

Work Session on the Development of the Regional Transportation Priorities Plan

June 20, 2012



National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments

Regional Transportation Priorities Plan (RTPP)

- Scope and Process approved by TPB on July 20, 2011
- Will identify 10 to 15 near and long-term regional strategies that offer the **greatest potential for addressing regional challenges**



Schedule for Developing the RTPP



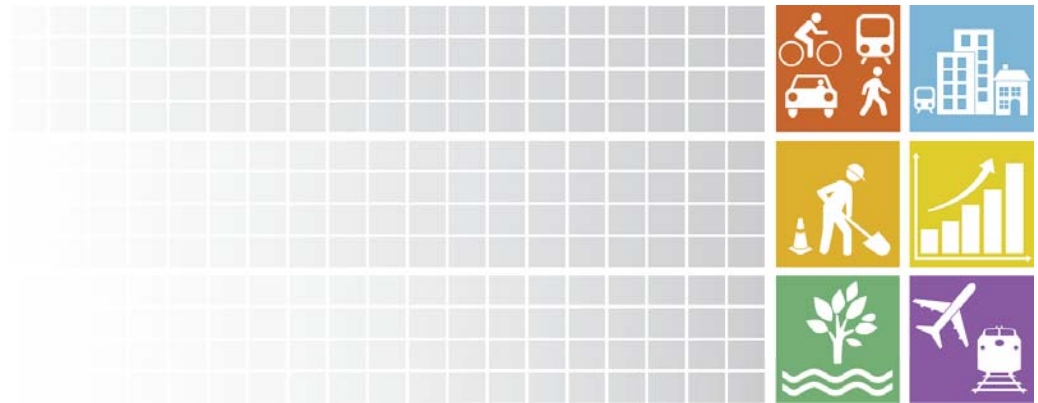
| Tasks | FY2011 | | FY2012 | | | | FY2013 | | | | FY2014 | | |
|--|------------------|----|------------------|----|-------------------|----|-------------------|----|---------|----|--------|--|--|
| | Jan-Jun | | Jul-Dec | | Jan-Jun | | Jul-Dec | | Jan-Jun | | Q1 | | |
| | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | | | |
| Task 1 | | | | | | | | | | | | | |
| Reaffirm Regional Goals and Agree Upon Performance Measures | [Solid Blue Bar] | | [Solid Blue Bar] | | | | | | | | | | |
| Task 2 | | | | | | | | | | | | | |
| Determine Regional Challenges and Strategies to Address Them | | | | | | | | | | | | | |
| -Near Term | [Solid Blue Bar] | | [Solid Blue Bar] | | [Dashed Blue Bar] | | | | | | | | |
| -Longer Term | [Solid Blue Bar] | | [Solid Blue Bar] | | [Solid Blue Bar] | | [Dashed Blue Bar] | | | | | | |
| Task 3 | | | | | | | | | | | | | |
| Develop Regional Priorities, both Funded and Unfunded | | | | | | | | | | | | | |
| -Near Term | | | | | | | | | | | | | |
| -Longer Term | | | [Solid Blue Bar] | | | | [Solid Blue Bar] | | | | | | |
| Interim Reports * | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| Public Outreach and Comment | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| Final Reports | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |

* Interim Report #1 presented to TPB on January 18, 2012

Activities Since January 18, 2012

- **January/February 2012: Listening Sessions with Regional Stakeholders and Citizens Groups**
- **June 2, 2012: Citizen Forum**
- July 2012: Interim Report 2, incorporating feedback received
- Fall 2012: Outreach to broader public on challenges and strategies

LISTENING SESSIONS



Overview

- Held 5 listening sessions with regional stakeholders and citizens groups
- January – February 2012
- Purpose: to provide interim feedback on goals, challenges, and strategies
- Approach: focused on performance measures to illuminate regional challenges and identify strategies to address them

Listening Session Schedule

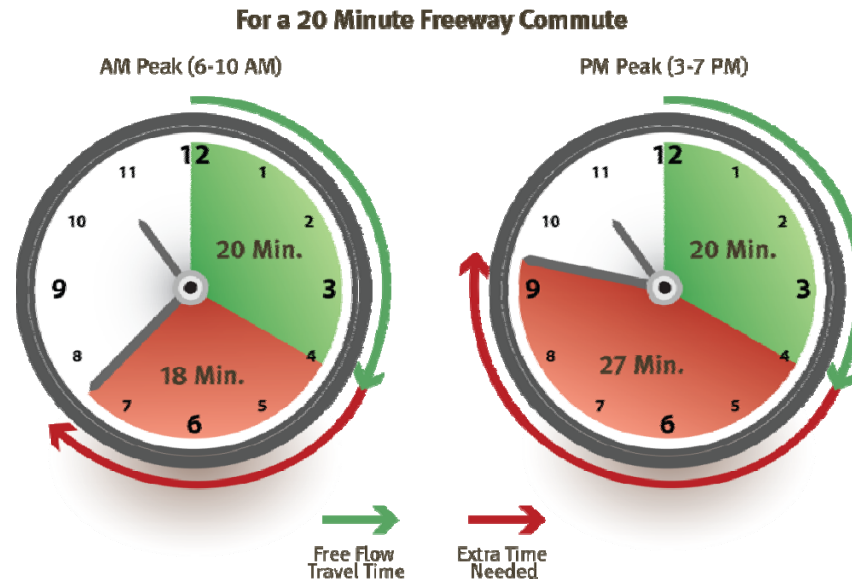
| Stakeholder/Citizen Group | Date |
|---|-------------|
| Citizens Advisory Committee (CAC) | January 12 |
| Air and Climate Public Advisory Committee (ACPAC) | January 23 |
| Regional Stakeholder Group 1 | February 22 |
| Access for All Committee (AFA) | February 23 |
| Regional Stakeholder Group 2 | February 24 |

Format and Results

- Format: sessions were approximately 1 - 2 hours long
 - Began with a presentation of performance measures and challenges
 - When time allowed, a discussion of strategies followed
- Results:
 - People were somewhat confused by performance measures
 - A different approach was needed to better communicate the RTPP

Lessons Learned (1)

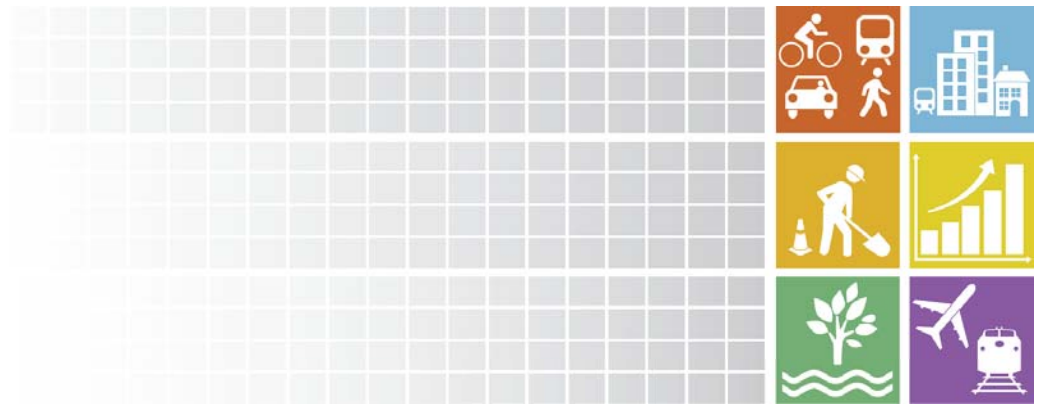
- **Lesson #1**: Place greater emphasis on the use of narrative, simple charts, and pictures to describe challenges and potential
 - Performance measures cannot stand alone
 - e.g. Extra time needed for on-time arrival



Lessons Learned (2)

- **Lesson #2**: While some challenges are best presented at the regional level (e.g. air quality), other challenges are more meaningful if shown in a more location-specific form (e.g. congestion and access to jobs)

JUNE 2 CITIZEN FORUM



June 2 Forum

- Independent firm **AMERICASPEAKS**
 - Organized and facilitated forum
 - Recruited participants
- 41 participants
 - Largely representative sample of general public from the region
- Forum included presentations, table discussions, dynamic participation and keypad polling



Forum Objectives

- How best to **communicate goals, challenges, and strategies** to the general public?
- Are the **challenges and strategies presented meaningful**, and are there **additional challenges and/or strategies** that should be included?

