

Scope of Work and Process to Develop A Regional Transportation Priorities Plan for the National Capital Region

Presentation to the National Capital Region
Transportation Planning Board (TPB)

May 18, 2011

Purpose of a Regional Priorities Plan

- Identify 10-15 regional priorities above and beyond the CLRP that the TPB and the region can get behind
- Provide a source of specific programs and projects for discretionary funding opportunities like TIGER
- Include both long-range and immediate priorities that address regional goals and performance measures

Background

- Decade of TPB scenario planning and TLC activities based on 1998 TPB Vision
- COG 2010 Region Forward Report used TPB Vision as one of four building blocks
- TPB hosted “Conversation on Setting Regional Transportation Priorities” on May 26, 2010 prompted by request from CAC
- TPB established Task Force on July 21, 2010 to determine scope and process for developing a Regional Priorities Plan; Task Force met four times between October 2010 and April 2011

Scope of Work Includes Three Major Tasks

Task 1: Reaffirm regional goals and agree upon performance measures

Task 2: Determine regional challenges and strategies to address them

Task 3: Develop regional priorities, both funded and unfunded

Task 1

Regional Goals

(TPB Vision and Region Forward)
(e.g. Improve Safety of All Modes)

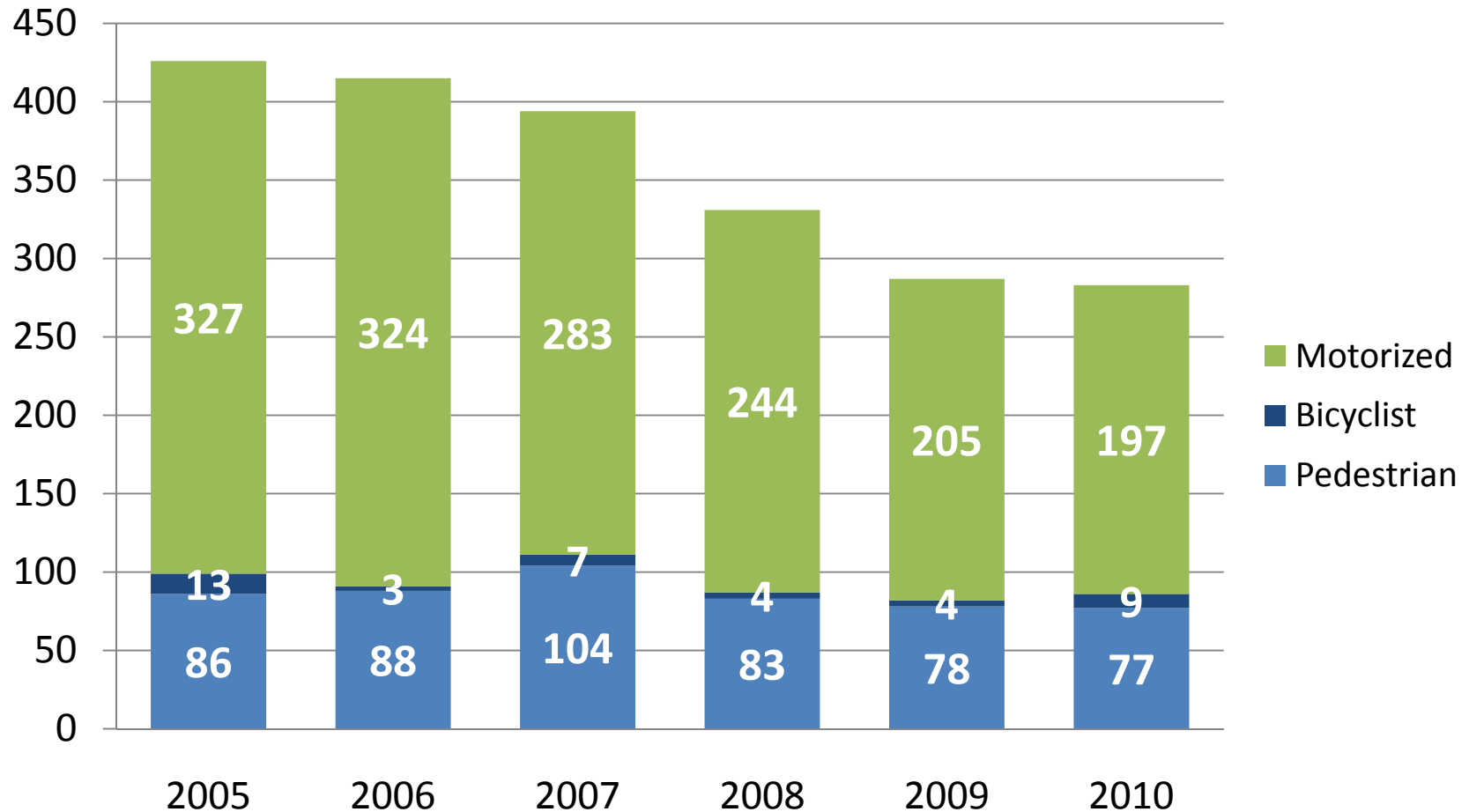


Performance Measures

Quantify progress toward regional goals
(e.g. Traffic Fatalities in the Washington Region; bicycle and pedestrian fatalities are now over 30 percent of the total, a percentage which has been growing)

Improve Safety of All Modes

Traffic fatalities in the Washington Region



Challenge: Reduce bike and pedestrian fatalities, as well as motorized fatalities

Task 2

Regional Challenges

Identify actions the region needs to take in order to meet regional goals
(e.g. Reduce bike and pedestrian fatalities, as well as motorized fatalities)



Regional Strategies

Designed to address regional challenges
(e.g. Support the implementation of effective safety measures for bicyclists and pedestrians)

Some Challenges Require Combination of Strategies

Challenge		Types of Strategies Needed			
