

Chapter 7:

Planning Together for Further Progress

The National Capital Region has a strong history of collaborating to meet mobility and accessibility challenges by improving the transportation network and services that are coordinated with land use changes. This approach has supported decades of population, job, and economic growth while keeping the National Capital Region vibrant and attractive.

In the past, the region had non-compliant levels of carbon monoxide, ozone, and fine particulate matter. Through regional collaboration, the area achieved compliance with all these air quality standards, most recently the 2025 ozone standard. Improvements in mobility, accessibility, and air quality were achieved alongside increasing demand for the region's transportation system from population and economic growth. Planning frameworks such as Regional Activity Centers (RACs) and Transit-Oriented Communities anchored around High-Capacity Transit (HCT), the building of a trail network within one-half mile of RACs and HCT stations, regular updates to the local and regional bus services, and a commitment to invest in the region's rail systems have proven to be effective and instrumental in the National Capital Region's progression towards its multi-sectoral goals and targets.

The planned \$300 billion financial investment in the transportation system over the next 25 years will collectively enhance the region's quality of life, far beyond what would occur without action. The region aspires to be best in class in all aspects, with its multi-sectoral goals rooted in accessibility, prosperity, sustainability, affordability, and livability intended for all communities. Notwithstanding the continued, comprehensive, and cooperative work of the region, more needs to be done with a greater sense of urgency, especially for the transportation system which supports other parts of the region's growth.

Future Challenges

The key challenges acknowledged in this section are not new, and they will continue to be major concerns for transportation. As demonstrated in the previous chapters, the region will continue to apply the TPB's



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priority transportation and land use strategies, but future challenges merit additional, more intensive strategies that demand broader and deeper regional collaboration to improve future outcomes.

From continued roadway safety and congestion difficulties to insufficient funding for operations, maintenance, state of good repair, and expansion improvements, the region must redouble its commitment, efforts, creativity, and funding to address these challenges. The TPB's strong foundation of an ongoing, collaborative, data-driven approach to decision-making, guided by its shared regional goals and related federal performance measures and targets, positions the region to address challenges through a continuous and cooperative process.

Continued Traveler Fatalities and Serious Injuries

As a major public health concern, any number of fatalities and serious injuries affecting community members and visitors is unacceptable. As noted in Chapter 3, roadway fatalities and serious injuries, which had been declining previously, have increased over the past seven years, with a concerning rise in the share of bicyclist and pedestrian fatalities among all roadway fatalities. Even with the investments outlined in this plan's projects and programs to improve safety, additional efforts will be needed to address traffic safety as quickly and effectively as possible.

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Some of the underlying contributing factors to fatalities and serious injuries—such as vehicle size and weight, high-speed roadway designs, enforcement, and unsafe driving behaviors—are complex and far-reaching yet addressing them is an essential task which extends beyond the TPB’s work. Reducing traveler fatalities and serious injuries is vital—every saved life is a valuable and a meaningful achievement.

Implementing the TPB’s endorsed safety strategies is an ongoing effort. Since 2002, the Street Smart Safety Campaign has worked to reduce bicyclist and pedestrian injuries and fatalities through partnership with local transportation and law enforcement agencies, using visible education, outreach, and enforcement activities. TPB also launched the Regional Roadway Safety Program (RRSP) in 2020 to provide funding for its agencies to implement one or more of the safety strategies within or across the engineering, education, and enforcement disciplines. These efforts are guided by the TPB’s commitment to eliminating traffic fatalities and severe injuries.¹

In October of 2024, the TPB convened the Regional Roadway Safety Summit, bringing together fifty professionals from diverse organizations and jurisdictions to address the region’s most pressing safety challenges and explore potential solutions. A key outcome of this collaboration was a shared recognition of the need to understand the region’s progress in achieving the safety priorities outlined in the TPB’s 2020 Safety Resolution. Participants also agreed on the importance of establishing a multijurisdictional agreement to improve enforcement of automated ticketing systems and traffic laws, given the frequency with which residents and travelers cross state boundaries.

