



MEMORANDUM

TO: TPB Long-Range Plan Task Force
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Sample list of improvement initiatives for illustrative purposes
DATE: May 17, 2017

The TPB has asked the task force to choose 6-10 projects, programs and policies for analysis. As presented on April 19, staff scenario development experience has demonstrated that when analyzed on their own, most individual projects do not produce results that can have a distinct impact on a regional scale. Therefore, TPB staff recommended organizing the brainstormed list of over 70 projects, programs and policy ideas into “packages” or “bundles.” By packaging mutually beneficial ideas together, staff is confident that when it comes time to analyze the performance of the combined initiatives at a sketch planning level, the bundled set of projects/programs/policies will provide much more robust results (compared to analyzing individual initiatives separately) due to the synergy that packaging can generate. Staff acknowledges that the bundling process could also result in the task force producing a list of recommendations with significantly more than the 6-10 individual items originally envisioned by the TPB resolution enacting this task force. Staff understands that if that were to be the case, some may find the potential for advocacy of the final product challenging or diluted. The task force will need to thoroughly consider this and provide clarification on the path forward.

EXAMPLES FOR ILLUSTRATIVE PURPOSES

Attached to this memo is a set of seven example packages of initiatives. Staff has put this sample set of packages together to provide a starting point for discussion amongst the task force. Here are some overview characteristics about the packages:

- Projects, programs and policies were drawn from the list of over 70 suggestions from the task force, with staff refining and expanding upon a few. Most suggestions are included, however not all are included in the attached examples.
- Most packages have a combination of projects, programs and policy ideas within them.
- Each package has a different theme. Each idea within the packages was chosen to provide mutual support to enhance overall performance of the package.
- Some of the packages focus on one mode, although most are multimodal.
- The packages are not mutually exclusive - there is some overlap of projects, policies and programs between the sample packages.

NEXT STEPS

Staff recommends that the task force members review the example packages in advance of the May 17 meeting. At that meeting, the task force will be asked to discuss these proposed packages and

come up with any additional ideas. Since the example packages are meant to spark discussion, task force members are invited to think about the following questions:

- Does it make sense to bundle items into packages, and do packages satisfy the TPB's instructions to this task force via the resolution? Are the sample packages too large? Too small?
- Is there anything you would like to add or remove from a sample package?
- Are there any changes you would recommend to the set of projects, programs and policies represented within the sample packages? Is there something you do not believe fits, is redundant, or is missing a good complementary strategy?
- Are there any packages that you would like to see the task force study, whether they are represented in this list or not?

The work of developing alternative packages of projects, programs, and policies will continue during the task force's May 24 meeting and through the end of the month. The plan is to have a draft set of projects, policies and programs to share with the TPB at its June 21 meeting with the understanding that the TPB will be selecting, at its July 17 meeting, 6-10 projects, programs, and policies for the staff to analyze and determine which of those would help make significantly better progress towards achieving the region's transportation goals and priorities.

The TPB asked the task force to recommend 6-10 projects, programs, and policies for further analysis. These 6-10 projects, programs, and policies could be standalone initiatives or a package of mutually supportive ideas as in the attached examples. Staff is in the process of procuring the services of a consultant to help analyze the 6-10 improvement initiatives selected by the TPB. The task force could decide to recommend just one set of 6-10 standalone projects, programs and policies to be analyzed. However, the task force may choose to construct multiple packages of initiatives (up to 10) with each of the packages themselves containing mutually supportive project, program and policy ideas.

Bundled Projects, Programs and Policies

1. Regional Express Travel Network

PROJECTS	a. HOV, toll lanes, and express bus service on all existing limited access and major travel facilities, including parkways
	b. WMATA's Priority Corridor Network for bus service enhancements on 24 major corridors
	c. First-mile, last-mile connections to express transit service (local bus, bike/ped)
	d. Additional park-and-ride lot capacity in outer jurisdictions for HOV and express bus services
PROG	e. Parking pricing and employer-provided transit/ridesharing subsidies in locations served by the above network
POL	f. Redistribute forecast growth within jurisdictions to increase high-density, mixed-use development around the regional express travel network

2. Enhanced Regional Rail Service

PROJECTS	a. Metrorail: 100% eight-car trains, second Metro station at Rosslyn, reduce interlining, expand/enhance high-volume stations in system core
	b. Commuter rail: increase frequency and hours of service, VRE-MARC crossover, Union Station and Long Bridge capacity expansion
	c. First-mile, last-mile connections to rail service (local bus, bike/ped)
	d. Reduce Metrorail fares in off-peak direction during peak period and on other underutilized Metrorail segments
PROG	e. Parking pricing and employer-provided transit subsidies in locations served by the above network
POL	f. Concentrate more future growth within each jurisdiction for high-density, mixed-use development in Activity Centers served by Metrorail and commuter rail

3. Targeted Roadway Capacity Enhancements

PROJ.	a. New northern Potomac River crossing
	b. Added capacity at regionally significant bottlenecks identified by TPB's Congestion Monitoring Report

Long-Range Plan Task Force: Sample list of improvement initiatives for illustrative purposes

4. Single-Occupancy Vehicle Travel Demand Reduction

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| PROJECTS | a. Toll the bridges in regional core |
| PROG | b. Expand regional bike-share network |
| POL | c. Metrorail station access improvements for bicyclists and pedestrians and interconnected network of regional trails |
| | d. Expand park-and-ride lot capacities for rideshare/carpool and end-line Metrorail stations |
| | e. Incentivize transit: targeted parking pricing at workplaces throughout region and expand employer-provided subsidies for transit |
| | f. Optimize jobs-housing balance by moving more future housing growth within jurisdictions into Activity Centers, and moving jobs across jurisdictions to Activity Centers in need of more jobs |

5. Overall Travel Demand Management

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| PROG | a. Extensive telework (50% of commuters telework 1.5 days/week) |
| POL | b. Maximize flexible work schedules, expand compressed work schedules to 50% 4-day work weeks |
| | c. Optimize jobs-housing balance by moving more future housing growth within jurisdictions into Activity Centers, and moving jobs across jurisdictions to Activity Centers in need of more jobs |

6. Travel Automation and Technology Improvements

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| PROJ. | a. Improved engineering and operational practices in arterial design such as turn movement treatments and transit priority treatments |
| PROGRAMS | b. Automated and semi-automated services on limited access facilities to potentially include cars, buses, connected vehicles, freight |
| | c. First-mile, last-mile connections: automated and semi-automated services for first and last mile access to/from public transit |
| | d. Extensive shared mobility for all trip purposes |
| | e. Automated traffic incident management and advanced traveler information systems |

7. Maximal Transit

PROJECTS

- a. Second Rosslyn tunnel for Metrorail
- b. Other transit: circumferential Purple Line (connecting New Carrolton to Eisenhower Ave), transitway to Waldorf and light rail expansions in DC
- c. MARC Growth Plan & VRE System Plan 2040 plans (not in CLRP) Two-way traffic on MARC Brunswick line

PROG

- d. Free transit for low-income earners
- e. Extensive TOD in under-invested high-capacity transit nodes funded by a regional value-capture mechanism

POL

- f. Policies to incentivize transit: price parking at all Activity Centers, require employer-provided subsidies for transit and parking cash-out

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