		Transportation	Land Use	Technology	Education & Enforcement
Improve Safety	Reduce bike and pedestrian fatalities, as well as motorized fatalities	●	●	●	●
	Continue to operate a safe transit system	●	●	●	●
Promote Accessibility in Activity Centers	Seek opportunities for improving the match of rail transit and Activity Centers	●	●		
	Increase bus stop coverage in the Activity Centers	●	●		
	Increase walkability in Activity Centers	●	●		

Task 3

Regional Priorities

Those initiatives offering the greatest potential to address regional challenges as demonstrated through Benefit/Cost Analysis
(e.g. Promote public awareness of pedestrian and bicycle safety at the regional level)



Specific Programs and Projects

Implement regional priorities through inclusion in the CLRP
(e.g. Street Smart Campaign)

Benefits and Costs of Bike Sharing

Benefit-Cost Analysis

background

scenario

lessons

further study

action

EXAMPLE

Bike-sharing
Modest CO₂ benefits are
a contributing factor to
large overall benefits.



Costs	\$231,000,000
Capital	\$16,000,000
Operating	\$75,000,000
Increased Accidents	\$145,000,000
Benefits	\$625,500,000
User Cost Savings	\$197,000,000
Travel Time Savings	\$378,000,000
Reduced Accidents (from reduced VMT)	\$1,300,000
Public Health	\$2,000,000
Increased Access	\$38,000,000
Congestion Reduction	\$3,500,000
Environmental Benefits	\$5,700,000
CO₂	66,000 tons

All numbers over 20 year horizon from 2010-2030

Proposed Implementation Schedule

Proposed Schedule											
Tasks	FY2011		FY2012				FY2013				FY2014
	Jan	June	July			June	July			June	August
Task 1											
Review Regional Goals and Performance Measures	■										
Task 2											
Determine Regional Challenges		■									
Task 3											
Develop Regional Priorities, both Funded and Unfunded			■								
Interim Reports		▲				▲				▲	
Public Outreach and Comment			●				●			●	
Final Report											■

Public Involvement

The TPB will actively solicit public involvement through:

- Social media; public forums; visualization techniques
- Participation by community leaders, ordinary citizens, CAC, AFA

Activities will be woven into the entire two-year process, including at key milestones

