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		
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
Task 1											
Reaffirm Regional Goals and Agree Upon Performance Measures											
Task 2											
Determine Regional Challenges and Strategies to Address Them											
—Near Term											
—Longer Term											
Task 3											
Develop Regional Priorities, both Funded and Unfunded											
—Near Term											
—Longer Term											
Interim Reports *											
Public Outreach and Comment											
Final Reports											

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

3

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
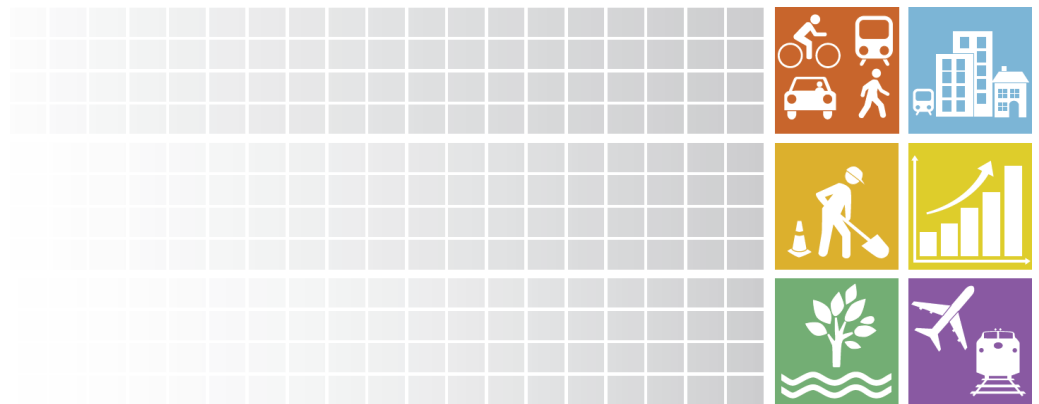
Overview

- 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
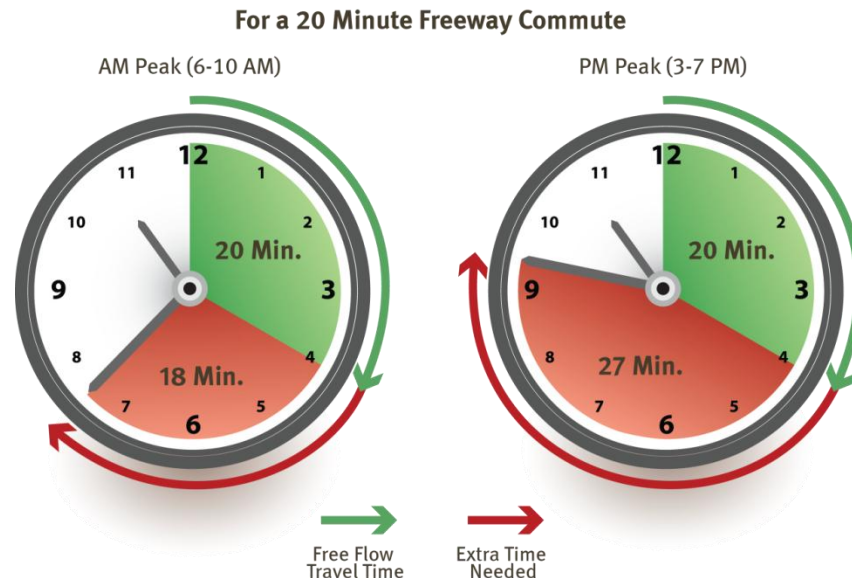
Listening Session Schedule

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
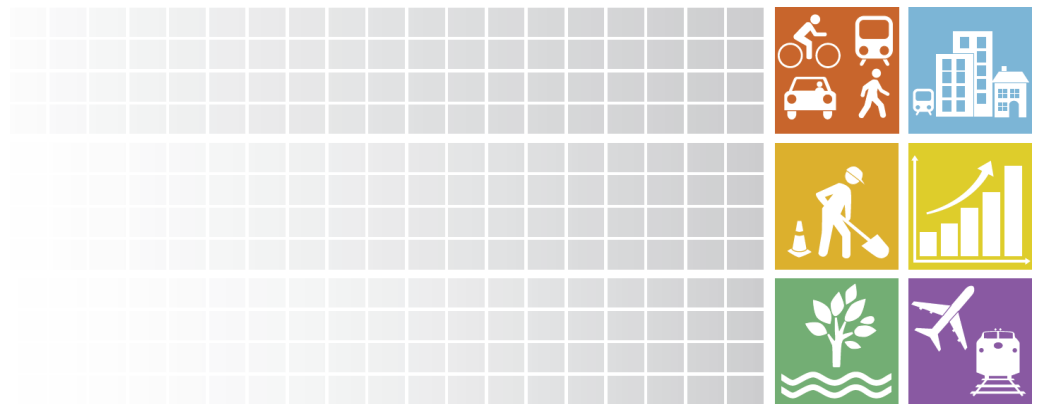
Lessons Learned (1)

- **<u>Lesson #1</u>**: 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

For a 20 Minute Freeway Commute

AM Peak (6-10 AM)   20 Min.   18 Min.

PM Peak (3-7 PM)   20 Min.   27 Min.