The TPB will measure progress using the following federally prescribed highway, non-motorized, and transit performance measures and adopted targets. Highway safety targets include non-motorized users on highways. While zero fatalities is the aspirational goal, these short-range targets serve as incremental benchmarks to assess progress towards achieving the aspirational goal. These performance measures and targets shown in Table 7.1 were adopted by the TPB on December 18, 2024.²

1 National Capital Region Transportation Planning Board (July 22, 2020). *R3-2021 - Resolution to Establish a Regional Roadway Safety Policy, and Associated Roadway Safety and Equity Policy Statements, to Reduce Fatalities and Serious Injuries on the National Capital Region’s Roadways*. https://www.mwcog.org/assets/1/28/Resolution_R3-2021_TPB_Safety_Resolution_Final.pdf

2 National Capital Region Transportation Planning Board (December 18, 2024). *R5-2025 – Resolution to Adopt Annual Highway Safety Targets for the National Capital Region*. <https://www.mwcog.org/documents/2024/12/18/r5-2025---pbpp-highway-safety-targets-tpb-traffic-safety/>

Table 7.1: Highway and Non-Motorized User Safety Performance Measures and Targets

Performance Measure (Five-Year Rolling Average)	TPB Adopted Targets for 2021-2025 on December 18, 2024
# of Fatalities	253
Rate of Fatalities (per 100 million VMT)	0.588
# of Serious Injuries (SI)	1661.9
Rate of Serious Injuries (per 100 million VMT)	3.222
# of Nonmotorized Fatalities & SI	473.5

The latest transit safety performance measures and targets, shown in Table 7.2, were adopted by the TPB on December 18, 2024, and will help the region track its progress on making transit users and workers safer.³



The TPB and its member jurisdictions have reaffirmed their strong commitment to maintain safety as a top priority and will strive to achieve the regional goal to **ensure**

the safety of all users, including travelers and maintenance and operations personnel alike, on all parts of the transportation system at all times. Continued investment in the RRSP, along with member-led projects and programs dedicated to improving safety, will help close the gap and advance progress on this critical issue.

Anticipated Risks to Infrastructure from Natural Hazards

Transportation infrastructure faces threats to its structural integrity from a variety of natural



Chesapeake Bay Program/Flickr

phenomenon such as earthquakes, wildfires, flooding, and extreme cold and heat. In the National Capital Region, flooding and extreme heat pose the greatest risks, and these threats, along with rising sea levels, are expected to become more frequent and severe, making the region's transportation infrastructure more vulnerable.⁴ This puts roads, bridges, and public transit infrastructure at a growing risk of being temporarily or permanently unusable, requiring traffic to be rerouted in order to protect public safety under increasingly difficult conditions. The growing need to maintain aging transportation assets while addressing vulnerabilities, especially at high-risk locations adds another layer of priority consideration in transportation design and investment decision making.

In recognition of this emerging challenge and the urgency to act, the TPB has integrated resilience planning as part of its metropolitan planning activities. The TPB worked with its member agencies to develop the region's first Transportation Resilience Improvement Plan (TRIP) and the National Capital Region Inland Flood Analysis. This plan and analysis demonstrate the region's commitment to strengthening its ability to anticipate, prepare for, adapt to, and recover from the impacts of natural hazards. The TRIP's comprehensive risk assessment

3 National Capital Region Transportation Planning Board (December 18, 2024). R4-2025 – Resolution to Adopt Annual Transit Safety Targets for the National Capital Region. <https://www.mwcog.org/documents/2024/12/18/r4-2025---pbpp-transit-safety-targets/>

4 National Capital Region Transportation Planning Board (April 10, 2024). National Capital Region Transportation System Climate Vulnerability Assessment. <https://www.mwcog.org/documents/2024/04/10/national-capital-region-transportation-system-climate-vulnerability-assessment/>

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Table 7.2: Transit Safety Performance Measures and Adopted Targets

