

Comments and Suggestions

Received between June 1 and June 14, 2016
From Members of the TPB's Long-Range Plan Task Force

Regarding a Draft Project Selection Process to Identify Unfunded Priority Projects for
the Region's Long-Range Transportation Plan

John Swanson

From: Pierre Holloman <Pierre.Holloman@alexandriava.gov>
Sent: Wednesday, June 01, 2016 3:22 PM
To: John Swanson
Cc: Kanti Srikanth
Subject: RE: LRP Task Force - Draft Regional Criteria
Attachments: Draft Regional Criteria Table 5-25-16.docx

Hi John,

Please see my feedback on the preliminary list of project selection criteria:

In general, there are currently established processes within Northern Virginia which are being used for project selection from the NVTA 70% project selection method, to HB2 which is used statewide by VDOT and DRPT, and etc. I believe we should take a look at those processes first as there may be some key items/project selection criteria which can be taken and applied for the entire region (not just for NoVA). I just want to offer my concern that we do not want to confuse the public, and we should keep things simple. Coming up with a new/another process will only offer more questions in regards to how the region is working together and which process moves the needle. I believe there should be some consensus on which criteria can be taken from NVTA, HB2, and etc. Also, I believe there may be opportunities to package projects to create programs similar to how NVTA is handling the TransAction update.

I also believe there are lessons to be learned from other MPOs in regards to project selection criteria. Other MPOs have established a process on project selection (are such processes effective or not effective is the question). Moreover, can lessons learned be identified and brought to the table for the task force (I apologize if this has already occurred; however, I was not involved in the start of this process due to internal staff changes/reassignments).

As for the draft criteria in the attached (if the region proceeds in this manner), I appreciate how the draft criteria are linked with the goals of the RTPP. The RTPP is an important document which should carry some weight (this process may be the way for the RTPP to be even more relevant in our planning and decision making). With the draft criteria, the big question which I have is how will projects be scored/rated – for example will the scoring within the criteria be based on cost/performance (best bang for the buck), need, how far the ‘needle’ will be moved, and etc...overall, the how is important as it will help us get to the bottom line. Without knowing the how, I believe it will leave the door open to critics and future questions on what the region is trying to accomplish through this process.

Within the attachment it notes, “Staff has proposed that project selection would occur in two phases. In the first phase, a full inventory of unfunded projects (the basis for the All-Build Scenario) would be screened to identify those projects that are deemed to be part of a Regionally Significant Transportation Network. Staff has proposed that the Regionally Significant Transportation Network be comprised of: 1) Interstate highways and roadways on the National Highway System; 2) all fixed-guideway transit systems, WMATA’s Priority Corridor Network and bus rapid transit projects; 3) roadways on the TPB’s Regional Freight-Significant Network.” – For this the term “regionally significant” should be defined and/or another term should be used as this region is very diverse and different depending where you are. Does regionally significant mean the project address a regional need, does it connect to more than one activity center, does it cross a

city/county/state boundary, does it enable roadway, freight, and/or transit capacity, and etc...the term "regionally significant" should be made clear. Also, there should be some consideration for BRT lite systems which may not travel on a fixed-guideway (consider using high capacity transit).

Within the draft criteria (maybe this is a sub bullet to #8 or an additional criterion), I believe there should be some inclusion of an idea/goal which looks at improving access to transit, TOD, and maximizing capacity of transit (including, not limited to Metrorail but also include commuter rail and other high capacity transit options).

#2 – Provide Targeted Congestion Relief should be measured in a way which does not just favor roadway projects and discriminatory to transit, bike, ped, ITS, and freight projects.

I like the inclusion of #5 as it can help take a deeper look at the east/west divide within the region.

I believe #6 can be improved upon to include state-of-good repair.

Last, I believe there should be a way to determine if a project can be supported throughout the life of the project/in the longer term – ie how are the projected revenue streams, tolls, and etc...my concern is that there is focus on unfunded projects; however, localities/agencies may not have any idea on how these projects will be supported after construction.

Thank you for allowing me and others to comment on this draft. Please let me know if you have any questions.

Thank You,

Pierre Holloman
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From: TPB [mailto:tpb@mwkog.org]
Sent: Wednesday, May 25, 2016 4:54 PM
To: TPB
Cc: John Swanson; Kanti Srikanth
Subject: LRP Task Force - Draft Regional Criteria

Hello TPB members and members of the TPB's Long-Range Plan Task Force:

As you may know, over the next year, the Long-Range Plan Task Force will conduct planning activities to identify a limited number of unfunded regional priority projects that will be endorsed by the TPB and incorporated into the region's long-range transportation plan. A key step in this process will be the identification of regional criteria that can be used for project selection.

At the Long-Range Plan Task Force meeting last Wednesday, participants briefly reviewed a preliminary draft list of project selection criteria. Participants agreed to focus the next task force meeting, scheduled for June 15, on a discussion of the draft criteria.

In anticipation of that discussion, we are asking that you provide feedback on the preliminary list. Attached is a table that lists the eight draft criteria that staff has developed to date. The spreadsheet includes a column showing how the criteria are linked with goals from the Regional Transportation Priorities Plan (RTPP) along with a column that suggests how the criteria could be used to select projects.

Please provide us with your suggestions and comments by Friday, June 3. We will synthesize the suggestions we receive into a document that will be circulated for discussion and review ahead of the task force meeting on June 15.

Documents from past task force meetings can be found on our webpage at www.mwcog.org/lrptf.

Please contact me or John Swanson (202-962-3295; jswanson@mwcog.org) or my staff with any questions or comments.

Best regards,
Kanti Srikanth
Director – MWCOG, Department of Transportation Planning
Staff Director – Transportation Planning Board
202-962-3257 (Direct)
202-962-3202 (Fax)

John Swanson

From: Neil Harris <nharris@gaitthersburgmd.gov>
Sent: Thursday, June 02, 2016 4:46 PM
To: John Swanson
Subject: Re: LRP Task Force - Draft Regional Criteria

John,

Here are my comments. Have fun.

The list of projects should not be limited to those on the unfunded list, but staff and the task force should be able to consider projects that are not on the list but which may provide improvements to the criteria. The list of projects is potentially biased toward locally beneficial, vs. regionally beneficial, projects. One key goal of this task force is to move beyond parochial interests and find projects that provide gains that span multiple jurisdictions.

There are too many priorities on the list, many of which provide conflicting guidance. The group needs to decide on its goals, which appear to cluster into broad goals: enabling movement, improving the economy, with safety being an overarching goal that includes everything. Goals 1 and 2 are focused on enabling movement, while 3 and 8 (and to a large degree 7) are subsets. Economic benefits are provided by 4 and 5. Having non-SOV and non-motorized goals singled out as primary is drawing a conclusion before the evidence has been presented – while it is likely that these modes are going to provide desired improvements, we should let the technical process determine optimal outcomes.