Forum Agenda: Morning

| | |
|---------|--|
| 10:00am | Welcome and Review of the Agenda |
| 10:15am | Table Introductions |
| 10:30am | Overview of RTPP purpose and 6 Goal Framework |
| 10:40am | Presentation, Discussion and Polling on Challenges Participants will: <ul style="list-style-type: none">•Discuss the challenges•Vote on how great of a problem they think the challenge is to achieving regional goals•Identify additional important challenges, and vote on those |
| 12:45pm | Lunch |

Forum Agenda: Afternoon

| | |
|--------|---|
| 1:00pm | Presentation on Top Challenges (based on keypad polling during AM session) |
| 1:10pm | <u>Presentation, Discussion and Polling on Strategies</u> Participants will: <ul style="list-style-type: none">•Discuss pros and cons of each of the six sample strategies, and vote•Propose additional strategies and vote on those |
| 2:45pm | Gather Session Feedback (e.g. Was too much or too little detail provided on the challenges and strategies?) |
| 3:00pm | Next Steps and Thank You |
| 3:05pm | Adjourn |

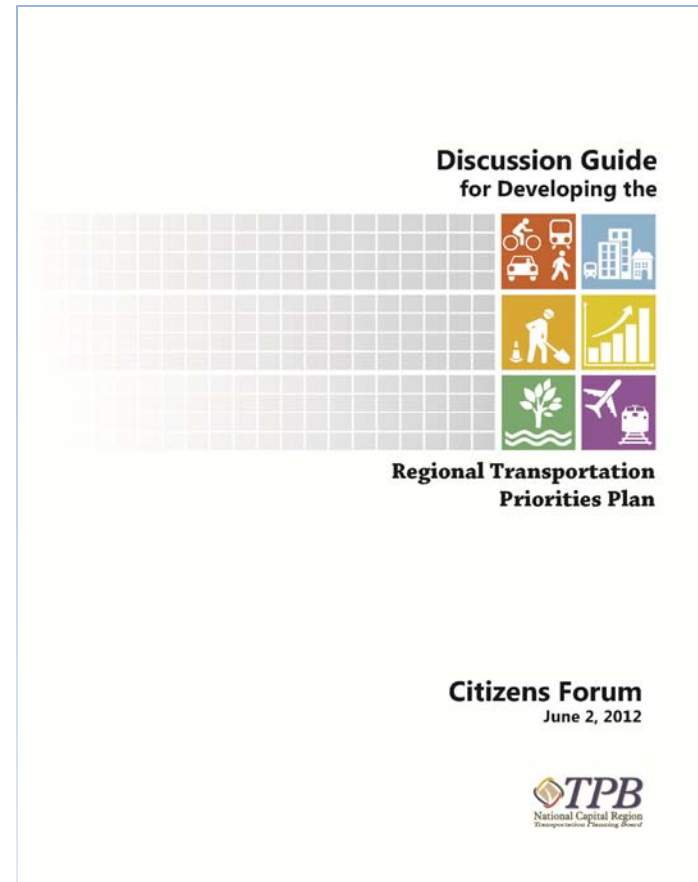
Forum Materials

1. PowerPoint Presentation

- Limited, simple text
- Many pictures, simple charts
- Examples

2. Discussion Guide

- Accompanied presentation
- More thorough explanation of goals, strategies, and challenges
- Pictures and simple charts











PARTICIPANT DEMOGRAPHICS

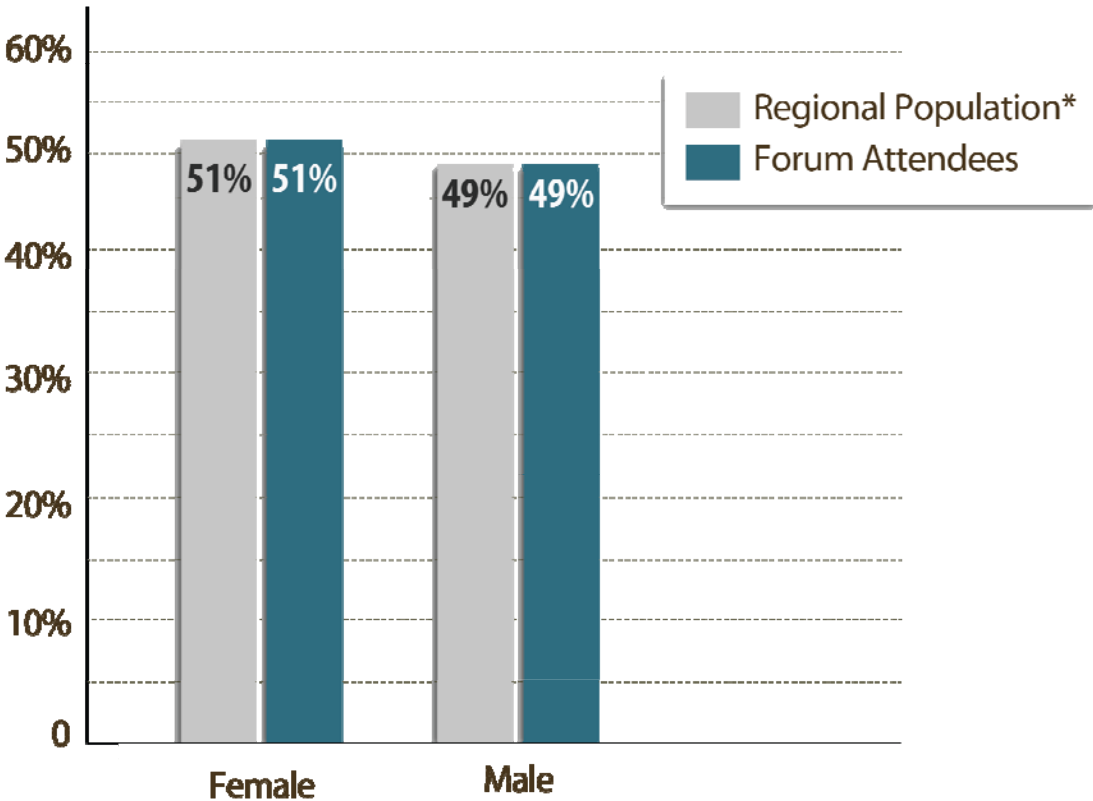
Demographics Overview

- 41 participants in total
- Largely representative sample of the region across several key characteristics
 - Gender
 - Age
 - Race/ethnicity
 - Household income
 - Jurisdiction



What is your gender?

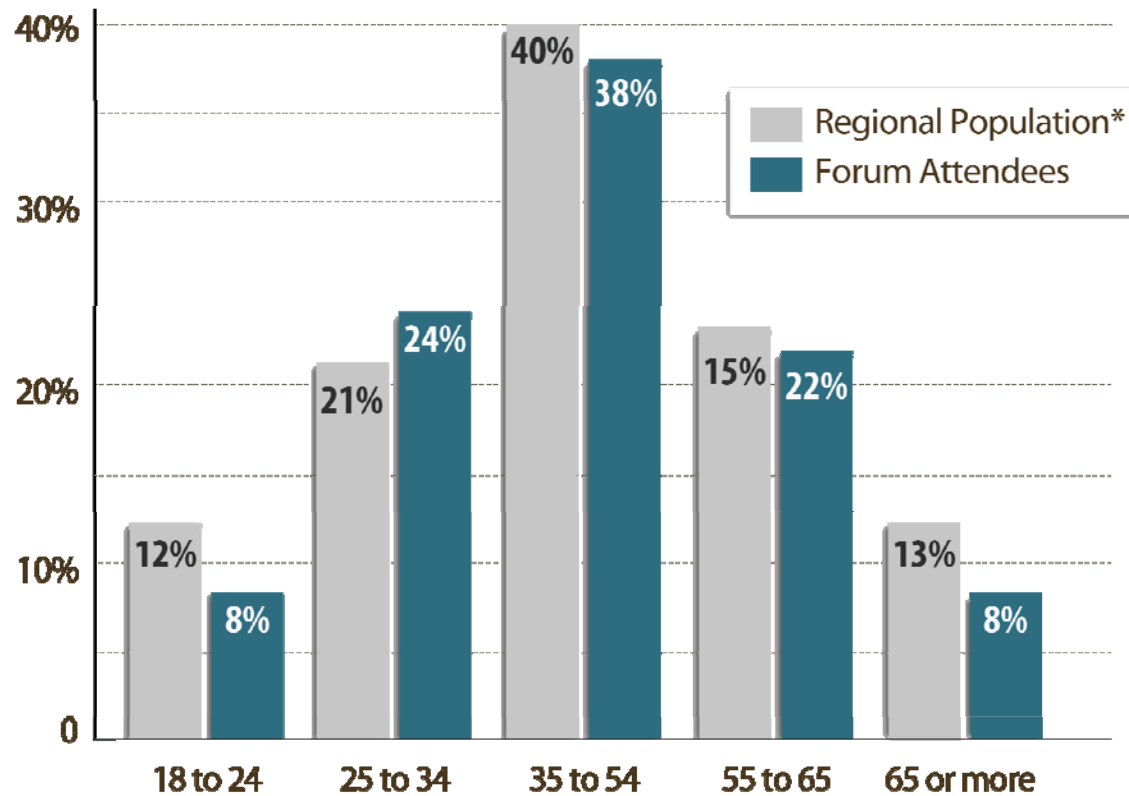
Gender
Regional Population vs. Forum Attendees



* Regional Population Source: Census 2010

What is your age?

