



MEMORANDUM

TO: TPB Long-Range Plan Task Force
FROM: Kanti Srikanth, TPB Staff Director
Michael Grant, ICF
SUBJECT: Memo to Aid in Preparation for the June 21 LRPTF Meeting
DATE: June 15, 2017

MEETING FOCUS

The focus of the June 21 Long-Range Plan Task Force meeting will be to work toward narrowing down the list of bundles of potential improvements (projects, programs, and policies) to a smaller set of bundles for analysis. This meeting will work towards having a list of up to 10 bundles for analysis by the July 5th meeting to recommend for TPB's endorsement on July 19.

In order to accomplish this goal, the COG staff and consultant team at ICF analyzed the results of the voting exercise conducted during the June 7 meeting, along with the discussions, and have prepared two primary items as a basis for the June 21 discussion:

- 1) A set of principles to consider in helping to winnow down the bundles, which are described below; and
- 2) A modified set of bundles that takes into account the results of the voting on favorites and least favorites as well as other discussions, which is intended to help move the narrowing process forward (Table 1, attached). Please come prepared to discuss your ideas about this restructured list.

In addition, staff have prepared a number of additional attachments requested during the meeting, which are included as background for your reference.

PRINCIPLES FOR SELECTING BUNDLES FOR FURTHER ANALYSIS

In order to facilitate narrowing the list of bundles, staff have proposed a few principles recommended for the task force to consider in the deliberations:

- 1) *Initiatives should go beyond what is currently assumed in the CLRP* – The performance analysis of the CLRP assumes a state of good repair for all transit, highway, and bridge infrastructure in the region, and the TPB's Regional Transportation Priority Plan documents identifies "Meeting Our Existing Obligations" as the fundamental priority. So, while there is a recognized critical interest by the task force and policy makers in addressing significant state-of-good-repair needs, staff believe that the intent of the task force is to identify projects, policies, or programs that go beyond meeting state-of-good-repair obligations. This was a "parking lot" issue during the previous meeting.
- 2) *Initiatives should be "substantial"* – It is the charge of the task force to analyze initiatives to determine "if they make significantly better progress toward achieving the goals laid out in

TPB and COG's governing documents." Consequently, staff believe that the initiatives should go beyond small efforts that are very agreeable to all but unlikely to have measurable effects on regional performance.

- 3) *Consideration of political viability will be moderated at this point.* The first objective of the task force is to develop initiatives for further analysis, which will take place from August to October. In recommending initiatives for analysis, political viability and consensus may be important considerations but do not have to be strict factors for eliminating significant but potentially controversial initiatives from the list for analysis.
- 4) *Cost should be considered but not be a limiting factor.* Some projects would be very expensive to develop while many policies may come with little or no direct cost, or potentially be a revenue generator. The task force should consider cost in its narrowing of initiatives for further analysis, as well as potential cost-effectiveness, but should not eliminate an initiative based purely on projected expense.

These recommended principles can be discussed during the meeting to help set a framework for narrowing down the list of initiatives.

WINNOWING OF BUNDLES

Building on the discussion during the last task force meeting and the voting exercise, COG and ICF staff developed a revised list of bundles for consideration. The intent of this revision is to help the task force in making decisions on which initiatives to advance. The restructuring was done by following four key objectives:

- 1) *Smaller bundles* – Many of the previous bundles included 6 to 10 projects, policies, or programs, which ultimately would make it difficult for the task force to select more than one or two bundles in its final recommendations.
- 2) *Tightly defined around a theme/area of emphasis* – The bundles should each have a primary focus to clearly differentiate among them and make them less overlapping.
- 3) *Focus on primary contributor for the anticipated change* – Enabling/supporting elements are assumed and not explicitly listed as separate projects or programs. For instance, improvements to non-motorized access to transit stations (first mile/last mile) are assumed to be part of any major new transit project. Other examples include park-and-ride lots and improved circulation within Activity Centers/transit-oriented developments.
- 4) *Option to mix and match whole bundles for final 10 initiatives (post analysis later this year)* – The aspects above will provide smaller, tightly defined bundles that will ultimately enable the task force later this year to recommend several bundles that together represent up to 10 projects, programs, and policies.

Table 1 provides a revised set of improvement initiatives that reflect these objectives. This list of 14 bundles includes elements contained in the list of 49 bundles reviewed and voted on during the previous meeting. These 14 initiatives reflect tighter versions of the bundles that were identified as most favorable to members (the "top 10" list), as well as other initiatives that received some support but were not at the top of the list, and some that did not receive votes but offer potential for

consideration. We intend to use this table as a basis for discussion during the June 21 task force meeting, where there will be opportunities to modify these bundles, add others, or adjust them in other ways as desired by the task force. Please come prepared to discuss your ideas about this restructured list.

SUPPORTING INFORMATION

In addition to the primary attachment with the restructured bundles, a number of additional supporting materials are provided for your review. The agenda does not include a discussion of these items but we are providing them in response to requests from the previous meeting, and these items can be referred to during the meeting or discussed, if desired. The following documents are combined in a separate document, with a cover sheet and table of contents, called “Supporting Information for June 21 LRPTF Meeting.”