Performance Measure	TPB Adopted Target for 2024 on Dec. 18, 2024
Fatalities by Mode [Number/Rate/Transit Worker Rate (per Revenue Vehicle Mile)]	0/0/0 (Heavy rail)
	0/0/0 (Streetcar rail)
	0/0/0 (Urban bus)
	0/0/0 (Commuter bus)
	0/0/0 (Demand response)
Reportable Injuries by Mode [Number/Rate/Transit Worker Rate (per Revenue Vehicle Mile)]	256/24.2/9.5 (Heavy rail)
	6/6.69/N/A (Streetcar rail)
	403/0.69/0.19 (Urban bus)
	6/0.07/0.10 (Commuter bus)
	42/0.21/0.07 (Demand response)
Reportable Safety Events by Mode (Number/Rate per Revenue Vehicle Miles)	127/12.8 (Heavy rail)
	6/6.69 (Streetcar rail)
	357/0.61 (Urban bus)
	3/0.04 (Commuter bus)
	54/0.27 (Demand response)
Assaults on Transit Workers (Number/Rate per Revenue Vehicle Miles)	586/59.1 (Heavy rail)
	N/A (Streetcar rail)
	207/0.37 (Urban bus)
	0/0 (Commuter bus)
	9/0.04 (Demand response)
Collisions Between Major Mechanical Failures by Mode (Rate/Pedestrian Collision Rate/Vehicular Collision Rate)	2/0/2 (Heavy rail)
	N/A (Streetcar rail)
	1.43/0.05/1.12 (Urban bus)
	2/0/2 (Commuter bus)
	0.25/0/0.25 (Demand response)
Reliability (Mean Distance Between Failures)	29,000 (Heavy rail)
	1,000 (Streetcar rail)
	8,964 (Urban bus)
	25,000 (Commuter bus)
	24,913 (Demand response)

equips TPB jurisdictions with the data and tools needed to make resilience-focused decisions, particularly by integrating cutting-edge flooding analysis. The TPB is better prepared than ever to inform transportation plans and decisions to ensure



the region's transportation network can continue to operate safely and **facilitate mobility for people, even when faced with major disruptions.**

Single-Occupant Vehicles Continue to be Most People's Choice for Commuting to Work

While the region has seen a decline in this trend, most residents will continue to choose to drive by themselves to work, particularly in the region's Inner and Outer Suburbs where long travel distances and travel times impact mode choice. Many residents in the Outer and Inner Suburbs will continue to face limited access to timely multimodal options to access work. Although access to HCT will improve greatly with new bus rapid transit (BRT) and rail services in 2050, the expanded network will still leave many people in these areas with limited HCT choices. Where

HCT alone is an impractical transportation mode for commuting, other options including commuter bus, local transit services, express lanes for vanpools/carpools/buses, and park and ride lots with sufficient parking capacity will continue to support non-SOV choices.

TPB's Transportation Land-Use Connections and Transit Within Reach Programs have provided and will continue to provide funding for small projects that help improve bike and walk connections to existing and planned HCT stations. With these programs and the TPB's designation of RACs and HCT areas, jurisdictions have the tools to think regionally while acting locally and align land use policies with the



transportation system to **provide affordable, realistic multimodal options.** The region currently has more HCT stations (171) than RACs (145), and by 2050 it is expected

that 118 (about 70%) of the HCT stations will be inside RACs. This means that 39 RACs (about 26%) will not have a HCT station. Local zoning and land use policies will remain critical for encouraging multimodal travel in RACs, guiding development around HCT stations, and expanding attractive alternatives to SOV commuting.



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Continued Increase in Traffic Congestion and Delays

Congestion and delays are expected to persist as population and employment levels continue to grow. While recurring delays at specific locations and times of day can be predicted and planned for, they still negatively influence driver behavior, increase the risk of certain roadway safety incidents, and waste energy. Increased recurring congestion also leads to non-recurring congestion that is hard to predict and thus has a greater negative impact on safety, energy consumption, and lost productivity. Analysis from the Regional Travel Demand Model, as described in Chapter 6, indicates that the number of congested lane miles and daily vehicle hours of delay will remain high in the future, requiring travelers to account for longer travel times.