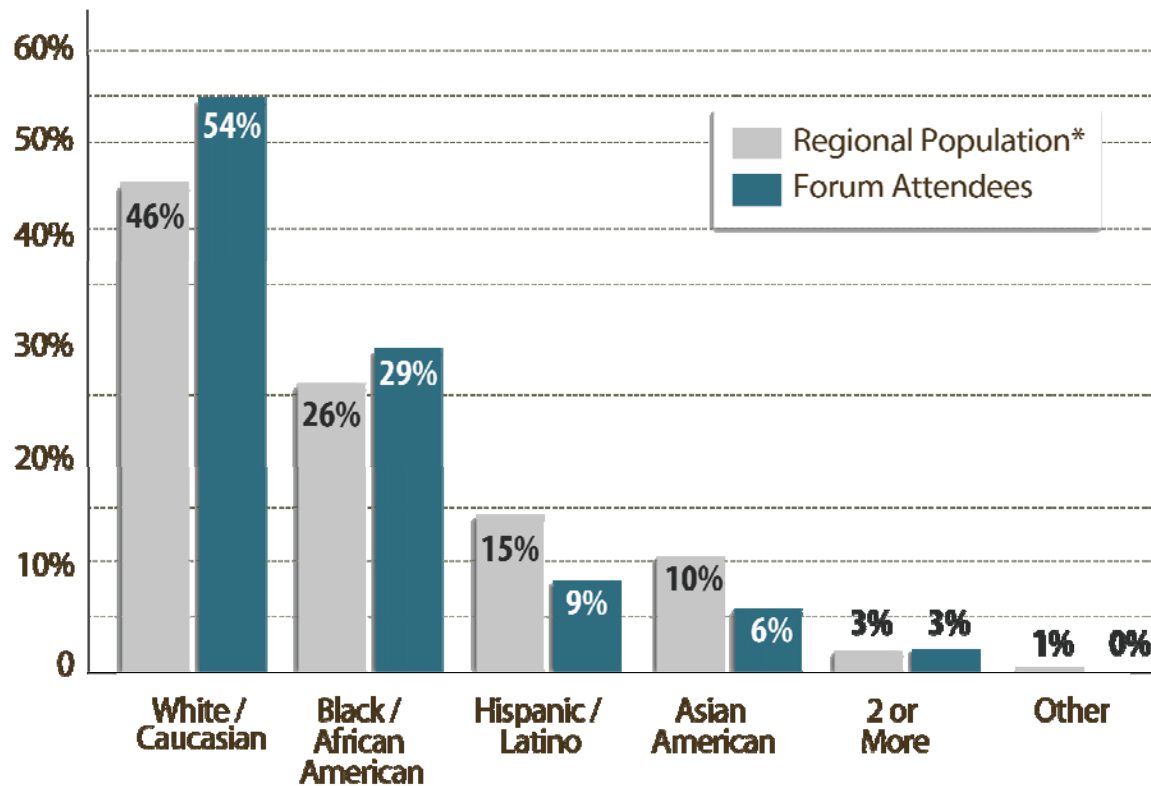
Age
Regional Population vs. Forum Attendees



* Regional Population Source: Census 2010

What is your race/ethnicity?

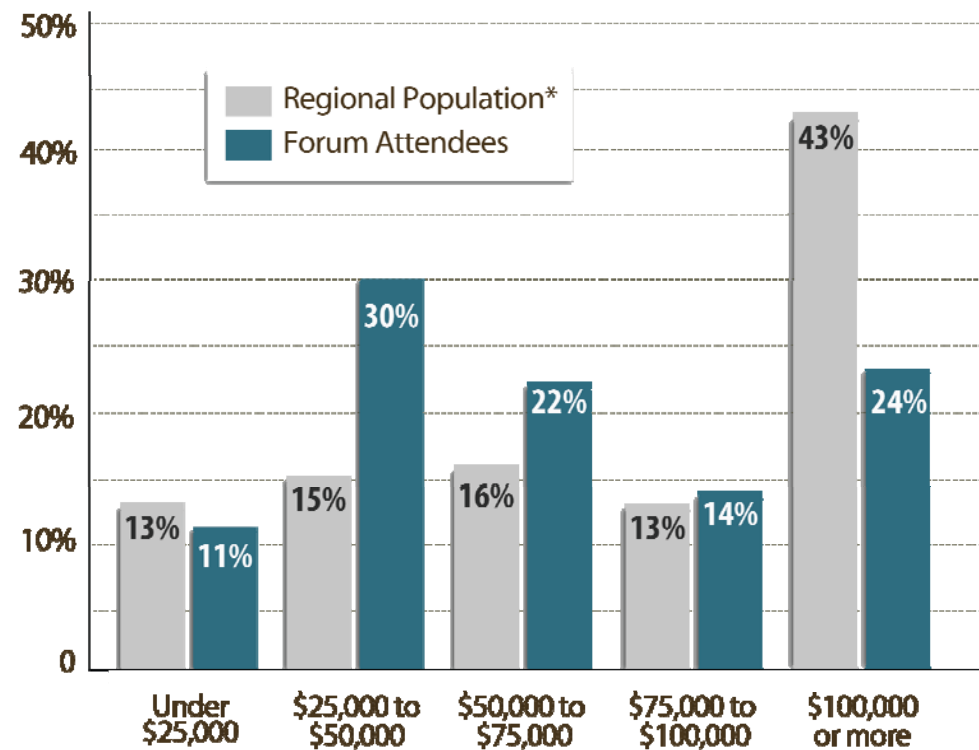
Racial / Ethnic Makeup
Regional Population vs. Forum Attendees



* Regional Population Source: Census 2010

What is your annual household income?

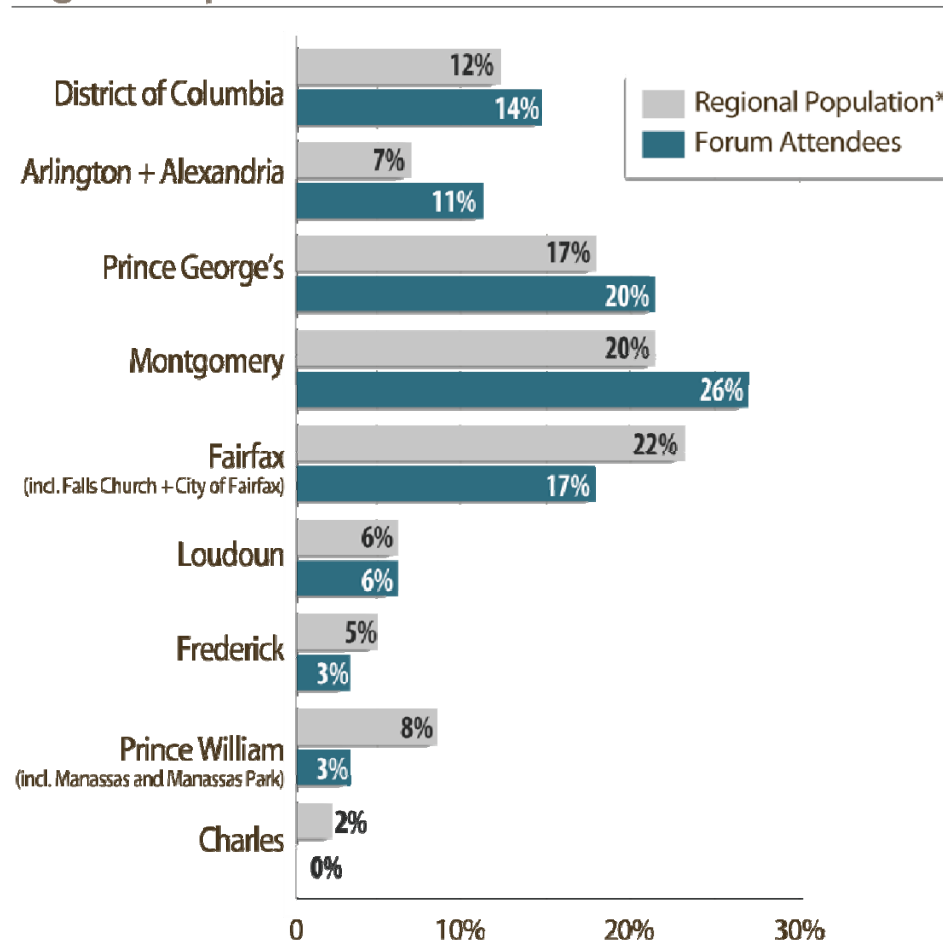
Income (Annual Household)
Regional Population vs. Forum Attendees



* Regional Population Source: 2010 American Community Survey (ACS)

Where do you live?