- Results of the June 7 voting exercise, sorted in different ways
- The original list of 49 bundles, reordered with “top 10” bundles listed first in blue text
- The projects, programs and policies from the “top 10” bundles sorted into thematic categories
- A qualitative assessment of the “top 10” bundles from the June 7 meeting across each of the region’s challenges, conducted by COG and ICF staff



Table 1 – Modified Bundles Based on June 7 LRPTF Member Feedback (Page 1 of 4)

Projects	Programs	Policies
R1. Regional Express Travel Network		
1. Express toll lanes network (free HOV) on all existing limited access and major travel facilities (includes remaining portion of the Capital Beltway) 2. New express bus services on network		3. Redistribute forecast growth (within jurisdictions) to Activity Centers served by the express toll network
R2. Regional Rapid Bus System and Arterial Transit		
1. Express bus on WMATA’s Priority Corridors Network and streetcar expansion in DC using dedicated lanes 2. Local BRT Network (Montgomery Co., Prince George’s Co., NVTA TA2040, D.C., and transitway to Waldorf)	3. Subsidized/free fares for low-income population	4. Redistribute forecast growth (within jurisdictions) to increase density and concentrate mixed-use development around the regional rapid bus network
R3. Expanded Commuter Rail System		
1. VRE and MARC System Plan 2040 (including run-thru and two-way service on selected lines) 2. Long Bridge corridor expansion		3. Redistribute forecast growth (within jurisdictions) to increase density and concentrate mixed-use development in regional Activity Centers served by rail

Table 1 – Modified Bundles Based on June 7 LRPTF Member Feedback (Page 2 of 4)

Projects	Programs	Policies
R4. Metrorail Expansion – Stage 1		
1. 100% 8-car trains, Metrorail station improvements at high-volume stations in system core, and second Rosslyn station	2. Reduce Metrorail fares in off-peak direction during peak period and on other underutilized Metrorail segments	3. Redistribute forecast growth (within jurisdictions) to increase density/mixed-use development around underutilized Metrorail stations
R5. Metrorail Expansion – Stage 2 (NOTE: If this package is selected, R4 must also be selected)		
1. New tunnel at Rosslyn and Metrorail inner loop 2. Extensions to Centreville or Gainesville/ Haymarket, Hybla Valley, Potomac Mills	3. Reduce Metrorail fares in off-peak direction during peak period and on other underutilized Metrorail segments	4. Redistribute forecast growth (within jurisdictions) to increase density/mixed-use development around underutilized Metrorail stations
R6. Circumferential Light Rail System		
1. Purple line extension to Tysons (west) and Eisenhower Avenue (east)		2. Redistribute forecast growth (within jurisdictions) to increase density/mixed-use development around underutilized Metrorail stations and new light rail stations
R7. Cross-Region Connection/Relieve Regional Congestion Hotspots		
1. Address top 5 congestion hotspots (all time periods) per latest TPB CMP (I-495 IL between VA-267 and GW Pkwy, I-95 SB at VA-123, I-495 OL between MD-193 and MD-650, DC-295 SB at Benning Rd, I-270 Spur SB between Democracy Blvd and I-495) 2. New northern crossing across Potomac River		

Table 1 – Modified Bundles Based on June 7 LRPTF Member Feedback (Page 3 of 4)

Projects	Programs	Policies
R8. Technology and Design Improvements		
1. Reversible lanes on key highways, along with improved arterial design such as turn movement treatments	2. Expanded ITS: Automated traffic incident management, advanced traveler information systems, integrated corridor management (ICM), active traffic management (ATM)	
R9. Increase Accessibility – Stage 1: Optimize Land-Use/Regional Balance		
		1. More balanced jobs/housing distribution throughout the region via incentivizing job growth on the eastern side of the region and higher density development around underutilized rail stations
R10. Increase Accessibility – Stage 2: Support Underserved Communities (NOTE: This bundle encompasses R9)		
1. Address east-west divide through projects connecting Equity Emphasis Areas, such as light rail connecting Silver Spring to Branch Avenue, expanding streetcars in DC, and transitway to Waldorf	2. Subsidized/free transit fares for low income population, and greater accessibility for persons with disabilities (e.g., regionally accessible taxi network)	3. More balanced jobs/housing distribution throughout the region via incentivizing job growth on the eastern side of the region and higher density development around underutilized rail stations

Table 1 – Modified Bundles Based on June 7 LRPTF Member Feedback (Page 4 of 4)

Projects	Programs	Policies
R11. Travel Demand Management		
	1. Implement employer-based trip reduction programs such as pricing parking, parking cash-out, transit subsidies, telework and flexible schedules	
R12. Shared Mobility Focus		
	1. Develop integrated plan for shared alternative modes (e.g. Uber, Lyft) and shared autonomous vehicles; subsidize ride-share; bikeshare expansion	
R13. Increase Price of Driving		
	1. Price parking at major Activity Centers and CBDs	2. Higher gas tax or VMT tax
R14. Cordon Pricing		
		1. Cordon charge to access regional core (toll bridges) and/or Activity Centers

Notes:

- Strategies R11 to R14 (TDM, shared ride, and pricing strategies) could be combined with any of the previous strategies to make a larger and more effective bundle (e.g., parking pricing at activity centers combined with transit improvements), and would maximize the benefits of other strategies when combined.

- Transit fare policy changes (reduced prices) and land-use policies in theory could also be paired with any of the investment strategies, so also could be separated out for discussion, but they seemed to “fit” most closely with the Metrorail-focused strategies and regional bus network.
- Major bicycle/pedestrian improvements and access improvements to transit are not called out as a strategy but would be part of land use/density policies and transit projects

Factors to consider:

- Level of impact (moving the needle)
- Costs – to what extent do significant new costs need to be paired with new revenue generating options?
- Political will – some potentially effective strategies may be politically unpopular on their own (e.g., parking pricing) but if funds are put into enhanced services may be acceptable to the public
- Ability to achieve consensus