Thanks for your good work!

Neil

On Jun 2, 2016, at 4:09 PM, TPB <tpb@mwkog.org> wrote:

Hello everyone --

Just a reminder: If you have comments on the attached draft, it would be very helpful if you could send them by tomorrow (June 3) or at the latest by next Monday (June 6). As described below, we plan to combine the comments we receive in a summary document that will be posted next Thursday (June 9) in advance of the task force meeting on June 15.

Thanks, John Swanson

John Swanson, AICP
Department of Transportation Planning
Metropolitan Washington Council of Governments
202-962-3295
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From: TPB

John Swanson

From: Tim Lovain <tim@capitolstrategies.com>
Sent: Friday, June 03, 2016 2:45 PM
To: Kanti Srikanth; John Swanson; Robert Griffiths
Cc: Timothy Lovain; Dorene Pickup
Subject: comments on regional criteria

As I mentioned today, my concerns with the draft criteria generally involve the tricky issue of the land use-transportation connection.

On #2: provide targeted congestion relief: As you know, the Virginia version of "congestion relief" is causing a lot of heartburn because it seems to lead to more highway projects. Maybe the answer is in the "assessment"---projects that enhance our activity centers can reduce congestion across a wide area, not just in one corridor. Including by causing "the trip not taken".

On #4: connect activity centers: As I said, I think we should also consider including projects that improve access to activity centers and those that improve mobility within activity centers.

On #8: improve non-motorized connectivity: I generally agree with putting trails low on lists because their per-person throughput is probably pretty low. But I am quite enamored with the walkshed improvements around Metro stations, as you know. I think they have tremendous potential for expanding Metro ridership and inducing transit-oriented development, i.e. enhancing our activity centers. I think we can get a lot of bang for our buck. Maybe the Metro station walkshed piece could be moved up to #4 as mobility within activity centers.



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Tim Lovain

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John Swanson

From: Jonathan Way <jway@ci.manassas.va.us>
Sent: Friday, June 03, 2016 9:11 AM
To: John Swanson
Subject: RE: LRP Task Force - Draft Regional Criteria

I would only observe, based on an admittedly unscientific home-made matrix, that the TPB criteria, when remaining unweighted, appear to me to be consistent with the NVTA and CTB criteria. If anything, the TPB criteria emphasize economic development (#4 and #7) more than the CTB and far more than the NVTA (which is directed to emphasize timely congestion mitigation and not economic development in Northern Virginia.)

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From: TPB [tpb@mwcog.org]
Sent: Thursday, June 2, 2016 16:09
To: TPB
Cc: Kanti Srikanth; John Swanson
Subject: LRP Task Force - Draft Regional Criteria

Hello everyone --

Just a reminder: If you have comments on the attached draft, it would be very helpful if you could send them by tomorrow (June 3) or at the latest by next Monday (June 6). As described below, we plan to combine the comments we receive in a summary document that will be posted next Thursday (June 9) in advance of the task force meeting on June 15.

Thanks, John Swanson

John Swanson, AICP
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202-962-3295
jswanson@mwcog.org<mailto:jswanson@mwcog.org>

From: TPB

Sent: Wednesday, May 25, 2016 5:08 PM
Subject: FW: LRP Task Force - Draft Regional Criteria

From: Royal, Makayah [mailto:makayah_royal@nps.gov]

Sent: Friday, June 03, 2016 1:18 PM

To: Kanti Srikanth <ksrikanth@mwcog.org>

Cc: Douglas Jacobs <doug_jacobs@nps.gov>

Subject: Re: LRP Task Force - Draft Regional Criteria

Good afternoon Kanti,

I reviewed the draft regional criteria. I am in agreement with all of the ones proposed. Just wanted to know if you considered a criteria relating to Security or designated evacuation routes. For example, Suitland Parkway provides a direct roadway access from District of Columbia to Andrews Air Force Base and George Washington Memorial Parkway or 16th street, could be utilized as an evacuation route.

-Makayah

Makayah N. Royal

Federal Lands Transportation Program Coordinator

National Capital Region, National Park Service

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John Swanson

From: Weissberg, Victor <VWeissberg@co.pg.md.us>
Sent: Friday, June 03, 2016 6:18 PM
To: John Swanson; Kanti Srikanth
Cc: Harris, Martin L.
Subject: RE: LRP Task Force - Draft Regional Criteria

Kanti and John,

As mentioned at the meeting on 5/18 I want to reiterate two additional criteria that I feel are imperative be as elements essential in selecting projects:

- Reduction/minimizing commute times and distances
- Balancing the Region: Bridging the East-West regional divide

I feel strongly that these two criteria will be vital in addressing congestion, environmental justice, and the needs of underserved communities. Thanks,

Vic

From: TPB [mailto:tpb@mwkog.org]
Sent: Wednesday, May 25, 2016 4:54 PM
To: TPB
Cc: John Swanson; Kanti Srikanth
Subject: LRP Task Force - Draft Regional Criteria

Hello TPB members and members of the TPB's Long-Range Plan Task Force:

As you may know, over the next year, the Long-Range Plan Task Force will conduct planning activities to identify a limited number of unfunded regional priority projects that will be endorsed by the TPB and incorporated into the region's long-range transportation plan. A key step in this process will be the identification of regional criteria that can be used for project selection.

At the Long-Range Plan Task Force meeting last Wednesday, participants briefly reviewed a preliminary draft list of project selection criteria. Participants agreed to focus the next task force meeting, scheduled for June 15, on a discussion of the draft criteria.

In anticipation of that discussion, we are asking that you provide feedback on the preliminary list. Attached is a table that lists the eight draft criteria that staff has developed to date. The spreadsheet includes a column showing how the criteria are linked with goals from the Regional Transportation Priorities Plan (RTPP) along with a column that suggests how the criteria could be used to select projects.

Please provide us with your suggestions and comments by Friday, June 3. We will synthesize the suggestions we receive into a document that will be circulated for discussion and review ahead of the task force meeting on June 15.

Documents from past task force meetings can be found on our webpage at www.mwkog.org/lrptf.

John Swanson

From: Douglas Stewart <douglasbstewart@gmail.com>
Sent: Friday, June 03, 2016 7:28 AM
To: TPB; John Swanson
Cc: garyvhodge@aol.com; Nancy Abeles
Subject: Re: FW: LRP Task Force - Draft Regional Criteria

Kanti and John:

Since I received your email last week soliciting input, I am taking the liberty of sharing my thoughts below on the regional criteria for unfunded priority projects, although I'm not a member of the Long Range Plan Task Force. These comments are entirely my own and don't reflect the CAC. I am also copying Gary and Nancy on this message given that they are representing the CAC on the task force.