Joe Flood/Flickr

The TPB's Congestion Management Process (CMP) uses a systemic approach to monitor and

evaluate the transportation system performance and identify and evaluate potential benefits of congestion management strategies, including demand management, traffic operational improvements, public transportation improvements, ITS technologies, and additional system capacity (where necessary). Through this process, projects that increase capacity for single-occupant vehicles (SOVs) must show that congestion management strategies have been considered. The TPB's regional program to reduce single occupant travel and increase ridesharing, transit usage, and bicycling is a key congestion management strategy and has been in place since 1974. For over 50 years, the Commuter Connections Program has served a vital role in offering community members smarter ways to get to work, while reducing traffic congestion. Commuter Connections will continue to evolve with new incentives like CommuterCash and the Pool Rewards Program that reward for using transit and carpooling during peak hours.



To track progress on reducing the delays that roadway travelers experience, the TPB has adopted highway reliability, freight, and congestion short-range targets

shown in Table 7.3.^{5 6} The TPB will stay committed to working towards its shared goal to **make all options of travel reliable to get the user to their destination on time every time**. As the TPB works to reduce roadway congestion and delays, vehicle-related emissions of volatile organic compounds (VOCs) and nitrogen oxides (NO_x) are also expected to decline. To monitor this progress in reducing harmful pollutants, the TPB has established new short-range air quality performance targets

5 National Capital Region Transportation Planning Board (June 15, 2022). R19-2022 – Resolution to Adopt Regional Congestion Management Mitigation and Air Quality Program Performance Measure Targets for 2022-2025 for the National Capital Region. <https://www.mwcog.org/documents/2022/06/16/r19--2022---resolution-to-adopt-regional-congestion-mitigation-and-air-quality-program-performance-measure-targets-for-2022-2025-for-the-national-capital-region/>

6 National Capital Region Transportation Planning Board (June 15, 2022). R3-2023 – Resolution to Adopt Regional Highway Asset and Travel Time Reliability Performance Measure Targets for 2022-2025 for the National Capital Region. <https://www.mwcog.org/file.aspx?&A=MY98NXpz%2BUFdP40XNnXu2UVDfduFlrpf2q6Lppi5pnY%3D>

Table 7.3: Highway Reliability, Freight, and Congestion Performance Measures and Adopted Targets

Performance Measure	TPB Adopted 4-year Target for 2022-2025 on October 19, 2022
Interstate Travel Time Reliability (% person miles traveled that are reliable)	61.10%
Non-Interstate (NHS) Travel Time Reliability (% person miles traveled that are reliable)	78.60%
Truck Travel Time Reliability Index (Interstates)	2.56



(Table 7.4).⁷ The TPB will **provide, facilitate, and incentivize methods that build, operate and maintain the transportation system in a manner that provides for healthy air, water, and other environmental factors.**

Table 7.4: Congestion Mitigation and Air Quality Performance Measures and Adopted Targets

Performance Measure	TPB Adopted 4-year Target for 2022-2025 on June 15, 2022
Annual Peak Hours of Excessive Delay per Capita	22.7 hours
Non-SOV Mode Share (%)	37.70%
Total VOCs Emissions Reduction (kg/day)	9.408 (kg/day)
Total NOx Emissions Reduction (kg/day)	21.117 (kg/day)

Insufficient Truck Parking along Major Routes

Truck drivers will continue to face major challenges finding safe and reliable parking as growth in and consumer demand for goods, especially via



Rachel Beyerle/COG

e-commerce, increases the volume of freight delivered by truck along major routes. Rising truck traffic volume not only worsens truck parking congestion near key freight corridors but also heightens pressure to expand strategically located warehouse space and distribution centers, projects that often must be balanced with other community needs.