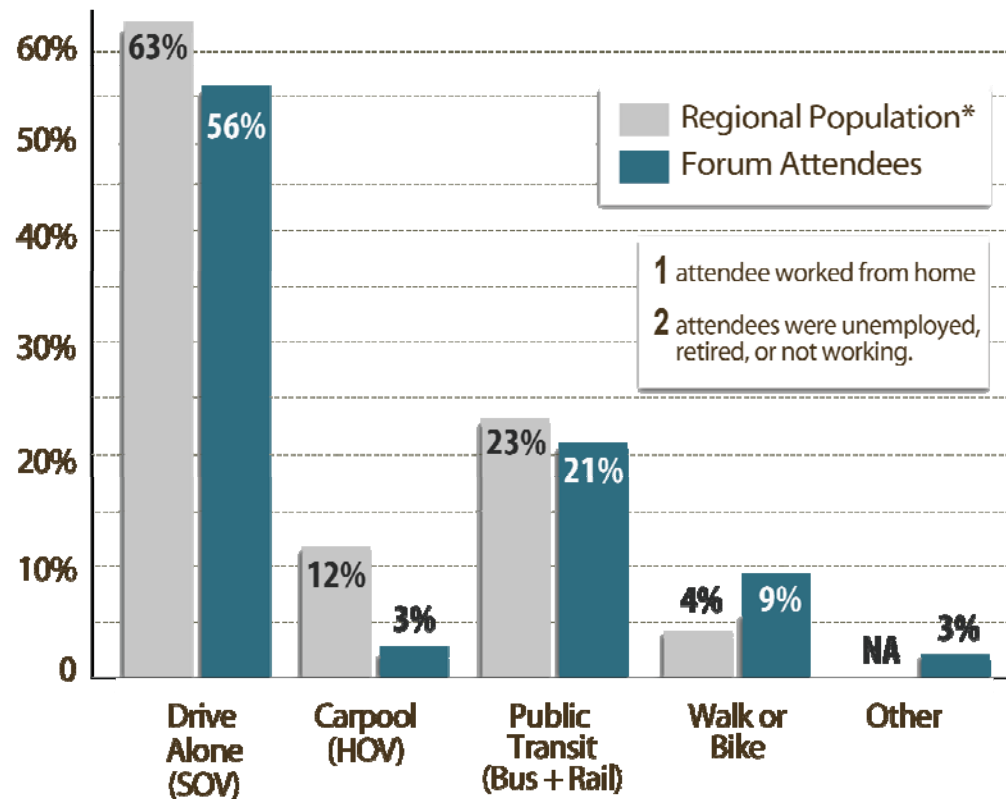
Jurisdiction of Residence Regional Population vs. Forum Attendees



* Regional Population Source: Census 2010

How do you usually travel to and from work? (“longest leg”)

Travel Mode to Work
Regional Population vs. Forum Attendees



*Regional Population Source: 2011 CLRP



**PRESENTED
GOALS AND CHALLENGES**

Presented Goals and Challenges

- Six goals based on TPB Vision and Region Forward
- Each goal had two challenges developed by TPB staff
- Information provided in PowerPoint and Discussion Guide
- Table discussion about goals and challenges
- Voting on challenges
 - Q: “How significant of a problem is this challenge to achieving Regional Goal X”

TPB Vision Goals 1 & 2



1. Provide a Comprehensive Range of Transportation Options for Everyone



2. Promote a Strong Regional Economy, including a Healthy Regional Core and Dynamic Regional Activity Centers



Goal 1 – Challenge 1

“The transportation system is too congested”

How significant of a problem is this to achieving Regional Goal #1?

0% 1. Very low significance

3% 2. Low

11% 3. Medium

33% 4. High

53% 5. Very high significance



Goal 1 – Challenge 2

“Many people cannot access affordable and convenient transit” – How significant of a problem is this to achieving Regional Goal #1?

0% 1. Very low significance

0% 2. Low

19% 3. Medium

41% 4. High

41% 5. Very high significance



Goal 2 – Challenge 1

“Development and transportation are often not well-coordinated” – How significant of a problem is this to achieving Regional Goal #2?

5% 1. Very low significance

0% 2. Low

21% 3. Medium

47% 4. High

26% 5. Very high significance



Goal 2 – Challenge 2

“Many residential areas have limited transportation options” – How significant of a problem is this to achieving Regional Goal #2?

3% 1. Very low significance

3% 2. Low

14% 3. Medium

43% 4. High

38% 5. Very high significance

TPB Vision Goals 3 & 4



3. Ensure Adequate Maintenance, Preservation, and Safety of the Existing System



4. Maximize Operational Effectiveness and Safety of the Transportation System



Goal 3 – Challenge 1

“Deferred Metrorail maintenance causes unreliability” - How significant of a problem is this to achieving Regional Goal #3?

0% 1. Very low significance

0% 2. Low

8% 3. Medium

23% 4. High

69% 5. Very high significance

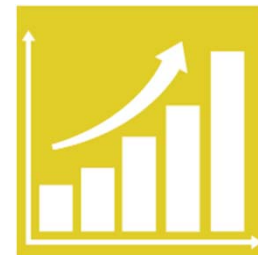


Goal 3 – Challenge 2

“Aging roadways need repair”

- How significant of a problem is this to achieving Regional Goal #3?

| | |
|-----|---------------------------|
| 3% | 1. Very low significance |
| 3% | 2. Low |
| 16% | 3. Medium |
| 39% | 4. High |
| 39% | 5. Very high significance |



Goal 4 – Challenge 1

“Traffic incidents are a major source of delays”

- How significant of a problem is this to achieving Regional Goal #4?

5% 1. Very low significance

11% 2. Low

13% 3. Medium

34% 4. High

37% 5. Very high significance



Goal 4 – Challenge 2

“Pedestrian and bicycle fatalities are a growing concern” – How significant of a problem is this to achieving Regional Goal #4?

10% 1. Very low significance

10% 2. Low

23% 3. Medium

26% 4. High

31% 5. Very high significance

TPB Vision Goals 5 & 6



5. Enhance Environmental Quality, and Protect Natural and Cultural Resources



6. Support International and Inter-regional Travel and Commerce



Goal 5 – Challenge 1

“Air quality and public health standards are getting stricter” – How significant of a problem is this to achieving Regional Goal #5?

17% 1. Very low significance

11% 2. Low

33% 3. Medium

19% 4. High

19% 5. Very high significance



Goal 5 – Challenge 2

“Natural resources are threatened by transportation and growth” – How significant of a problem is this to achieving Regional Goal #5?

8% 1. Very low significance

11% 2. Low

8% 3. Medium

30% 4. High

43% 5. Very high significance



Goal 6 – Challenge 1

“Travel times to and from airports is increasingly unreliable” – How significant of a problem is this to achieving Regional Goal #6?

3% 1. Very low significance

16% 2. Low

27% 3. Medium

27% 4. High

27% 5. Very high significance



Goal 6 – Challenge 2

“Bottlenecks are causing delays of inter-regional movement” – How significant of a problem is this to achieving Regional Goal #6?

3% 1. Very low significance

6% 2. Low

19% 3. Medium

33% 4. High

39% 5. Very high significance

Challenge Rankings

(scale from 1 to 5)

| | | |
|----------|---|-------------|
| 1 | Deferred Metrorail maintenance causes unreliability: | 4.62 |
| 2 | The transportation system is too congested: | 4.36 |
| 3 | Many people cannot access affordable and convenient transit: | 4.22 |
| 4 | Many residential areas have limited transportation options: | 4.11 |
| 5 | Aging roadways need repair: | 4.11 |
| 6 | Bottlenecks are causing delays of inter-regional movement: | 4.00 |
| 7 | Development and transportation are often not well-coordinated: | 3.89 |
| 8 | Natural resources are threatened by transportation and growth: | 3.89 |
| 9 | Traffic incidents are a major source of delays: | 3.87 |
| 10 | Travel times to & from airports are increasingly unreliable: | 3.59 |
| 11 | Pedestrian and bicycle fatalities are a growing concern: | 3.56 |
| 12 | Air quality and public health standards are getting stricter: | 3.14 |



NEW CHALLENGES

New Challenges

- Developed amongst participants
 - Table discussions
 - Consensus reached at each table on one or two additional challenges per goal
 - Challenges were compiled and participants voted on their top choice
 - Q: “Which of these new challenges do you think are the biggest problem(s) to achieving Regional Goal X”



Goal 1 – New Challenges

Which one of these new challenges do you think are the biggest problems to achieving Regional Goal #1?