I believe the criteria should be thought through more carefully to align with the Regional Transportation Priorities Plan and achieve the balanced transportation network we are striving for. The RTPP has a strong focus on encouraging transit-supportive land uses, improving pedestrian and bicycle access -- especially to transit -- improving connectivity and circulation within activity centers, and identifying relatively "low-hanging fruit" mobility solutions (with costs measured in tens of millions rather than hundreds of millions or billions) such as enhanced / dedicated-lane bus service and relieving key road bottlenecks.

The overlay of the draft criteria against RTPP goals seems to me to be fairly cosmetic, and I question whether the actual application of these criteria as an actual scoring or weighting system will effectively get the region toward the RTPP goals.

For example, as I interpret the screening criteria, they would filter out packages of walking and bicycling connections to transit, regional bike networks, and other projects that aren't either part of interstate roadways or highway, transit systems or roadways on the regional freight network. The final regional criterion implies that pedestrian/bike packages and regional trail systems would be considered in project selection. If so, this needs to be recognized more explicitly in the screening criteria, such as through adding a new criterion that allows for consideration of bicycle and pedestrian projects that are either identified as regionally significant in TPB's priority unfunded bicycle and pedestrian projects list and/or packages of transit-supportive bicycle and pedestrian improvements.

The regional criteria are skewed toward facilitating long-distance mobility, primarily by automobile. Criterion #1 is properly focused on person throughput, but criterion #2 is almost entirely focused on Level of Service measures and vehicle hours of delay. If this is a primary criterion for ranking, the kind of efficient, compact land uses and transit connectivity which are foci of the RTPP will rank poorly against road capacity expansions.

Criterion #3 is a "yes/no" filter that any project could be made to align with. There should be a much more nuanced criterion, or set of criteria, for measuring projects' ability to shift mode share to non-SOV modes and improve accessibility in general. One possible model is the accessibility measure used in Virginia's HB2 implementation. Under the HB2 prioritization system, Virginia measures accessibility in terms of jobs accessibility within a 45-60 minute commute, intermodal connections and promotion of multiple transportation choices.

Criterion #8 is so far down the list as to suggest that it is an afterthought in the rankings. It is a well conceived criterion that I believe should be weighted higher to align with the goals of the RTPP and achieve more modal balance in the regional transportation network.

Thank you for allowing me to share my thoughts.

Douglas

On Wed, May 25, 2016 at 5:07 PM, TPB <tpb@mwcog.org> wrote:

Hello TPB members and members of the TPB's Long-Range Plan Task Force:

As you may know, over the next year, the Long-Range Plan Task Force will conduct planning activities to identify a limited number of unfunded regional priority projects that will be endorsed by the TPB and incorporated into the region's long-range transportation plan. A key step in this process will be the identification of regional criteria that can be used for project selection.

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Please provide us with your suggestions and comments by Friday, June 3. We will synthesize the suggestions we receive into a document that will be circulated for discussion and review ahead of the task force meeting on June 15.

John Swanson

From: Peter B Schwartz <pbs100@earthlink.net>
Sent: Monday, June 06, 2016 9:50 AM
To: 'Timothy Lovain'; 'Bridget Newton'; Kanti Srikanth; John Swanson
Cc: 'Jay Fisette'; 'Kannan, Shyam'; 'Elrich, Marc'; 'Spielberg, Debbie'; 'Neil Harris'; kherling@greenbeltmd.gov; dsnyder@fallschurchva.gov
Subject: TPB Long Range Plan Task Force - Regional Selection Criteria

Dear Tim, Bridget, Jonathan, Kanti and John –

I have reviewed the criteria exercise that you circulated, and still have the same big picture concerns that I have raised in the past. I continue to feel that this is the cart before the horse in several respects:

1. We still need to discipline ourselves to define a measurable goal or set of goals before we can properly assess which projects will get us there.
2. We are still only looking at projects, as opposed to projects and programs. Projects are almost always very expensive, take a long period of time to build, and are fairly inflexible once built in terms of adjusting to future changes in technology or needs. We are potentially excluding half (or more) of the universe of possible solutions, including probably, the most cost-effective ones.
3. We are not addressing in our assessment methodology or criteria the impact that our project or program decisions have on behavior in response to the implementation of programs or the construction of projects. We have seen over and over again how behavioral response can undermine our investment decisions because of the often unrealistic expectations that our decisions create, yet we continue to fail to take this into account. Economists (and transportation planners) call this induced demand. It must be factored into our thinking and our criteria, or we will fail.
4. We are not taking the opportunity to look beyond our region for solutions that other regions, states or countries may be implementing. They may have some good ideas that we have not thought about.
5. Although we are in a period of rapidly changing transportation technology, we are not factoring in these potential changes or the pace of these changes. We risk making some very expensive, quickly obsolete investments.
6. We have not addressed how to get our many localities to buy into any of these criteria or assessment policies, and they have generally not been very cooperative in the past in terms of regional thinking. Aside from forcing them through the power of the purse we hold over the CLRP, we need to work with them to set definable goals (see #1 above) that they will feel are worth sacrificing some autonomy to achieve.

My sense is that Kanti, Sam and our staff are very uncomfortable wading into this territory, but it is our job as TPB Board Members to (1) give them the demonstrable support they need to feel comfortable, and (2) guide them to deploy our staff and consulting resources (we have, I believe, a \$12 million annual staff and consulting budget), to tackle this challenge.

I am trying hard to not seem strident, but we really need to be bold, nimble and innovative at a level we have not previously achieved. I think we all sense this, but it won't happen without our active, demonstrable and passionate support.

Peter Schwartz

P.S. I did not have Jonathan Way's e-mail address, so please forward. Thank you.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Kanti Srikanth, Director of Transportation Planning
Metropolitan Washington Council of Governments

FROM: Monica Backmon, Executive Director
Northern Virginia Transportation Authority

DATE: June 6, 2016

SUBJECT: Comments on the Long-Range Plan Regional Criteria for Project Selection

The Northern Virginia Transportation Authority (NVTA) appreciates the opportunity to review and provide comments on the Transportation Planning Board's (TPB) proposed Long-Range Plan Regional Criteria for Project Selection.