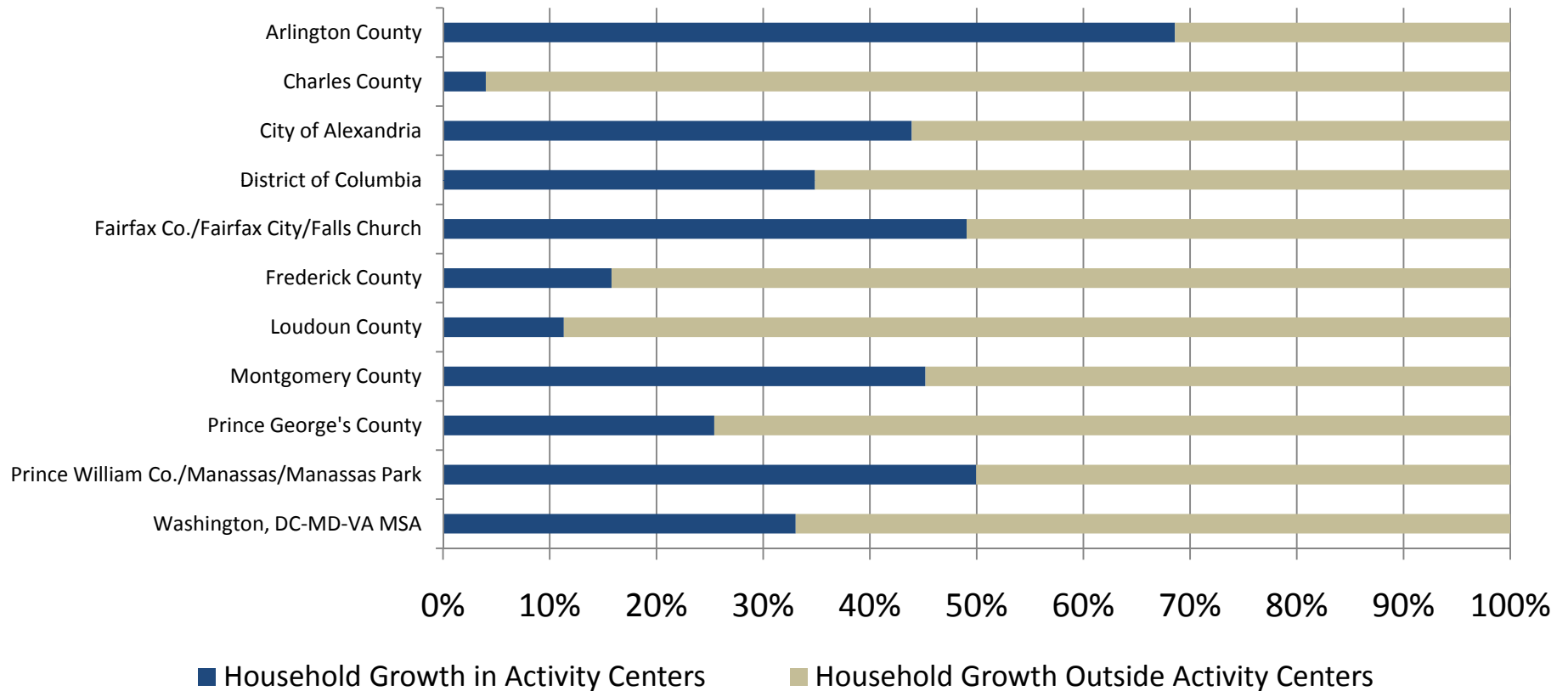
Proposed Regional Priority for the Short-Term

<u>Goal:</u>	Promote Accessibility of Activity Centers
<u>Performance Measures:</u>	Jobs & Housing Balance in Activity Centers 2011-2040
<u>Regional Challenge:</u>	Focus Jobs & Housing in Activity Centers to promote an efficient transportation system
<u>Regional Strategy:</u>	Use transportation improvements to promote mixed use development around rail stations to increase rail system productivity
<u>Regional Priority:</u>	Identify “Complete Streets” accessibility opportunities around rail stations
<u>Specific Program:</u>	Implement specific “Complete Streets” projects at the most promising locations

