



## Long-Range Plan Task Force Ten Initiatives Studied

INITIATIVE	COMPONENTS
<b>Multimodal Initiatives</b>	
<b>1. Regional Express Travel Network</b>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• New express bus services on network (paid in part through tolls) connecting major Activity Centers.</li> </ul>
<b>2. Operational Improvements and Hotspot Relief</b>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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).</li> <li>• Expanded regional incident management where appropriate.</li> <li>• 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.</li> </ul>
<b>3. Additional Northern Bridge Crossing / Corridor</b>	<ul style="list-style-type: none"> <li>• New northern bridge crossing of Potomac River, as a multimodal corridor.</li> <li>• New express bus services connecting existing Activity Centers in this multimodal corridor.</li> </ul>
<b>Transit Initiatives</b>	
<b>4. Regionwide Bus Rapid Transit and Transitways</b>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Improved bicycle and pedestrian connections and access improvements to transit stations.</li> </ul>

INITIATIVE	COMPONENTS
<b>5. Regional Commuter Rail Enhancements</b>	<ul style="list-style-type: none"> <li>• 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).</li> <li>• Long Bridge corridor improvements including at least 4 tracks and bicycle-pedestrian facilities.</li> <li>• Improved bicycle and pedestrian connections and access improvements to rail stations.</li> </ul>
<b>6. Metrorail Regional Core Capacity Improvements</b>	<ul style="list-style-type: none"> <li>• 100% 8-car trains</li> <li>• Metrorail station improvements at high-volume stations in system core.</li> <li>• Second Rosslyn station to reduce interlining and increase frequency.</li> <li>• New Metrorail core line to add capacity across Potomac River (new Rosslyn tunnel) between Virginia and DC through Georgetown to Union Station toward Waterfront.</li> <li>• Improved bicycle and pedestrian connections and access improvements to rail stations.</li> </ul>
<b>7. Transit Rail Extensions</b>	<ul style="list-style-type: none"> <li>• Metrorail extensions to Centreville/Gainesville, Hybla Valley/Potomac Mills.</li> <li>• Can consider an extension(s) in MD, such as to National Harbor or north of Shady Grove (to be defined later).</li> <li>• Purple line extension to Tysons (west) and Eisenhower Avenue (east).</li> <li>• Improved bicycle and pedestrian connections and access improvements to rail stations.</li> </ul>
<b><i>Policy-Focused Initiatives</i></b>	
<b>8. Optimize Regional Land-Use Balance</b>	<ul style="list-style-type: none"> <li>• Optimize jobs/housing balance regionwide.</li> <li>• Increase jobs and housing around underutilized rail stations and Activity Centers with high-capacity transit.</li> <li>• Build more housing in the region to match employment (about 130,000 more households).</li> </ul>
<b>9. Transit Fare Policy Changes</b>	<ul style="list-style-type: none"> <li>• Reduced price Metrorail fare for off-peak direction during peak period and on underutilized segments.</li> <li>• Free transit for low-income residents.</li> </ul>
<b>10. Amplified Employer-based Travel Demand Management</b>	<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"> <li>• Employer-based parking cash-out</li> <li>• Expanded employer-based transit/vanpool benefits</li> <li>• Expanded telework and flexible schedule adoption</li> <li>• Substantial increase in priced commuter parking in major Activity Centers.</li> </ul>