NVTA Chairman Martin E. Nohe, who is also a member of the TPB, would like to discuss the NVTA's project evaluation and selection process at an upcoming TPB meeting to inform the TPB of the Authority's regional prioritization process that is both cumulative and robust in evaluation and analysis. We hope that a presentation of this nature would prove useful and demonstrate how the Authority's process could be embraced by the TPB.

The following bullets denotes comments that the NVTA staff have regarding the draft criteria as proposed:

- In general, NVTA staff notes that the proposed criteria are duplicative of the project selection criteria used by the NVTA (under HB 599 and the NVTA Quantitative Criteria) and the criteria that the Commonwealth Transportation Board (CTB) uses for HB 2 evaluation. Therefore, NVTA wishes to prevent the development of a process that is different from that which is currently being utilized in Northern Virginia. NVTA and VDOT have also developed the tools to provide the quantitative measure used in these processes. These could easily fit into the TPB process. We therefore recommend that the TPB utilize the NVTA project selection process as currently developed and adopted by the Authority which includes representatives from Planning District Commission Eight, General Assembly members, and two gubernatorial appointees; one from the CTB and a person who has significant experience in transportation planning, finance, engineering, construction, or management. We also note that this process has been used for three successful funding programs, will be incorporated into the update of Northern Virginia's Long Range Transportation Plan, and has been validated by the Fairfax County Circuit Court.

- With the existence of several project selection systems as mentioned above, any additional project selection system may offer more confusion to the public within Northern Virginia.
- The projects that the NVTA selects for funding are regional projects and go through a rigorous project evaluation and selection process with multiple layers of analysis, including an evaluation of congestion reduction, accessibility, and mobility under the HB 599 process and the NVTA quantitative evaluation. For your convenience, we have noted the performance measures used for the NVTA quantitative evaluation and for the HB 599 evaluation, below:
 - NVTA quantitative evaluation criteria:
 - Reduction in person hours delay;
 - Project readiness;
 - Reduction in Vehicle Miles Traveled (VMT);
 - Improvement in safety;
 - Connectivity between Activity Centers;
 - Connectivity between jurisdictions and modes;
 - Improved bike-ped options;
 - Improved management and operations (ITS); and
 - Cost sharing.
 - HB 599 performance measures:
 - Reduction in congestion duration;
 - Person hours of delay;
 - Person hours of congested travel in automobile;
 - Person hours of congested travel in transit vehicles;
 - Transit crowding (reduction in hours of crowded transit person miles);
 - Accessibility to number of jobs (within 45 minutes by auto and 60 minutes by transit); and
 - Emergency mobility.
- NVTA's current long range transportation plan, TransAction 2040, and the update that is underway, include a robust evaluation of a large number of projects based on similar criteria as suggested in the current proposal by TPB. The updated TransAction, expected to be adopted in the fall of 2017, will include projects that will achieve regional goals and score well on multiple criteria. Please note that TransAction is also a multi-modal unconstrained plan with a 25 year horizon.
- As noted in the TPB proposal, "Regionally Significant Transportation Network" is comprised of 1) Interstate highways and roadways on the National Highway System; 2) all fixed-guideway transit systems, WMATA's Priority Corridor Network and bus rapid transit projects; 3) roadways on the TPB's Regional Freight-Significant Network." There are also many jurisdictional transit routes that are regionally significant. NVTA staff recommends the TPB discuss this with the jurisdictions and agencies to ensure that all priority transit service will be considered.

- There are other determining factors regarding projects that should be considered for inclusion in the proposed regional criteria. These include, and are not limited to, funding (availability of other funds), project readiness, land use impacts/implications, geographical balance, modal balance, etc.
- The NVTA recommends that the Long Range Plan Task Force ensures that the transportation needs throughout the metropolitan region are well balanced and represent both the needs of the inner and outer jurisdictions.
- Please refer to the attached mark-up file for specific comments on the proposed criteria.

Again, the NVTA is appreciative of the work of the TPB and the continued collaboration to positively affect the transportation system's performance at a regional level.

Background: Development

- In 2013-2014, VDOT and DRPT, with CTB, NVTA and NOVA localities, implemented an evaluation and rating process
 - Used detailed transportation demand models to assess the congestion and mobility impacts in 2020 and 2040
 - Included stakeholder reviews and a Peer Review Group, consisting of subject matter experts from outside of Virginia
 - Developed performance measures and weights in cooperation with stakeholders and NVTA
 - Multimodal performance measures selected
 - Used *Decision Lens* process to facilitate weighting of performance measures

Performance Measures

Congestion Reduction Measures

- **Congestion Duration (27.9%)** = reduction in the number of hours of the day auto and transit passengers experience heavily congested travel conditions.
- **Person Hours of Delay (20.3%)** = reduction in the number of person hours of travel time above free flow travel time.
- **Person Hours of Congested Travel in Automobiles (15.4%)** = reduction in the number of person hours of travel in automobiles and trucks on heavily congested facilities.
- **Person Hours of Congested Travel in Transit Vehicles (11.8%)** = reduction in the number of person hours of travel in buses and trains on heavily congested facilities or in crowded vehicles.
- **Transit Crowding (11.5%)** = reduction in the number of transit person miles experiencing crowded conditions (local bus > 1.0; express bus and commuter rail > 0.9; Metrorail > 100 passengers/car).

Mobility Measures

- **Accessibility to Jobs (9.5%)** = increase in the number of jobs that can be reached from each household based on a 45 minute travel time by automobile and a 60 minute travel time by transit.
- **Emergency Mobility (3.6%)** = increase in the person hours of travel time resulting from a 10 percent increase in peak hour trip making.

Project Ratings

- Project performance score is based on the project that generated the greatest change for a given measure
- The project with the greatest change is awarded 100 points
- All other projects are awarded a performance score by dividing their performance by the greatest performance change
- Rating = the performance measure score (0-100) multiplied by the performance measure weight and summed

May 25, 2016

**TPB Long Range Plan Task Force:
Regional Criteria to Select a Limited Set of Unfunded Priority Projects
to Improve Performance at a Regional Scale**

The Draft Regional Criteria and Project Assessment information in the table below are drawn from a memo to the Long-Range Plan Task Force dated May 12, 2016. This table also includes information (3rd column) linking the draft criteria with the goals from the Regional Transportation Priorities Plan.

Staff has proposed that project selection would occur in two phases. In the first phase, a full inventory of unfunded projects (the basis for the All-Build Scenario) would be screened to identify those projects that are deemed to be part of a *Regionally Significant Transportation Network*. Staff has proposed that the Regionally Significant Transportation Network be comprised of: 1) Interstate highways and roadways on the National Highway System; 2) all fixed-guideway transit systems, WMATA's Priority Corridor Network and bus rapid transit projects; 3) roadways on the TPB's Regional Freight-Significant Network.