The National Capital Region Freight Plan regularly documents freight issues and offers recommendations to ensure the transportation system continues to support the regional economy. By incorporating Virginia and Maryland's truck parking studies and data from the District's Freight Plan, the TPB's Freight Plan pinpoints freight bottlenecks faced by truck drivers and monitors the

⁷ National Capital Region Transportation Planning Board (June 15, 2022). R19-2022 – Resolution to Adopt Regional Congestion Management Mitigation and Air Quality Program Performance Measure Targets for 2022-2025 for the National Capital Region. <https://www.mwcog.org/documents/2022/06/16/r19-2022---resolution-to-adopt-regional-congestion-mitigation-and-air-quality-program-performance-measure-targets-for-2022-2025-for-the-national-capital-region/>

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supply of public truck parking locations and spaces. This information helps guide agencies in targeting investments where they will have the greatest



impact. With work like this, the TPB will continue to strive to achieve the regional goal of **implementing transportation systems management and operations**.

Insufficient Transit Revenue to Sustain, Let Alone Increase Services

There continues to be challenges with adequately funding Washington Metropolitan Area Transit Authority (WMATA), the two commuter rail systems (VRE and MARC) and the 15 local and three commuter bus transit systems' needs with sustainable, predictable, long-term sources. With exceptions, WMATA cannot spend capital funds on operating costs, and the federal government does not fund operations in urbanized areas with populations over 200,000. Many funding sources available to WMATA are not indexed to inflation, so their value has been lost over time. Federal competitive grants require localities to match funds and for larger projects, this funding is often not available.



Montgomery County Council/Flickr

Facing WMATA's and local transit agency's financial shortfalls, regional leaders established DMVMoves,

a joint task force of the COG and the WMATA Board of Directors, to craft a sustainable funding model for the region's transportation system. Since its inception in 2024, DMVMoves has reported several measures taken by WMATA to improve its financial situation, including the elimination of a \$140 million annual operating budget deficit previously predicted. Increased ridership, revenue gains, stricter fare evasion enforcement, and cost saving measures informed by DMVMoves have all contributed to resolving this operating budget shortfall.

Although WMATA came to a solution for its operating budget, the agency still faces a fiscal cliff for its capital budget, which maintains the system, beginning in Fiscal Year 2028. WMATA predicts that its dedicated capital funding will be inadequate to support previous capital debt service costs while continuing to invest in the system's maintenance starting in 2028.

As of 2025, the DMVMoves task force continues to regularly meet and is developing a framework to generate additional dedicated, predictable, and sustainable funding that will allow Metro to reasonably sustain a reliable, high-performing system. The TPB will remain a key partner in this effort, providing regional leaders with the analysis and guidance needed to optimize the region's public transportation system. Without a stable funding solution, the region's ability to elevate the regional transit system to a world-class standard remains difficult.

Improving the region's public transportation financial situation also requires ensuring that transit assets, such as vehicles, tracks, and facilities, are well maintained and remain within their useful lifespans. As fleets age, the risk of failures and expensive repairs increases. To strengthen accountability, TPB periodically adopts targets (Table 7.5) to monitor asset management and ensure that transit systems across the region are consistently safe, reliable, and well maintained.⁸

8 National Capital Region Transportation Planning Board (June 15, 2022). R3-2023 – Resolution to Adopt Regional Highway Asset and Travel Time Reliability Performance Measure Targets for 2022-2025 for the National Capital Region. <https://www.mwcog.org/file.aspx?&A=MY98NXpz%2BUFDp40XNnXu2UVDfduFlrpf2q6Lppi5pnY%3D>

