

# BRIEFING ON THE LONG-RANGE PLAN TASK FORCE STUDY

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**Travel Forecasting Subcommittee**

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# Briefing Points

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- Long-Range Plan Task Force (LRP TF) mission
- Study background
- Scenarios under evaluation
- Study schedule



# Mission: TPB Resolution R16-2017 (March 2017)

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- Charged TPB staff and the Task Force to:
  - Identify 6 to 10 initiatives (projects, policies or programs) that “make significantly better progress towards achieving goals laid out in TPB and COG governing documents.”
  - Develop a process by which the TPB will make a final selection among the initiatives for inclusion to the 2018 CLRP (Visualize 2045)
  - To be completed by December 31, 2017



# What are the core issues?

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- Concern that the existing CLRP results in unsatisfactory performance compared to current conditions. For example, region is projected to experience:
  - A 65% increase in congested lane-miles
  - A 74% increase in vehicle-hours-of-delay
- An inability to significantly realize many policy goals
- Aging infrastructure
- Recognition that a financially constrained Plan is inadequate



# Past studies and the search for hope:

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- Previous regional scenario studies have shown that bold initiatives can have a large impact on system performance (RMAS and What Would It Take?)
- Sept. 2014 – Dec. 2016 saw the inception of the “Unfunded Capital Needs Work Group,” the predecessor of what is now the LRP TF
- TPB staff undertook a “book-end” analysis of the Plan:
  - “No-Build” – A future with no capital improvements
  - “Planned-Build” – The CLRP (i.e., Constrained Element of Visualize 2045)
  - “All-Build” – A future where all unfunded improvements are added to the CLRP (550 additional highway and transit projects added to the Plan)



# Findings of the “book-end” analysis:

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- The “All-Build” yielded a substantial reduction in the level of future congestion (VHD) relative to the “Planned-Build”
- The “All-Build” nonetheless yielded increased congestion relative to existing conditions



# Enter the next phase: LRP TF Study (April to December 2017)

- Establish documented policy goals, challenges
- Develop 6-10 initiatives (projects, programs or policies)
- Establish quantitative, qualitative performance measures to be used as a basis for evaluating initiatives
- Analyze initiatives using regional travel demand model and sketch planning techniques (July-Oct.)
- Adopt report with final evaluation of initiatives for future concerted action by the TPB – (an “unfunded element” of the 2018 CLRP”)

*A consultant team headed by ICF Resources is assisting staff with facilitation and sketch planning analysis*



# Recent developments:

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- The task force recommended 10 initiatives based on three months of work, and over 80 ideas of projects, programs and policies
  - These initiatives will be folded on top of the existing CLRP
- TPB passed resolution on July 19 accepting the task force's recommendations to do sketch planning analysis on 10 initiatives
- This action does NOT:
  - Reflect an endorsement by the TPB
  - Negate, modify or undermine existing local plans
  - Guarantee that any of these initiatives will ever be endorsed OR be added to the Long-Range Plan





# Principles of the initiatives development

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- Each initiative goes beyond what is currently included in the existing CLRP and is “regional.”
- Initiative viability (e.g., political or financial) was not yet considered.
- Where an initiative requires multiple components to achieve substantial improvements and those components all relate sufficiently to each other, they were considered one cohesive initiative (e.g., a mega-project/program/policy).
- Each initiative is assumed to include supporting elements. For example, transit initiatives will be accompanied by improvements in bicycle and pedestrian access and supported by land use policies that focus development around transit stations.



# The 10 Initiatives to be 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. Regional Congestion Hotspot Relief Program</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>



# The 10 Initiatives to be Studied

INITIATIVE	COMPONENTS
<b>Transit Initiatives</b>	
<b>4. Regionwide High-Capacity Transitways (such as Bus Rapid Transit)</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>
<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>



# The 10 Initiatives to be Studied

INITIATIVE	COMPONENTS
<b>Transit Initiatives</b>	
<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>Policy-Focused Initiatives</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 Travel Demand Management for Commute Trips</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>



# Task Force Next Steps

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Currently (September):

- Technical team (staff and consultants) currently beginning sketch planning analysis
  - Assumptions and inputs have been selected, using past local and regional studies as resources
  - Appropriate tools and methods have been selected according to the needs of analyzing each initiative
  - Potential performance measures in formulation



# Task Force Next Steps (continued)

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October: Technical analysis of initiatives to be done.

November/December:

- Discussion about recommending a process by which the TPB will make a final decision
- Ongoing status reports on analysis
- Analysis results
- Discussion about other important factors such as financial and political feasibility
- Task force to present recommendations to TPB



# Task Force Next Steps (continued)

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- At the end of calendar year, TPB will likely act to endorse certain measures as a result of their performance in the sketch planning analysis, TPB “endorsement” could mean...
  - The endorsed initiatives could be included in the aspirational element of Visualize 2045, the 2018 update of the TPB’s long-range plan
  - TPB may encourage member jurisdictions to study the initiatives and champion them for adoption at local levels



COG/TPB staff member **Lori Zeller** provided many slides for this presentation

Thank you!





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