



Planning from a Regional Perspective

**Statement of Nancy H. Smith
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After several decades of simply updating the CLRP, the Alliance believes it is time to re-evaluate the plan from a regional perspective.

Thus before the TPB conducts its next update the Alliance believes the entire plan should be re-evaluated in terms of which highway, bridge and transit investments do the most from a regional perspective to reduce congestion and travel delays and improve connectivity on the area's regional transportation network as opposed to local and even state networks.

There is more inter-jurisdictional and interstate travel in this region than elsewhere in the nation and the CLRP needs to reflect and address this reality. We can no longer afford to have a CLRP that is essentially a compilation of local and state projects.

Ours is a regional economy, not a collection of local economies. To remain economically competitive this region must have a regionally focused and efficient regional transportation network.

To assure such a network the basis of the next CLRP should be those projects that best address the obvious deficiencies in the current network including funding for 8-car metro trains, the western portion of the Maryland Beltway, I-66 inside and outside the Beltway, a new Northern Potomac River crossing and an upgraded American Legion Bridge.

In other words start by ensuring funding for the most regionally significant investments in the CLRP and then add projects as funding allows as opposed to the current process that tends to add projects and funding for projects that are more local in purpose.

It's time to fix the regional transportation framework and for the region's CLRP to incorporate the investments necessary to achieve that objective.

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