Table 7.5: Transit Asset Management Performance Measures and Adopted Targets

Performance Measure	TPB Adopted Target for FY2025 on February 19, 2025
Service Vehicles exceeding Useful Life (%)	54.2% (Auto)
	31.4% (Trucks and other Rubber Tire Vehicles)
	42.7% (Steel Wheel Vehicles)
Reportable Injuries by Mode [Number/Rate/Transit Worker Rate (per Revenue Vehicle Mile)]	0.2% (Articulated bus)
	0.0% (Auto)
	6.8% (Over-the-road bus)
	10.3% (Bus)
	25.7% (Cutaway bus)
	6.0% (Heavy rail passenger car)
	0% (Light rail vehicle)
	1.7% (Minivan)
	0.0% (Commuter rail locomotive)
	9.6% (Commuter rail passenger coach)
	0.0% (Sport utility vehicle)
	31.2% (Van)
Track Segments with Performance Restrictions (%)	54.2% (Auto) 0.0% (Commuter rail)
	3.5% (Heavy Rail)
	5.0% (Streetcar rail)
Facilities rated Marginal or Poor (%)	2.3% (Parking Facilities)
	2.8% (Passenger Parking Facilities)
	1.6% (Maintenance Facilities)
	1.3% (Administrative Facilities)

Funds for Ongoing Maintenance are Often Constrained, Limiting What Can Be Kept in Good Condition

Even though most funds are designated for maintenance and operations, and maintaining the existing system is a priority over expansion, there are still challenges with the prioritization of those funds. Federal funding can be uncertain over the long term, can often only be used for specific purposes, and makes up a small percentage of overall

transportation funding. As other sources of funding, such as the motor fuel or gas tax, are gradually declining, DC, MD, VA, and the many jurisdictions in the region will have to increase current or find new funding sources to ensure that funding levels can support the transportation systems in the future.

The COG-WMATA DMVMoves Initiative and state-led groups continue to be formed to tackle well-known funding challenges. Despite these hurdles, the TPB aspires for **all aspects of the transportation**



Preservation Maryland/Flickr



system's infrastructure to be maintained in a state of good repair to provide reliable, safe, and comfortable mobility to all users.

Because reaching this aspiration is a long-term process, the TPB's highway asset condition short-range targets (Table 7.6) serve as a yardstick to track the region's progress.⁹

Antiquated Infrastructure at Union Station Limiting Service Quality and Capacity

Union Station, the region's primary multimodal gateway, is more than a century old and demands substantial investment to anchor the region as a world-class transit center for 100+ years to come. As the region's busiest transit station within a vibrant Regional Activity Center, Union Station must be poised to support future plans for intercity rail and bus, Metrorail, VRE, MARC, and ground transportation infrastructure in step with projected growth in ridership fueled by rising population and employment in the region and along the Northeast Corridor. Along with nearby improvements such as the new Long Bridge over the Potomac River and the new Frederick Douglass Tunnel in Baltimore, and increasing services planned on commuter and passenger rail, Union Station will continue to be a critical link in regional and inter-regional mobility and an indicator of regional prosperity.

Table 7.6: Highway Asset Condition Performance Measures and Adopted Targets

Performance Measure	TPB Adopted 4-year Target for 2022-2025 on October 19, 2022
Interstate/NHS Pavement Lane Miles in Good Condition (%)	44.8%
Interstate/NHS Pavement Lane Miles in Poor Condition (%)	1.6%
Non-Interstate/NHS Pavement Lane Miles in Good Condition (%)	26.3%
Non-Interstate/NHS Pavement Lane Miles in Poor Condition (%)	7.3%
Bridge Deck Area in Good Condition (%)	25.7%
Bridge Deck Area in Poor Condition (%)	4.2%

9 National Capital Region Transportation Planning Board (June 15, 2022). R3-2023 – Resolution to Adopt Regional Highway Asset and Travel Time Reliability Performance Measure Targets for 2022-2025 for the National Capital Region. <https://www.mwcog.org/file.aspx?&A=MY98NXpz%2BUDfP40XNnXu2UVDfduFlrpf2q6Lppi5pnY%3D>



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The Union Station Redevelopment Corporation (USRDC) oversees the station and leads the redevelopment efforts. In March of 2024, the Federal Railroad Administration (FRA) approved the environmental review of the Union Station Expansion Project. The project, based on the FRA's preferred alternative, foresees replacing existing tracks, adding ten platforms and new concourses with better access to intercity buses and train gates, expanding retail, and modernizing the train hall branching from the historic station to improve passenger circulation. USRDC envisions attaining the station's air rights for mixed-use development to generate revenue for maintenance and upgrades.¹⁰ With the preferred alternative set, USRDC is advancing design work though more collaboration, and financial commitment must occur before this iconic station can be renewed and ready to serve the desired ridership envisioned in 2050 and beyond. Although USRDC is not affiliated with the TPB, the TPB's members have a vested interest in the future success of Union Station

including the quality of services enabled by a well-functioning multimodal transfer hub and the ripple of economic prosperity generated throughout the region.