- 17% 1. Existing connections don't take people where they need to go
- 43% 2. Lack of funding to support maintenance or expanding transportation options
- 34% 3. Existing funds are managed poorly, limiting quality of transit services
- 6% 4. Lack of coordination between jurisdictions
- 0% 5. Metro system, including cost structure, is hard to understand

Goal 2 – New Challenges



Which one of these new challenges do you think are the biggest problems to achieving Regional Goal #2?

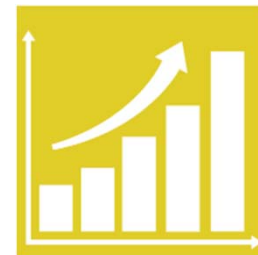
- 43%** 1. No forum for underdeveloped communities to articulate their needs
- 32%** 2. Opposition to development because of concerns about increased housing costs
- 24%** 3. Not everyone can or wants to live in dense, walkable areas

Goal 3 – New Challenges



Which one of these new challenges do you think are the biggest problems to achieving Regional Goal #3?

- 56% 1. Lack of funding
- 38% 2. Lack of: transparency, trust in management, and maintenance oversight
- 6% 3. The general public doesn't realize the extent of maintenance needs



Goal 4 – New Challenges

Which one of these new challenges do you think are the biggest problems to achieving Regional Goal #4?

- 18%** 1. Technology is not used to its fullest potential in order to increase efficiency
- 16%** 2. Lack of law enforcement for motorists, bicyclists, and pedestrians
- 16%** 3. Lack of accurate, comprehensive, and up-to-date transportation information available to the public
- 29%** 4. Insufficient safety education for motorists, bicyclists, and pedestrians
- 21%** 5. Lack of well-integrated bike/pedestrian facilities



Goal 5 – New Challenges

Which one of these new challenges do you think are the biggest problems to achieving Regional Goal #5?

- 8% 1. New, fuel-efficient cars are not affordable to many people
- 3% 2. Infrastructure, like charging stations, to support clean cars is limited
- 24% 3. “Congestion is visible; air quality is not”: public may be unaware of the magnitude of the problem
- 21% 4. Not enough employers offer incentives to use alternative transportation options
- 45% 5. Difficult to strike proper balance between development and environmental preservation



Goal 6 – New Challenges

Which one of these new challenges do you think are the biggest problems to achieving Regional Goal #6?







- 22%** 1. Lack of diverse options for getting to airports
- 19%** 2. Mixing of freight and local traffic causes delays
- 11%** 3. General public doesn't understand relationship between the movement of goods and the strength of the regional economy
- 28%** 4. Lack of funding to address critical bottlenecks
- 19%** 5. Secondary highways (like US 301) lack capacity



EVALUATION OF GOALS & CHALLENGES

Goals and Challenges Evaluation (1)

Q: Please rate how easy or difficult it was for you to understand each of the six

| | | Difficult to Understand (1) | Somewhat Difficult to Understand (2) | Somewhat Easy to Understand (3) | Easy to Understand (4) |
|---|---|--------------------------------|---|------------------------------------|---------------------------|
|  | Goal 1: Provide a range of transportation options | | | | Avg = 3.85 |
|  | Goal 2: Promote a strong economy & activity centers | | | | Avg = 3.51 |
|  | Goal 3: Maintain the existing system | | | | Avg = 3.63 |
|  | Goal 4: Maximize operational effectiveness | | | | Avg = 3.40 |
|  | Goal 5: Enhance environmental quality | | | | Avg = 3.44 |
|  | Goal 6: Support international and inter-regional travel and commerce | | | | Avg = 3.32 |

Goals and Challenges Evaluation (2)

Q: Did you feel you had adequate information about the challenges listed in the Discussion Guide to rate how significant a problem they are?

- a. Yes, almost all the time (2)
- b. Most of the time (1)
- c. Only sometimes (-1)
- d. No, generally it was inadequate (-2)

Avg = 1.05

Goals and Challenges Evaluation (3)

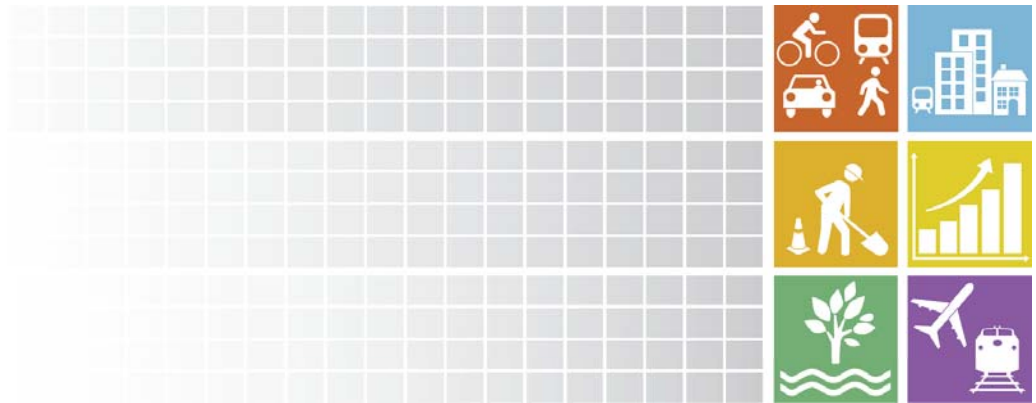
**Q: What would help you understand the challenges more fully?
(circle all that apply)**

- | | |
|---|--|
| a. More data and/or technical specificity | <i>(14 responses)</i> |
| b. Less detail and data | <i>(0 responses)</i> |
| c. Clearer and less technical language | <i>(5 responses)</i> |
| d. More charts and graphs | <i>(0 responses)</i> |
| e. More pictures | <i>(14 responses)</i> |
| f. Other | <i>(2 responses; More examples; Connections to larger transportation issues)</i> |

Observations & Takeaways

- Overall: goals and challenges were fairly well-communicated
 - Some tweaking necessary
- Phrasing
 - Simplify wording of some goals
 - Fine-tune some challenges
- Revise list of challenges
 - Most of the challenges were meaningful
 - Incorporate some additional challenges provided by participants

STRATEGIES



Presented Six “Sample” Strategies

- Presented a list of 6 sample strategies developed by TPB Staff across a spectrum of:
 - Cost
 - Time-frame
 - Scale
 - Specificity
- Intended to spur discussion and test different approaches to strategies
- Information provided in PowerPoint and Discussion Guide
- Table discussion about strategies
- Voting
 - Q: “How important (scale: 1-5) is it that we pursue this strategy?”

Strategy A: Expand bike-sharing throughout the region



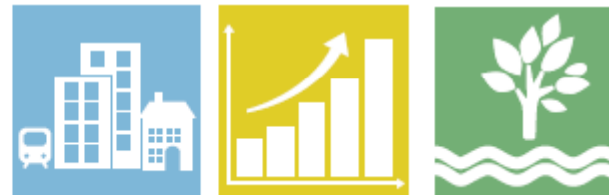
Cost:
\$

Time Frame:
Near-Term

Primary Goals Addressed:

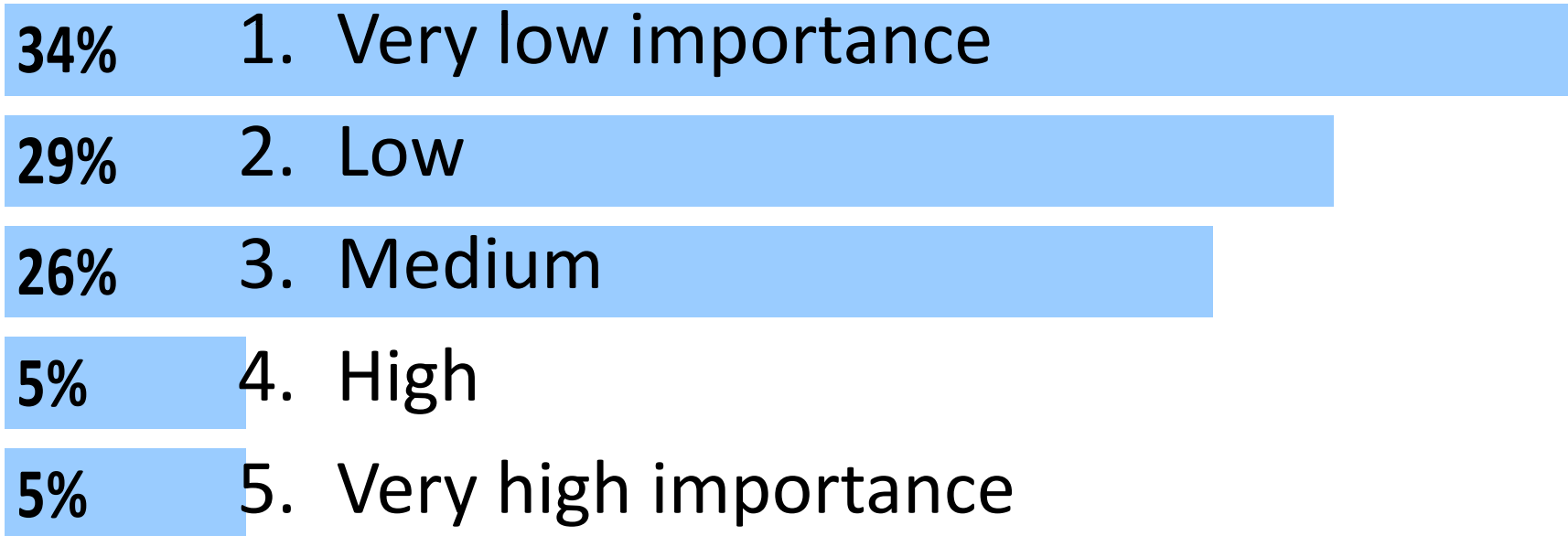


Secondary Goals Addressed:



Strategy A: Expand bike-sharing

How important (scale: 1-5) is it that we pursue this strategy?



Strategy B: Improve pedestrian facilities and safety around bus stops throughout the region



Cost:
\$

Time Frame:
Near-Term

Primary Goals Addressed:



Secondary Goals Addressed:



Strategy B: Improve pedestrian facilities

How important (scale: 1-5) is it that we pursue this strategy?

13% 1. Very low importance

5% 2. Low

34% 3. Medium

34% 4. High

13% 5. Very high importance

Strategy C: Create a dedicated regional funding source to ensure “state of good repair” for Metrorail trains and facilities



Cost:
\$\$

Time Frame:
On-Going

Primary Goals Addressed:



Secondary Goals Addressed:



Strategy C: Dedicated regional funding source

How important (scale: 1-5) is it that we pursue this strategy?

0% 1. Very low importance

0% 2. Low

8% 3. Medium

41% 4. High

51% 5. Very high importance

Strategy D: Secure dependable sources of funding to ensure “state of good repair” for highways and bridges



Cost:
\$\$

Time Frame:
On-Going

Primary Goals Addressed:

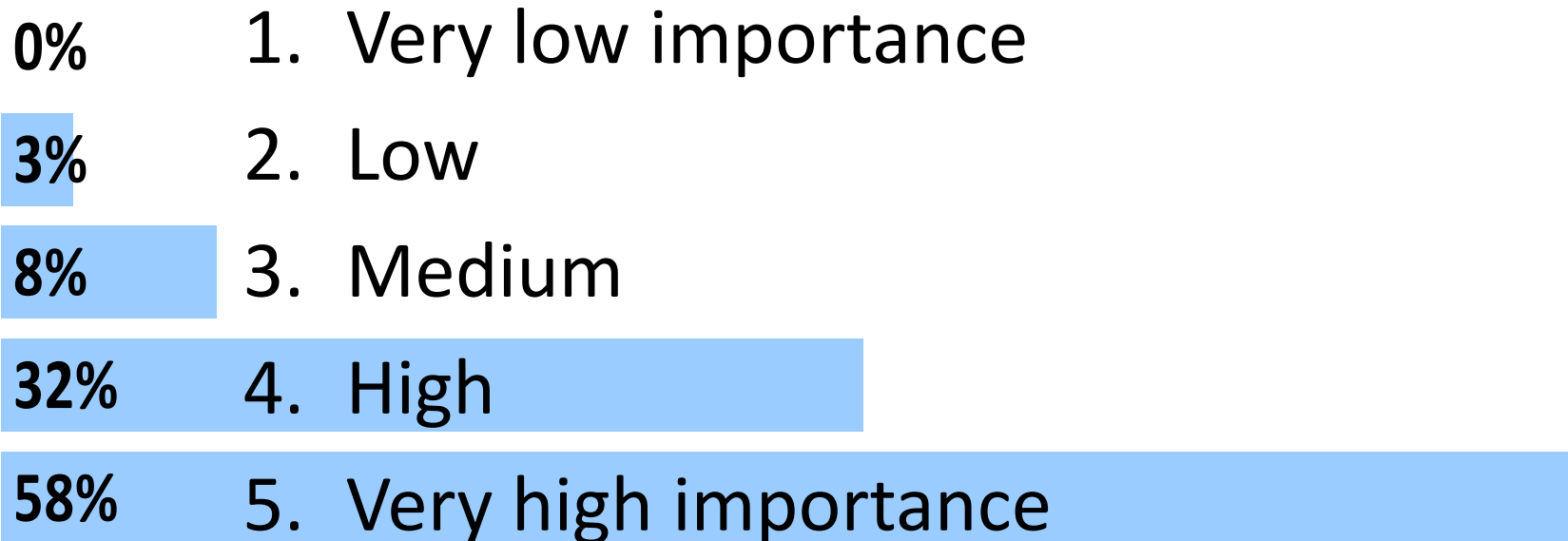


Secondary Goals Addressed:

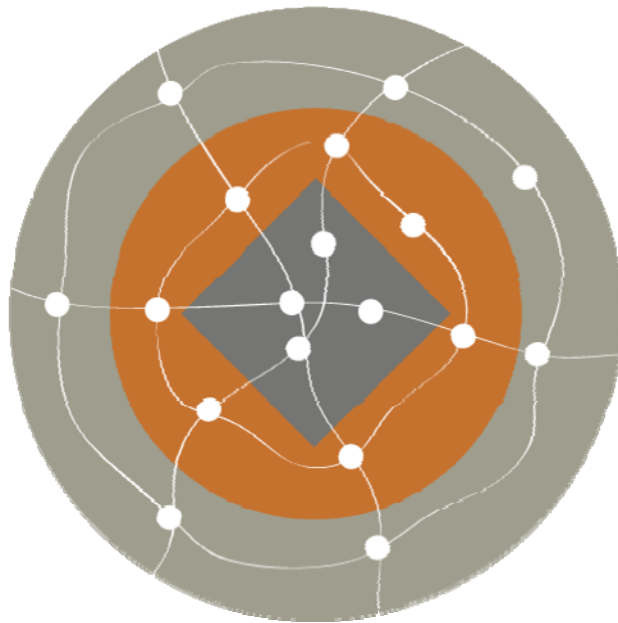


Strategy D: Funding to ensure “state of good repair”

How important (scale: 1-5) is it that we
pursue this strategy?



Strategy E: Connect existing Metrorail lines with high-quality, circumferential transit



Cost:
\$\$\$

Time Frame:
Long-Term

Primary Goals Addressed:

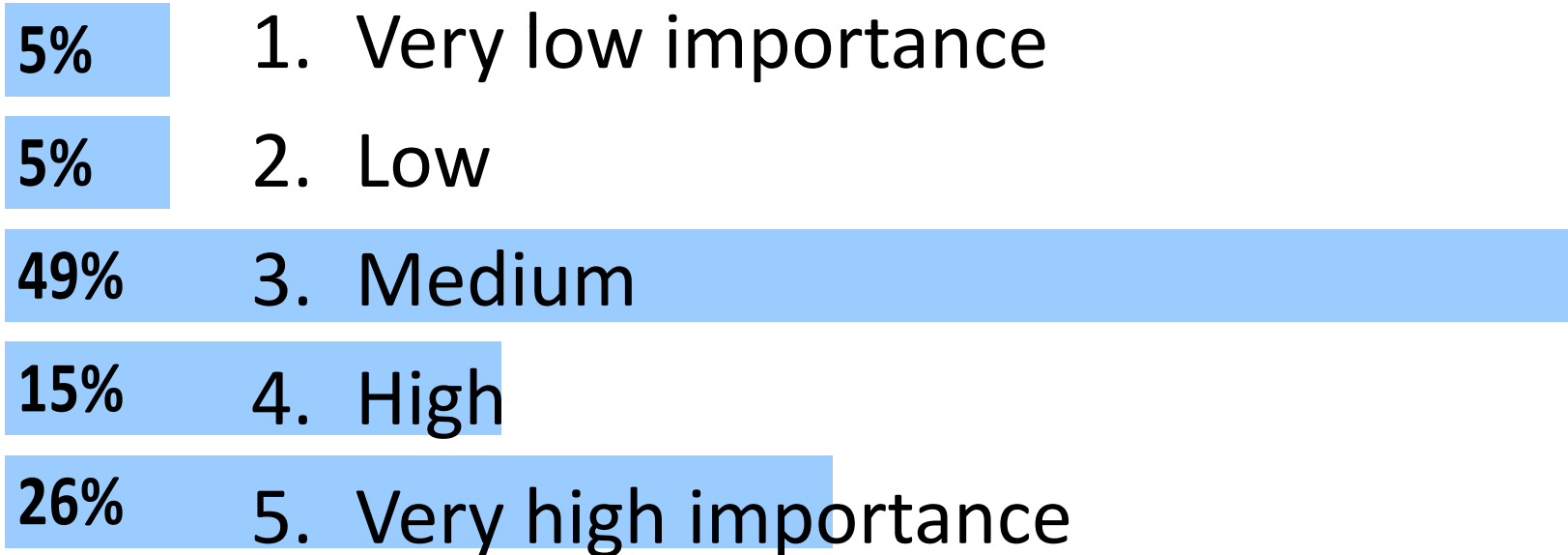


Secondary Goals Addressed:



Strategy E: Connecting Metrorail with circumferential transit

How important (scale: 1-5) is it that we pursue this strategy?



Strategy F: Expand the region's highway network, possibly including new Potomac River crossings



Cost:
\$\$\$

Time Frame:
Long-Term

Primary Goals Addressed:

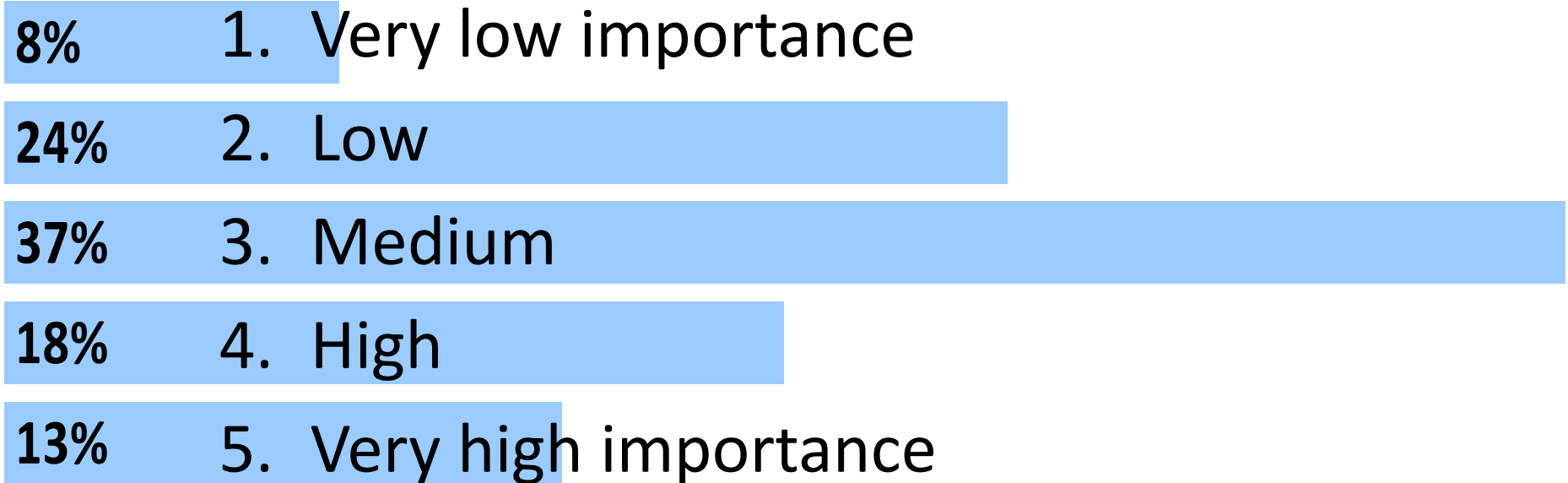


Secondary Goals Addressed:



Strategy F: Expand the region's highway network

How important (scale: 1-5) is it that we pursue this strategy?



Ranking Strategies

(scale from 1 to 5)

| | | |
|--------------------|--|-------------|
| Strategy D: | Secure Dependable Sources of Funding to Ensure “State of Good Repair” for Highways and Bridges | 4.45 |
| Strategy C: | Create a Dedicated Regional Funding Source to Ensure “State of Good Repair” for Metrorail Trains and Facilities | 4.43 |
| Strategy E: | Connect Existing Metrorail Lines with High-Quality, Circumferential Transit | 3.51 |
| Strategy B: | Improve Pedestrian Facilities and Safety Around Bus Stops | 3.29 |
| Strategy F: | Expand the Region’s Highway Network, Possibly Including New Potomac River Crossings | 3.05 |
| Strategy A: | Expand Bike-Sharing | 2.18 |



NEW STRATEGIES

New Strategies

Q: Which two of these new strategies are most important to pursue?

| | | |
|--|-----------|-------------|
| Increase incentives and improve infrastructure for the use of transit, carpooling, walking, and biking | 14 | 18.92% |
| Require agency transparency to ensure accountability | 12 | 16.22% |
| Encourage employers to support telework and alternative work schedules | 12 | 16.22% |
| Separate infrastructure for different modes of transport, especially for truck traffic | 8 | 10.81% |
| Establish public/private partnerships to provide funding | 8 | 10.81% |
| Use tax incentives and transportation investments to encourage development in underserved areas | 6 | 8.11% |
| Increase transit options: more commuter rail, high speed bus service | 5 | 6.76% |
| Implement a real-time transportation information system for traffic reports, congestion, etc. | 4 | 5.41% |
| Simplify and/or restructure Metro fares | 4 | 5.41% |
| Create public education campaign to encourage transit use | 1 | 1.35% |
| | 74 | 100% |



EVALUATION OF STRATEGIES

Strategies Evaluation (1)

Q: Were the six sample strategies presented today too general, too specific, or just the right level of specificity for you to be able to form an opinion about them?

| | Too General (1) | About Right (2) | Too Specific (3) |
|--|--------------------|--------------------|---------------------|
| Strategy A: Expand Bike Sharing | Avg = 1.83 | | |
| Strategy B: Improve Pedestrian Facilities | Avg = 1.88 | | |
| Strategy C: Funding for Metrorail "state of good repair" | Avg = 1.83 | | |
| Strategy D: Funding for roadway "state of good repair" | Avg = 1.78 | | |
| Strategy E: Build circumferential transit | Avg = 1.80 | | |
| Strategy F: Expand highways (incl. river crossings) | Avg = 1.56 | | |

Strategies Evaluation (2)

Q: What level of difficulty did you have in evaluating the strategies based on the information that was provided?

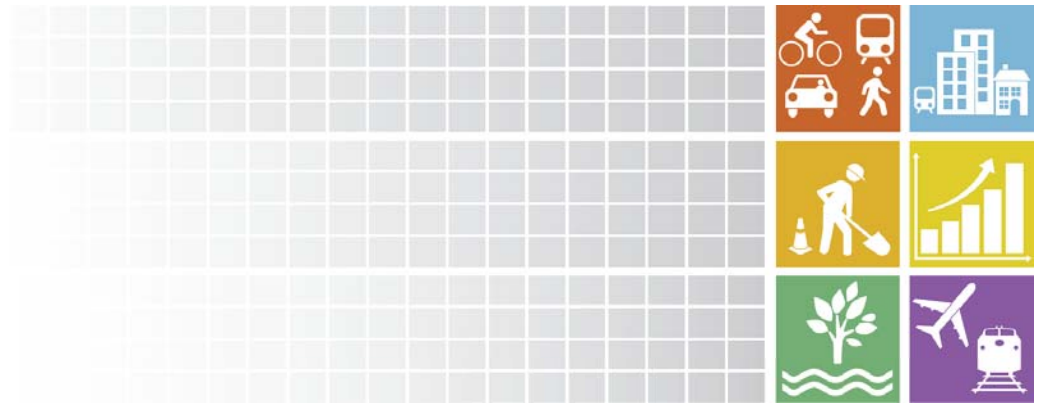
| | Great Difficulty (1) | Some Difficulty (2) | No Difficulty (3) |
|--|-------------------------|------------------------|----------------------|
| Strategy A: Expand Bike Sharing | | | Avg = 2.93 |
| Strategy B: Improve Pedestrian Facilities | | | Avg = 2.90 |
| Strategy C: Funding for Metrorail "state of good repair" | | | Avg = 2.83 |
| Strategy D: Funding for roadway "state of good repair" | | | Avg = 2.78 |
| Strategy E: Build circumferential transit | | | Avg = 2.78 |
| Strategy F: Expand highways (incl. river crossings) | | | Avg = 2.75 |

Strategies Evaluation (3)

Q: Do you have any suggestions for how we could better describe the strategies?