In the second phase, *Regional Criteria* would be used to guide the selection of a limited number of unfunded projects that will represent the TPB's Regional Priority Projects. The Regional Criteria will be multi-modal and will be grounded in the TPB's Vision and Regional Transportation Priorities Plan. Unfunded projects that are on the Regionally Significant Transportation Network will be qualitatively assessed (see 4th column) and selected based on their potential to serve one or more Regional Criteria. These priority projects will be anticipated to positively affect the transportation system's performance at a regional level.

Commented [SN1]: All criteria except freight needs are part of NVTB & HB599 and Quantitative Score criteria. Some are part of State's HB2 criteria.

Commented [SN2]: There are many jurisdictional transit routes that are significant to the region. If you consider only WMATA priority networks, these will be excluded

Commented [SN3]: And quantitatively (some are quantifiable within the model)

No.	Draft Regional Criteria	RTPP Goal Served	Project Assessment
1	Increase Person Throughput HB2; NVTB Quant Score	1. Provide a Comprehensive Range of Transportation Options 4. Maximize Operational Effectiveness and Safety of the Transportation System	<ul style="list-style-type: none"> • Tool: Maps of congested travel corridors with low person-throughput. • Assessment: Projects deemed likely to increase person throughput in the above key corridors will be given credit in the selection system. • ITS improvements
2	Provide Targeted Congestion Relief HB599; HB2	1. Provide a Comprehensive Range of Transportation Options 4. Maximize Operational Effectiveness and Safety of the Transportation System 6. Support Inter-Regional and International Travel and Commerce	<ul style="list-style-type: none"> • Tool: Maps identifying facilities/corridors with the heaviest congestion – separate maps for vehicle hours or delay (VHD) and auto person hours of delay (PHD), Comparable measure(s) will be used to identify congested transit facilities/services. • Assessment: Projects deemed likely to relieve congestion in highlighted corridors will be given credit in the selection system. • Congestion duration • Person hours of delay (PHD), PHD in auto, PHD in transit • Transit crowding

No.	Draft Regional Criteria	RTPP Goal Served	Project Assessment
3	<p>Increase Non-SOV Travel Mode <u>NVTA Quant Score</u> (bike-ped connection; reduce VMT)</p>	<p>1. Provide a Comprehensive Range of Transportation Options 2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers 5. Enhance Environmental Quality, and Protect Natural and Cultural Resources</p>	<ul style="list-style-type: none"> • Tool: None (Yes/No) • Assessment: Projects aimed at increasing non-SOV travel will be given credit in the selection system.
4	<p>Connect Activity Centers <u>NVTA Quant Score</u> (activity center; jurisdictions/modes)</p>	<p>2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers</p>	<ul style="list-style-type: none"> • Tool: Maps of Activity Centers with current and planned road and transit connections. • Assessment: Projects that connect two or more Activity Centers will be given credit in the evaluation system.
5	<p>Improve Access to Environmental Justice Communities <u>HB599 (general accessibility); HB2</u></p>	<p>1. Provide a Comprehensive Range of Transportation Options 2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers</p>	<ul style="list-style-type: none"> • Tool: Maps of Communities of EJ Concern that will also include current and planned road and transit connections. • Assessment: Projects that address transportation challenges of the Community of EJ Concern will be given credit in the evaluation system.
6	<p>Improve Safety <u>NVTA Quant Score</u> <u>HB2</u></p>	<p>3. Ensure Adequate System Maintenance, Preservation, and Safety</p>	<ul style="list-style-type: none"> • Tool: Maps identifying locations with high rates of safety incidents. • Assessment: Projects that specifically alleviate a safety issue identified by member jurisdictions will be given credit in the evaluation system.
7	<p>Address Freight Needs</p>	<p>6. Support Inter-Regional and International Travel and Commerce</p>	<ul style="list-style-type: none"> • Tool: Map of the Regionally Freight-Significant Network • Assessment: Projects designed to enhance and/or improve freight movement on the Regionally Freight-Significant Network will be given credit in the evaluation system.
8	<p>Improve Non-Motorized Connectivity <u>NVTA Quant Score</u> (bike-ped connection; reduce VMT)</p>	<p>1. Provide a Comprehensive Range of Transportation Options 2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers 5. Enhance Environmental Quality, and Protect Natural and Cultural Resources</p>	<ul style="list-style-type: none"> • Tool: Under the guidance of the TPB Bicycle and Pedestrian Subcommittee, staff will provide: 1) a map of a regional trail network (currently under development) with built and unbuilt facilities and 2) a map of transit stations with constrained walksheds (WMATA's station access improvement study). • Assessment: Projects (packaged in groups) that are deemed likely to increase access to transit stations and activity centers, or close gaps in the regional trail network will be given credit in the evaluation system.

NVTA is in the process of incorporating the current HB599 and NVTA Quant score measures into its long range plan analysis (TransAction).

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Project Implementation Working Group

Approved Project Selection Criteria for the FY2017 Program

I. Background

In September 2015, NVTA issued a call for projects for the FY2017 Program. The FY2017 Program will contain the regional projects that will be funded using FY2017 Regional Revenues.

II. Need for Project Selection Criteria

NVTA staff estimates that approximately \$220,000,000 will be available from FY2017 regional revenues, assuming PayGo funding only. Additional finance options may increase this amount. Based on informal, non-binding feedback from member jurisdictions and agencies, NVTA staff estimates that funding requests associated with the FY2017 Program will amount to approximately \$750,000,000.

III. Overall approach to project selection

Similar to the methodology used for selecting regional projects that were funded through the FY2015-16 Two Year Program, the overall approach for project selection will use four types of screening:

- Preliminary Screening: this is a pass/fail filter. Each project must pass all applicable criteria to be considered for funding;
- Quantitative Score: a composite score is calculated for each project, using weighted selection criteria;
- Congestion reduction relative to cost ratio: uses a combination of travel time savings and project cost;
- Qualitative Considerations: projects are assessed using qualitative factors and considerations that do not lend themselves to be scored quantitatively.

The project selection criteria for each of the four types of screening are listed below.

Preliminary Screening: Pass/Fail Assessment

Screening Criteria
All projects
Contained in NVT's regional transportation plan (TransAction 2040), or included in the Transportation Planning Board's 2010 Constrained Long Range Plan
Reduces congestion
Within locality embraced by the Authority or in adjacent localities but only to the extent that such extension is an insubstantial part of the project and is essential to the viability of the project within the localities embraced by the Authority.
Rated in the HB599 Project Evaluation and Rating Study.
Initial reimbursement request will be submitted by June 30, 2019
Studies ineligible
Mass Transit projects only
Mass Transit project that increases capacity.