Intercity travel at Union Station is strengthened by the TPB's Intercity Travel Survey, which provides a comprehensive assessment of travel services and patterns to inform ongoing transit and rail service plans.

A Continuously Evolving National Capital Region

Although major challenges will exist beyond what this plan and its many projects, programs, and funding can fully address, the TPB's continuing, comprehensive, and cooperative metropolitan transportation planning has a proven record of uniting the region to meet its needs and respond to challenges. The TPB's unofficial credo of *Think*

¹⁰ Federal Railroad Administration (March 12, 2024). Final Environmental Impact Statement (FEIS) and Record of Decision (ROD).

<https://railroads.dot.gov/rail-network-development/environment/environmental-reviews/washington-union-station-expansion-8>

FEDERAL PLANNING FACTORS GUIDING TPB'S COLLABORATIVE WORK

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and nonmotorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

Regionally, Act Locally, has provided a balanced and practical approach to the 20 local jurisdictions, three state departments and one regional transit agency to coordinate and cooperate in both setting regional goals and developing their agency specific transportation plans and investment decisions.

The TPB's process, especially data analysis, research, and establishment of best practices has been and continues to be an independent, impartial, and trusted means for collective action to ensure that the National Capital Region's aspiration to be the best in class in all aspects is realized. As the region evolves, the TPB's collaborative framework with its member jurisdictions ensures that progress remains steady, forward-looking, and aligned with the shared vision that values a more accessible, prosperous, sustainable, affordable, and livable community. The Federal Planning Factors (FPFs), which have guided the work to produce this plan, will continue to guide planning efforts to address challenges and attain regional goals.

The TPB is committed to its continuous application of the FPFs in its work. The FPFs naturally align with the TPB's own goals of safety, maintenance, reliability, affordable and convenient mobility options, efficient system operations, environmental protection, resilient region, and livable and prosperous communities. To achieve these goals, the TPB will continue to implement its priority strategies. This plan demonstrates only some of the many ways that member agencies are applying these priority strategies locally in a cooperative fashion that crosses jurisdictional borders to create a unified region.

Commitment to Achieving Our Goals

Visualize 2050 marks a point in time of an elaborate regional transportation planning and programming process. As demonstrated in this plan, that process covers many transportation modes and societal topics that will continue to evolve as new leaders, technologies, and priorities emerge to shape people's lifestyles and preferences.

Regional goals, developed within the coordinated and collaborative framework of the TPB and COG, help to paint a shared vision for the future. The eight TPB goals outline what the region aims to accomplish together to enhance different aspects of the transportation system. Related land use and housing

goals, such as those in the *Region Forward Vision* and the *Region United Planning Framework*, help guide future decisions with intention and encourage leaders to consider the regional impact of local action.^{11, 12}



In harmony with these principles, the TPB will continue to **support regional economic competitiveness, opportunity, and a high quality of life for all**

people. Together, the TPB and COG goals will guide the region to be one that is more livable, sustainable, and accessible for all. With shared values, goals, strategies, performance measures, and targets, the region has a solid foundation for working towards its transportation vision.

Moving forward,
the region will
continue to plan
together **for
better travel
tomorrow!**



Rachel Beyerle/COG

11 Metropolitan Washington Council of Governments (January 28, 2010). *Region Forward Vision*. <https://www.mwcog.org/documents/2010/01/28/region-forward-vision/>

12 Metropolitan Washington Council of Governments (March 9, 2022). *Region United Framework*. <https://www.mwcog.org/documents/2022/03/09/region-united-framework-document-2030-framework-climate--energy-equity-featured-publications-regional-housing-targets-transit/>

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