- Provide more detail about funding sources
– *9 responses*
- Provide more graphics (pictures, charts, and graphs) – *2 responses*

OVERALL EVALUATION OF THE FORUM



Overall Evaluation (1)

Q: Overall, did the order of presenting goals, challenges, and then strategies make sense to you?

- a. Yes, I could see how everything fit together *(38 responses)*
- b. Not really *(1 response)*
- c. No, not at all *(1 response)*

Overall Evaluation (2)

Q: I learned a lot of valuable information today about the region's transportation goals and challenges.

33% 1. Strongly Agree

54% 2. Agree

5% 3. Neutral

3% 4. Disagree

5% 5. Strongly Disagree

Overall Evaluation (3)

Q: I felt I had adequate opportunity to share my opinions and hear from others.

55% 1. Strongly Agree

37% 2. Agree

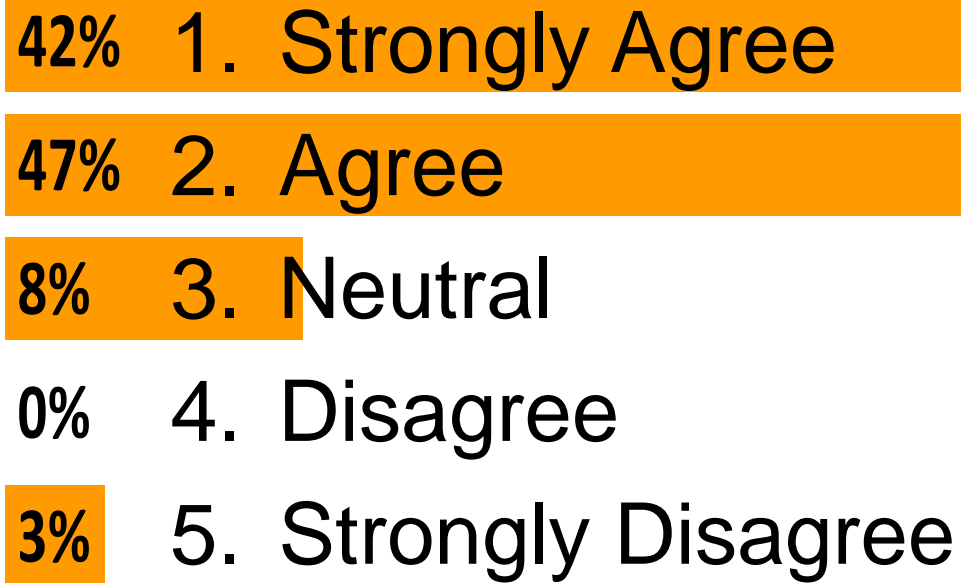
3% 3. Neutral

3% 4. Disagree

3% 5. Strongly Disagree

Overall Evaluation (4)

Q: The combination of the table discussions, computers and keypad polling helped make the forum an engaging and worthwhile experience.



Overall Evaluation (5)

Q: Overall, do you feel that we are on the right track in clearly communicating regional transportation goals and challenges to the general public?

- 37% 1. Yes; the presentation and materials were clear enough to communicate with the general public.
- 55%
- 2. Almost right, but needs a little tweaking.
- 8% 3. No; the level of detail and presentation is too confusing.

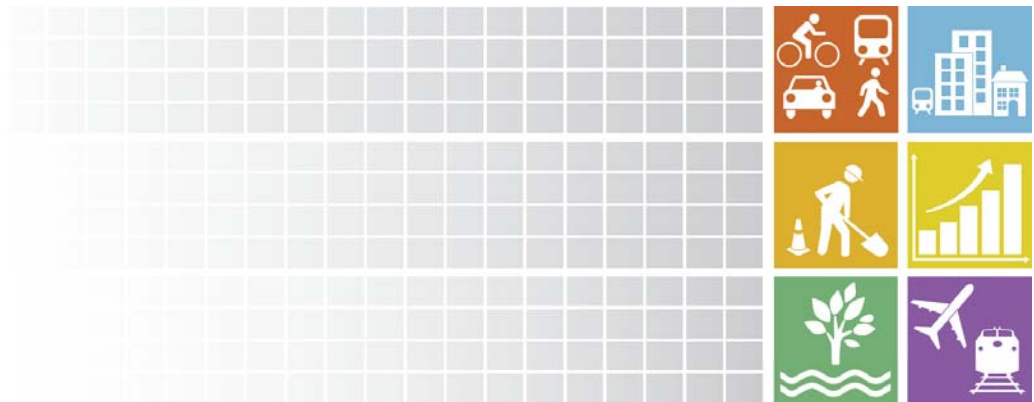
Right Track

- Overall, the feedback was positive
- It appears that we are generally on the right track to effectively communicating the RTPP
- Some tweaks are necessary

“Tweaks”

- **Use simplified goal language**
 - Some goal language should be simpler and less technical
 - Example: Goal 4, “Maximize operational effectiveness and safety of the transportation system” could be changed to “Get the most out of the existing transportation system”.
- **Use examples whenever possible to describe challenges**
 - A few challenges sounded vague at first, but examples helped participants understand
 - Example: Picture of the Virginia Avenue tunnel.
- **All strategies must be explained thoroughly and at the appropriate level of specificity**
 - Some strategies that TPB staff thought were self-evident were not universally understood (e.g. bikesharing)
 - “Goldilocks” level of specificity needed for all strategies
 - Highway expansion and circumferential transit were felt to be too general

KEY TAKEAWAYS



Takeaway 1 – Forum Participants' Ideas

- The participants had some new challenges that could be included in the RTPP
 - Lack of transparency, trust in management, and maintenance oversight
 - No forum for underdeveloped communities to articulate their needs
 - Difficult to strike proper balance between development and environmental preservation

Takeaway 2 – Challenges → Strategies

- Continue to emphasize the importance of regional challenges as a context for developing strategies
- RTPP materials and outreach tools should make it clear that strategies must emanate from challenges

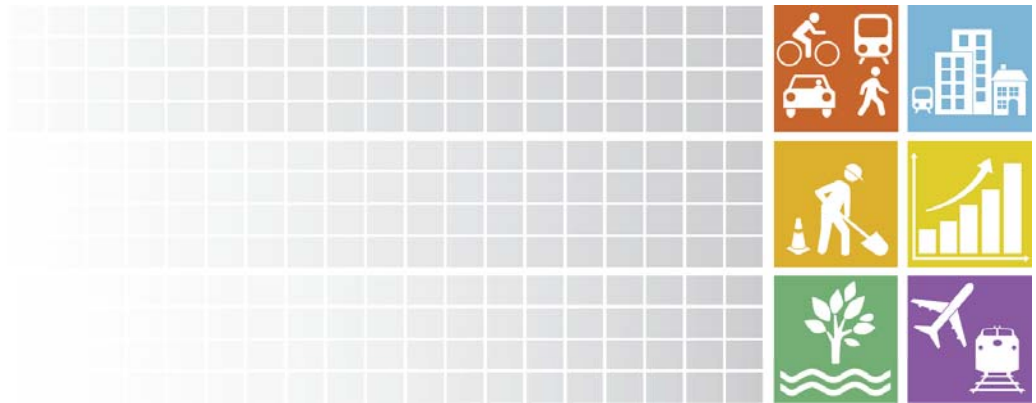
Takeaway 3 – Strategies Need Funding Mechanisms

- Participants understood that funding is tight
- More complete funding information would have helped participants in evaluating strategies

Takeaway 4 – Clear and Concise Communication

- Still room for improvement to effectively communicate the RTPP
 - Simplify goal language
 - Use examples to help explain challenges
 - All strategies need full explanation
- Employ more:
 - Examples
 - Pictures
 - Simple charts and graphs

NEXT STEPS



Next Steps



- TPB Agenda Item (June 20)
- Present Interim Report 2 (July 2012)
- Seek broader feedback from general public (September to November 2012)
- Refine strategies & conduct benefit-cost analysis (November 2012 to Spring 2013)
 - RTPP will include 10 to 15 selected strategies that have higher benefits than costs and have broad regional appeal

Fall Public Outreach

- Utilize a web-based tool
- Get input from:
 - A large (~600 person) representative sample of the region
 - Stakeholder groups
 - Citizen groups (CAC, ACPAC, etc)

Questions



For more information visit our website:
www.mwcog.org or www.mwcog.org/transportation/priorities