Detailed Screening: Quantitative Scores

TransAction 2040 Goal: Provide responsive transportation service to customers			Weighting (70 points)
Topic	Selection Criteria	Rating Scale (unless indicated otherwise, High = 1, Medium = 2/3, Low = 1/3)	
Reduce Roadway Congestion	Project reduces roadway congestion	HB599 detailed rating will be on a continuous scale of 0 (least congestion relief) to 100 (greatest congestion relief) Rating: HB599 detailed rating ÷ 100	45
Project Readiness	Project will be advanced as a result of FY2017 Program funding	High: Project will be fully open/operational (includes acquisition of buses) Medium: Project will advance to the ROW or partial construction phase Low: Project will advance to the preliminary engineering or design phase	15
Reduce VMT	Project reduces vehicle-miles traveled	High: Project directly reduces VMT (i.e., transit project, park-and-ride lot, new HOV lane(s), new pedestrian and bicycle trail). Medium: Project indirectly or through expansion reduces VMT (i.e., expansion of HOV, transit improvement, or expansion). Low: Project does not reduce VMT.	5
Safety	Project improves the safety of the transportation system	High: Project designed to specifically improve system safety and/or address an existing safety deficiency. Medium: Project will generally result in a safety improvement. Low: Project will have no discernible positive effect on safety.	5

TransAction 2040 Goal: Maximize community connectivity by addressing transportation and land use together			Weighting (10 points)
Topic	Selection Criteria	Rating Scale (High = 1, Medium = 2/3, Low = 1/3)	
Activity Center Connections	Project improves connections between multiple Activity Centers	High: Project improves connectivity between three or more activity centers. Medium: Project improves connectivity between two activity centers. Low: Project improves connectivity to one activity center only.	5
Regional Connectivity and modal integration	Project connects jurisdictions and modes	High: Project connects jurisdictions and modes. Medium: Project connects jurisdictions. Low: Project does not connect jurisdictions or modes.	5

TransAction 2040 Goal: Provide an integrated, multimodal transportation system		
Topic	Selection Criteria	Weighting (10 points)
Improved Bicycle and Pedestrian Travel Options	Project supports multiple use development patterns in a walkable/bikeable environment	10
Rating Scale (High = 1, Medium = 2/3, Low = 1/3) High: Project adds or extends non-motorized facility to and within activity center. Medium: Project improves existing non-motorized facility to and within activity center. Low: Project does not improve or provide a non-motorized facility to and within activity center.		

TransAction 2040 Goal: Incorporate the benefits of technology		
Topic	Selection Criteria	Weighting (5 points)
Management and Operations	Project improves the management and operation of existing facilities through technology applications	5
Rating Scale (High = 1, Medium = 2/3, Low = 1/3) High: Project improves technological management and operations of an existing transportation facility. Medium: Project improves technological management and operations of an expansion of an existing transportation facility. Low: No improvement to management and operations of a facility.		

TransAction 2040 Goal: Identify funding and legislative initiatives needed to implement the Plan		
Topic	Selection Criteria	Weighting (5 points)
Cost Sharing	Project leverages private or other outside funding	5
Rating Scale (High = 1, Medium = 2/3, Low = 1/3) High: Project leverages private or other outside funding. Medium: Project leverages modest private or other outside funding. Low: Project has no leveraged private or other outside funding.		

Detailed Screening: Congestion Reduction Relative to Cost

Screening Criteria
<p>Priority given to greatest congestion reduction relative to cost: the Authority is required to give priority to such projects. Congestion reduction relative to cost is calculated by dividing:</p> <ul style="list-style-type: none">• Total travel time saved as a result of the project (from opening year thru 2040) by• Project Cost

Detailed Screening: Qualitative Considerations

Screening Criteria
<p>Continuity of project funding: In general, NVTA funding approval for most project phase(s) infers a commitment to fund the remainder of that phase (or phases), provided that the likely total commitment is reasonably known at the time of original funding approval. Funding decisions will continue to be based on the prevailing project selection criteria, subject to funding availability at the time of request. However, funding continuity decisions will be considered on a case-by-case basis. One exception to this is that NVTA funding approval for studies does not infer a commitment to fund any subsequent project phase, including additional studies. Continuity of funding commitments requires compliance with all terms and conditions associated with approved SPAs, and any requirements imposed by NVTA.</p>
<p>Cost sharing: while cost sharing is included as a criterion for quantitative scoring, it is also included as a qualitative consideration to take account of any conditions associated with other funds, e.g. federal, state, local, and NVTA local (30%) funds.</p>
<p>Geographic balance: a policy consideration for the Authority when finalizing the FY2015-16 Two Year Program.</p>
<p>Modal balance: a policy consideration for the Authority when finalizing the FY2015-16 Two Year Program.</p>
<p>Additional supporting information</p>



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

June 7, 2016

Mr. Kanti Srikanth
Director, Transportation Planning Department
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201
RE: Draft Long Range Plan Priority Unfunded Projects Criteria

Dear Mr. Srikanth:

Thank you for the opportunity to comment on the staff proposal for *Regional Criteria for Long Range Plan Project Selection*. We strongly believe that this process and criteria should be consistent with the TPB's *Regional Transportation Priorities Plan (RTPP) for the Capital Region*. VDOT agrees with the strategy of assessing major "unfunded" projects, assessing their potential regional benefits and adding them to a financially unconstrained priority list in a future Long Range Transportation Plan. Subsequent to developing this priority list, the TPB would then seek to develop regional and perhaps Federal support for these projects. There would be no requirement or expectation for the States, the District of Columbia, or localities to fund these projects.

We do have some concerns about the process, and we also have some suggestions based on our experience with project prioritization in recent years.

1. The process and criteria under development should be limited to unfunded projects with potential major regional benefits. The projects that Virginia, Maryland and the District of Columbia submit for inclusion in the CLRP are, by definition, projects with identified funding sources, in compliance with the Federal requirements for financial constraint of Metropolitan Transportation Plans and Transportation Improvement Programs. These CLRP candidate projects should not be subject to any new screening process. Similarly, projects that are already in the CLRP should be excluded from any screening process.
2. As you know, the Commonwealth of Virginia has adopted and implemented legislation requiring performance-based, quantitative evaluation of transportation projects. We want to stress to the Long Range Planning Task Force that, when Virginia advances new projects into the CLRP and

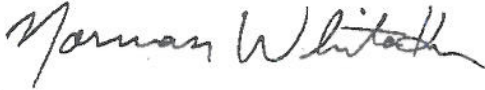
TIP, they have been through a lengthy project development process that often starts with local government Comprehensive Plans. Most significant projects that will require funding through the Commonwealth must be evaluated through either the HB-2 or HB-599 processes, and some projects go through both processes. Projects fully funded by CMAQ, RSTP and HSIP are exempt from HB-2 and HB-599, but are selected through a process consistent with Federal requirements. When VDOT and DRPT complete their scoring of projects using HB-599 criteria, the HB-599 scores are delivered to the Northern Virginia Transportation Authority (NVTA). NVTA then combines the HB 599 scores with their own planning and project selection criteria to create an NVTA ranking for funding purposes. Final scores for HB-2 candidate projects form the basis for the Commonwealth Transportation Board's funding decisions that comprise Virginia's Six Year Improvement Program.

