlanWorks, however, the broad planning framework developed by the Task Force illustrates the following key decision points:

- LRP-1 (Approve Scope of LRTP Process). The TPB decided to extend the scope of the LRTP process to go beyond the fiscally constrained to include aspirational initiatives.
- LRP-2 (Approve Vision and Goals). The Task Force built upon the region's vision document and policy guide to clarify regional challenges and identify priorities.
- LRP-3 (Approve Evaluation Criteria, Methods, and Measures). The Task Force selected a set of measures of effectiveness for evaluation as well as qualitative evaluation factors.
- LRP-4 (Approve Transportation Deficiencies). The Task Force clarified regional challenges that would be important to address.
- LRP-6 (Approve Strategies). The Task Force identified a range of possible strategies (initiatives) for evaluation and recommended ten for further study.
- LRP-8 (Adopt Preferred Plan Scenario). The Task Force recommended five initiatives, and the TPB expanded this list to seven aspirational initiatives for the region for concerted regional action.
- LRP-10 (Adopt LRP by MPO). The TPB approved the LRP, called Visualize 2045, including the priority initiatives recommended by the Task Force as part of a new chapter of the LRP focused on aspirational elements.

strategies aimed to guide the region's transportation system investments and development. Based on these goals, the TPB approved a policy guide known as the Regional Transportation Priorities Plan in January 2014 to identify current priorities and call upon the region to implement strategies to improve mobility and accessibility.

direction on the northern portion of I-495.

- In the District of Columbia, six additional segments to its bicycle lane network.
- For WMATA, improvements to add capacity to the Metrorail system, such as running 100 percent eight-car trains during peak periods.

Stakeholder Collaboration

Collaboration by the members of the Long-Range Plan Task Force was critical to the development and adoption of the regional initiatives that were included in Visualize 2045. The Task Force members, each representing very diverse interests across different states and jurisdictions, worked together collegially and collaboratively to think about solutions from a regional perspective. This effort went beyond the traditional effort to identify projects in individual jurisdictions and involved working together to generate ideas and analyze potential regionally significant projects, programs, and policies.

While some Task Force members were not in support of every initiative that went forward for analysis, the Long-Range Plan Task Force decided to analyze those initiatives that were regional in nature and were believed to have the potential for regionally significant

effects. While the interpretation of the results of the analysis varied across members, they were able to work together to identify a core set of regional initiatives that they could agree upon as priorities. The leadership of the Task Force Chair and TPB staff were critical to developing this collaborative approach.

Key Outcomes

The resulting long-range plan identifies projects, programs, and policies that previously had not been explored or included in the funded plan. It also goes above and beyond previous plans by featuring unfunded initiatives that have the potential to significantly improve the region's transportation system and that the region agrees are worth pursuing. In addition to including the initiatives in the aspirational element of Visualize 2045, the TPB resolved that staff should use the initiatives "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," to help ensure these initiatives are priorities through activities that the TPB directs. The TPB also has held discussions regarding opportunities for local jurisdictions to advance investments, programs, and policies in support of the regional initiatives.

For more information

Contact

Kanti Srikanth

Director, Transportation Planning
Metropolitan Washington Council of Governments
ksrikanth@mwkog.org

Resources

- **Visualize 2045**
<https://www.mwcog.org/visualize2045/>
- **Long-Range Plan Task Force**
<https://www.mwcog.org/committees/lrptf/>