Promote Accessibility of Activity Centers

Jobs & Housing Balance

Household Growth & Activity Centers, 2011-2040

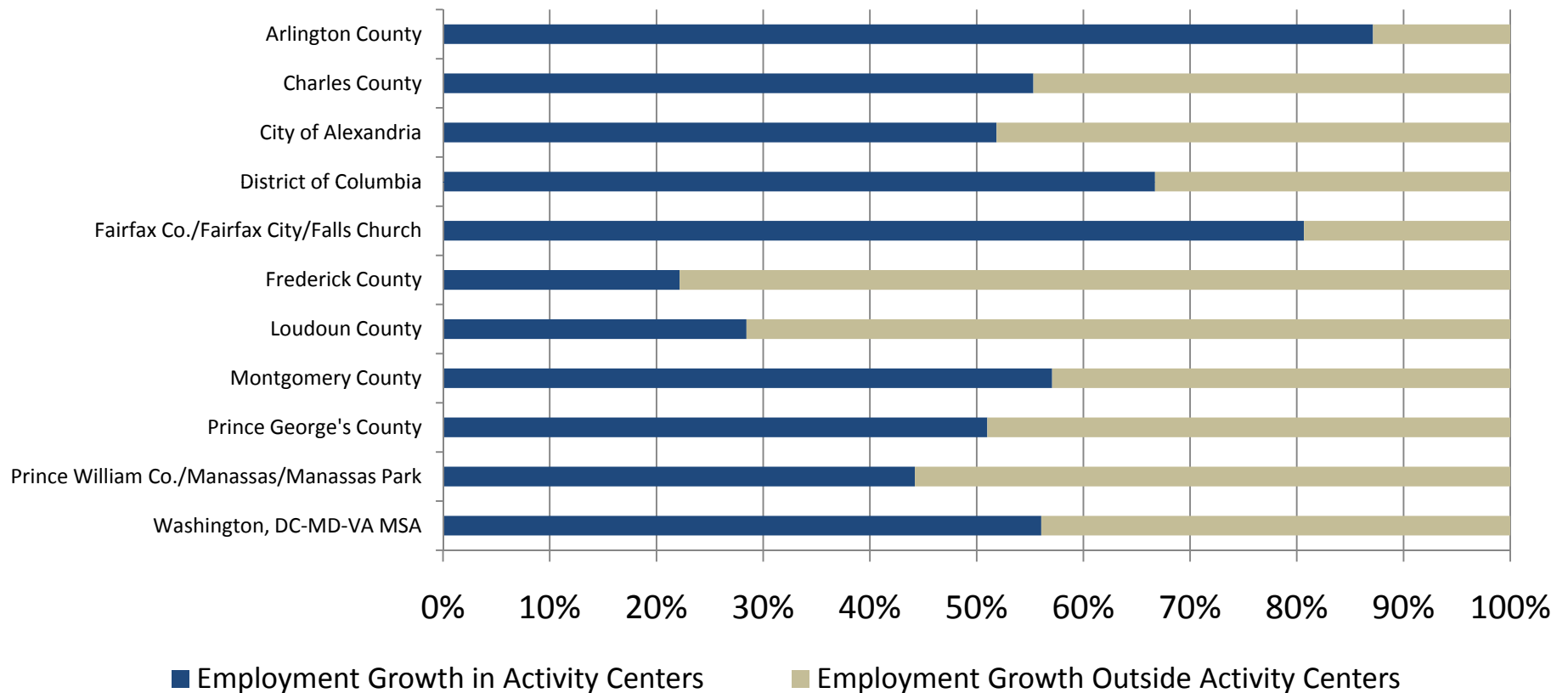


Challenge: Continue to focus housing in Activity Centers to promote an efficient transportation system

Promote Accessibility of Activity Centers

Jobs & Housing Balance

Employment Growth & Activity Centers, 2011-2040



Challenge: Continue to focus employment in Activity Centers to promote an efficient transportation system

Short-Term Funding Opportunities

- FHWA TCSP Program: \$61 million available, proposals due June 3
 - Could submit a \$200K planning grant application to identify “Complete Streets” accessibility opportunities throughout the region
- USDOT TIGER III Program announcement expected June/July 2011 – will need to review detailed requirements