3. The HB-2 and HB-599 processes are inclusive of all major travel modes. Transit, bike pedestrian, freight and highway projects are all eligible for funding and evaluation. Any process developed by TPB to prioritize regionally significant unfunded projects should also include all major travel modes---pedestrian/bike, transit and highway. The process should also recognize that the TPB planning area is a region consisting of urban, urbanizing and suburban and areas, and that the needs of the inner and outer suburbs may differ.
4. We have attached a matrix consisting of the TPB's Draft Regional Criteria for assessment of unfunded projects, with a column added to show HB-2 and HB-599 performance measures as they relate to the TPB's Draft Criteria and RTTP Goals. (For HB-599, we have addressed both the VDOT/DRPT measures and the NVTA's scoring criteria, which are combined with the VDOT/DRPT scores to yield project rankings.) It is important to note that Northern Virginia's HB-2 and HB-599 processes include evaluation of a wide range of metrics relating to the impacts and benefits of transportation improvements. Mitigation of traffic congestion is prominent in both evaluation systems, but other scoring measures include access to jobs, environmental impacts, economic development, and support for efficient land use patterns, and homeland security.

In summary, we encourage the Task Force and TPB staff to continue to develop strategies to identify transportation projects with major regional benefits, using the principles in the Regional Transportation Priorities Plan as a guide. We also stress that the CLRPP consists of projects which are planned and funded by the States, the District of Columbia and local governments and must meet all Federal requirements for fiscal constraint and environmental impact review. The Commonwealth of Virginia, the Northern Virginia Transportation Authority and our local governments have expended tremendous efforts to make sure our CLRPP projects are consistent with legislatively mandated performance-based planning requirements prior to being eligible for funding, and we encourage the Task Force to recognize that these CLRPP projects have been already adequately screened, evaluated and prioritized. Finally, we advocate a balance between all travel modes while recognizing the transportation needs of all parts of our diverse metropolitan region.

We appreciate the opportunity to comment on the draft criteria and planning process. We look forward to continued regional collaboration on the Long Range Transportation Plan.

Sincerely,

A handwritten signature in black ink, appearing to read "Norman Whitaker". The signature is fluid and cursive, with the first name "Norman" being larger and more prominent than the last name "Whitaker".

Norman Whitaker, AICP
Transportation Planning Director
Virginia Department of Transportation, Northern Virginia District

Cc:

Helen Cuervo, P.E., VDOT

Rene'e Hamilton, VDOT

Maria Sinner, P.E., VDOT

(Attachment)

Draft Long Range Plan Project Selection Criteria

No.	Draft Regional Criteria	HB2/HB599/NVTA Measures	RTPP Goal Served	Project Assessment
1	Increase Person Throughput	Person Throughput, Management and Operations	<ol style="list-style-type: none"> 1. Provide a Comprehensive Range of Transportation Options 4. Maximize Operational Effectiveness and Safety of the Transportation System 	<ul style="list-style-type: none"> • Tool: Maps of congested travel corridors with low person-throughput. • Assessment: Projects deemed likely to increase person throughput in the above key corridors will be given credit in the selection system.
2	Provide Targeted Congestion Relief	Congestion Duration, Person Hours of Delay, Person Hours of Congested Travel, Auto, Person Hours of Congested Travel, Transit, Transit Crowding, Person Hours of Delay, Reduce VMT, Management and Operations	<ol style="list-style-type: none"> 1. Provide a Comprehensive Range of Transportation Options 4. Maximize Operational Effectiveness and Safety of the Transportation System 	<ul style="list-style-type: none"> • Tool: Maps identifying facilities/corridors with the heaviest congestion – separate maps for vehicle hours or delay (VHD) and auto person hours of delay (PHD). Comparable measure(s) will be used to identify congested transit facilities/services. • Assessment: Projects deemed likely to relieve congestion in highlighted corridors will be given credit in the selection system.
3	Increase Non-SOV Travel Mode	Air Quality and Energy Environmental Effect, Land Use Policy Consistency, Improved Bicycle and Pedestrian Travel Options	<ol style="list-style-type: none"> 1. Provide a Comprehensive Range of Transportation Options 2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers 5. Enhance Environmental Quality, and Protect Natural and Cultural Resources 	<ul style="list-style-type: none"> • Tool: None (Yes/No) • Assessment: Projects aimed at increasing non-SOV travel will be given credit in the selection system. • Assessment: Projects aimed at increasing non-SOV travel will be given credit in the selection system.

4	<p>Connect Activity Centers</p>	<p>Access to Jobs, Accessibility to Jobs, Activity Center Connections, Regional Connectivity and Modal Integration</p>	<p>2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers</p>	<ul style="list-style-type: none"> • Tool: Maps of Activity Centers with current and planned road and transit connections. • Assessment: Projects that connect two or more Activity Centers will be given credit in the evaluation system.
5	<p>Improve Access to Environmental Justice Communities</p>	<p>Accessibility to Jobs, Access to Jobs for Disadvantaged Populations, Access to Multimodal Choices, Access to Jobs, Activity Center Connections, Regional Connectivity and Modal Integration</p>	<p>1. Provide a Comprehensive Range of Transportation Options</p> <p>2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers</p>	<ul style="list-style-type: none"> • Tool: Maps of Communities of EJ Concern that will also include current and planned road and transit connections. • Assessment: Projects that address transportation challenges of the Community of EJ Concern will be given credit in the evaluation system.
6	<p>Improve Safety</p>	<p>Number of Fatal and Severe Injury Crashes, Rate of Fatal and Severe Injury Crashes, Safety</p>	<p>3. Ensure Adequate System Maintenance, Preservation, and Safety</p>	<ul style="list-style-type: none"> • Tool: Maps identifying locations with high rates of safety incidents. • Assessment: Projects that specifically alleviate a safety issue identified by member jurisdictions will be given credit in the evaluation system.

7	Address Freight Needs	Intermodal Access and Efficiency	6. Support Inter-Regional and International Travel and Commerce	<ul style="list-style-type: none"> ▪ Tool: Map of the Regionally Freight-Significant Network • Assessment: Projects designed to enhance and/or improve freight movement on the Regionally Freight-Significant Network will be given credit in the evaluation system.
8	Improve Non-Motorized Connectivity	Access to Multimodal Choices, Improved Bicycle and Pedestrian Travel Options	<p>1. Provide a Comprehensive Range of Transportation Options</p> <p>2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers</p> <p>5. Enhance Environmental Quality, and Protect Natural and Cultural Resources</p>	<ul style="list-style-type: none"> • Tool: Under the guidance of the TPB Bicycle and Pedestrian Subcommittee, staff will provide: <ol style="list-style-type: none"> 1) a map of a regional trail network (currently under development) with built and unbuilt facilities and 2) a map of transit stations with constrained walksheds (WMATA's station access improvement study). • Assessment: Projects (packaged in groups) that are deemed likely to increase access to transit stations or close gaps in the regional trail network will be given credit in the evaluation system.

John Swanson

From: Emmet Tydings <etydings@abttelecom.com>
Sent: Tuesday, June 14, 2016 1:25 PM
To: Kanti Srikanth; John Swanson
Subject: Long Range Task Force public comments

Importance: High

To: Kanti Shrikanth – Director Transportation, MWCOG
From: Emmet Tydings – Citizens Advisory Committee to TPB at MWCOG
Subject: Long Range Planning Task Force (LRPTF) suggestions/comments
Date: 6-14-16

Dear Kanti, based on my work on the CLRP and Regional Transportation Priorities Planning for fourteen (14) years at COG as a member for the CAC, I would like to submit the comments below for consideration with the Long Range Planning Task Force (LRPTF):

1. The LRPTF should have a component of input from the public and organizations for projects
2. Projects categories should focus on Mass transit, Roads, Bridges, Pedestrian and Cycling
3. Project Prioritization should give highest ranking to Regional Significance and Congestion Relief
4. External (to COG/TPB and governing jurisdictions) data from studies, polls, etc. should be given consideration in weighting project prioritization
5. The Project Criteria as drafted should eliminate VMT as a measure
6. COG could set up a simple public input website tool. This could take many forms too diverse to enumerate here, but one thing might be to let the public vote or prioritize on the final list of 10 -15 projects that are culled

Best Regards,

Emmet Tydings
Citizens Advisory Committee – TPB – MWCOG
Greeter Olney Civic Assoc. Transportation Committee
Exec Board – Suburban Maryland Transportation Alliance
Montgomery County Resident
President, AB&T Telecom, LLC
9841 Broken Land Pkwy., Ste. 118
Columbia, MD 21046
www.abttelecom.com



From: Allison Davis, Dan Emerine, and Dan Malouff

Date: June 7, 2016

General comments:

- We support the development of independent project analysis criteria for TPB, apart from the processes used to select projects for funding in DC, MD, and VA. Local process may be instructive for TPB, but the TPB geography has unique needs that the comparatively parochial state and sub-regional processes may not fully take into consideration.
- We believe that it is likely that large-scale structural change to many of issues with the CLRP outcomes cannot be achieved only with transportation. We urge TPB to consider testing the package of priority projects against scenarios that look at changes to land use, pricing, and technology. We recognize that a package of projects, technology, other policies and land use are the way to move the proverbial needle, but also understand that we may have to prove the limited impacts of billions of dollars of additional infrastructure investment first.

Comments about regional significance:

- Ideally the definition of “regionally significant” is any project that affects a regional need. Since the RTPP serves that function, regionally significant projects are those that affect the RTPP goals.
- We support the effort to cull the list of projects to a more manageable number for further analysis, but urge that “regionally significant” does not necessarily mean only “large projects” or projects that “cross boundaries.” Some regional needs, particularly within activity centers, are crucially important to the entire region but can only be met by many small local projects that, for the needs of this plan, can be combined in a package or program of improvements.. Therefore the TPB’s definition of regionally significant must include a mechanism for identifying and including such projects.
- We support the following basis for a definition for regionally significant:
 1. Project is located on a current or future highway or arterial road;
 2. Project is located on a current or future priority transit line (including all rail, WMATA’s bus PCN, and possibly other transit PCN-equivalents);
 3. Project is located within an activity center.

Comments about selection/prioritization criteria:

- It needs to be clear what the proposed selection criteria will be used for. Will it be for an initial screen, for actual prioritization, or for both? We think this is still not clear to the work group and a clear flow chart of other non-text heavy diagram would be helpful.
- Criteria that address transportation should cover both “mobility” (ie moving around) and “accessibility” (ie arriving somewhere). Both are necessary to a functioning transportation system, and it would be an error to focus solely on one or the other.
- Since TPB will not be modeling individual projects, criteria must be measurable at the full-system level.
- It may not be possible to model some important priorities. Objective off-model criteria may be necessary. If so they should be developed and accepted.
- Ideally there should be only 1 criteria per RTPP goal, however the diverse needs captured within each goal may necessitate multiple criteria. The minimum acceptable number of criterial should be used.

- It appears the draft regional criteria were developed, then afterwards crosswalked against what RTPP goal(s) they might serve. If true, that would put the cart before the horse. Rather than asking “what RTPP goal does this criteria serve,” we should start with the RTPP goals and find criteria that relate to each one. We propose the following:
 1. **RTPP Goal 1—Provide a comprehensive range of transport options:** Percent of households within a 45-minute commute of jobs, by non-SOV trip.
 2. **RTPP Goal 2—Promote a strong regional economy, including core & activity centers:** Multiple activity centers are connected, or there is a major improvement to multimodal connectivity within an activity center.
 3. **RTPP Goal 3—Ensure adequate maintenance, preservation, and safety:** There is a reduction in breakdowns or incidents caused by lack of a state of good repair, due directly to a project with that *specific purpose*. To prevent all projects from claiming this benefit, it may be necessary to declare that projects meeting this criteria may not claim other benefits under other criteria.
 4. **RTPP Goal 4—Maximize operational effectiveness & safety:** The efficiency of the transportation network increase, as represented by an increase in the ratio of PMT relative to VMT.
 5. **RTPP Goal 5—Enhance environmental quality & protect natural & cultural resources:** Pollutant measures improve, including greenhouse gases. We recommend partial credit for per capita reductions, full credit for raw reductions.
 6. **RTPP Goal 6—Support inter-regional & international travel & commerce:** Nationally significant travel improves due to enhancements to the interstate highway system, a class 1 railroad, or a major airport.