Free Flow Travel Time   Extra Time Needed

Lessons Learned (2)

- **<u>Lesson #2</u>**: 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 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 <u>Challenges</u>** Participants will: •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

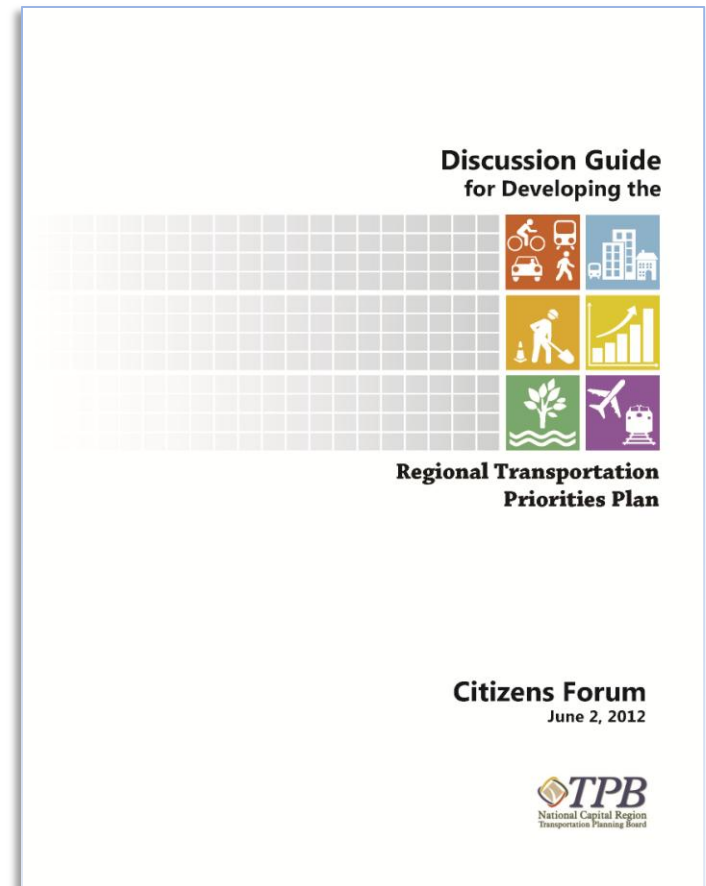|	
1:00pm	**Presentation on Top Challenges** (based on keypad polling during AM session)
1:10pm	**Presentation, Discussion and Polling on <u>Strategies</u>** Participants will: •Discuss pros and cons of each of the six sample strategies, and vote •Propose additional strategies and vote on those
2:45pm	**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

Discussion Guide
for Developing the

Regional Transportation
Priorities Plan

Citizens Forum
June 2, 2012

TPB
National Capital Region
Transportation Planning Board

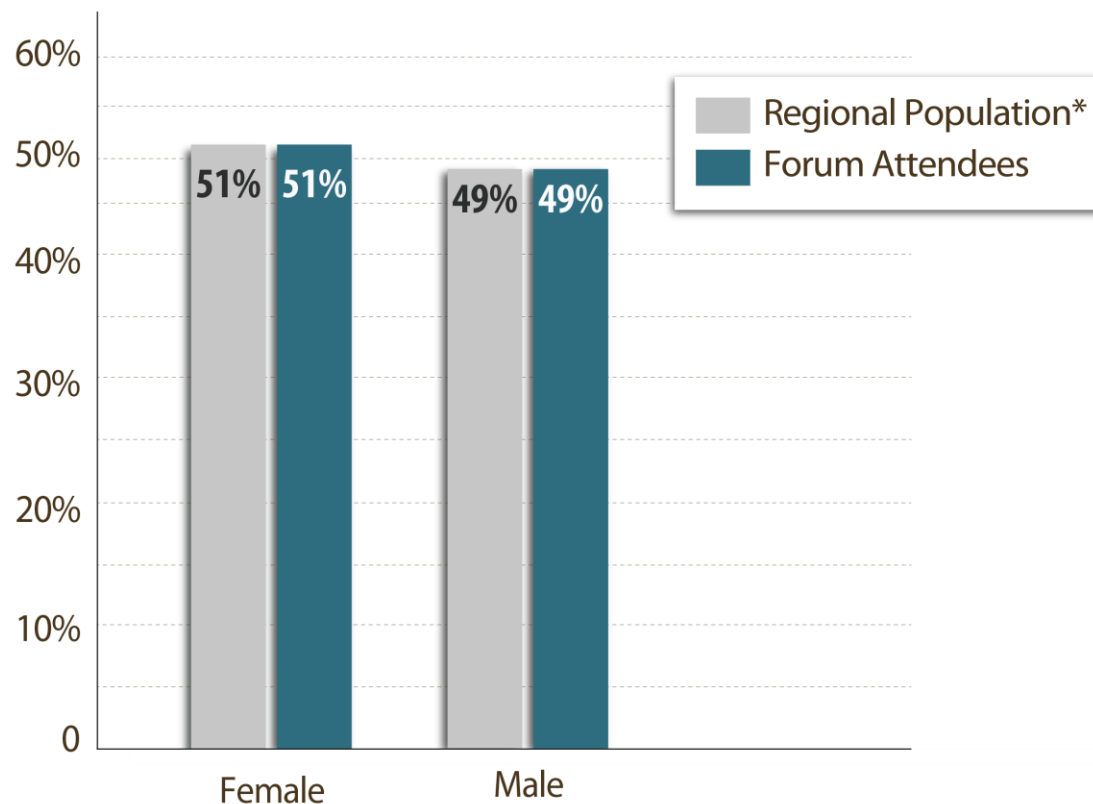# PARTICIPANT DEMOGRAPHICS

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?
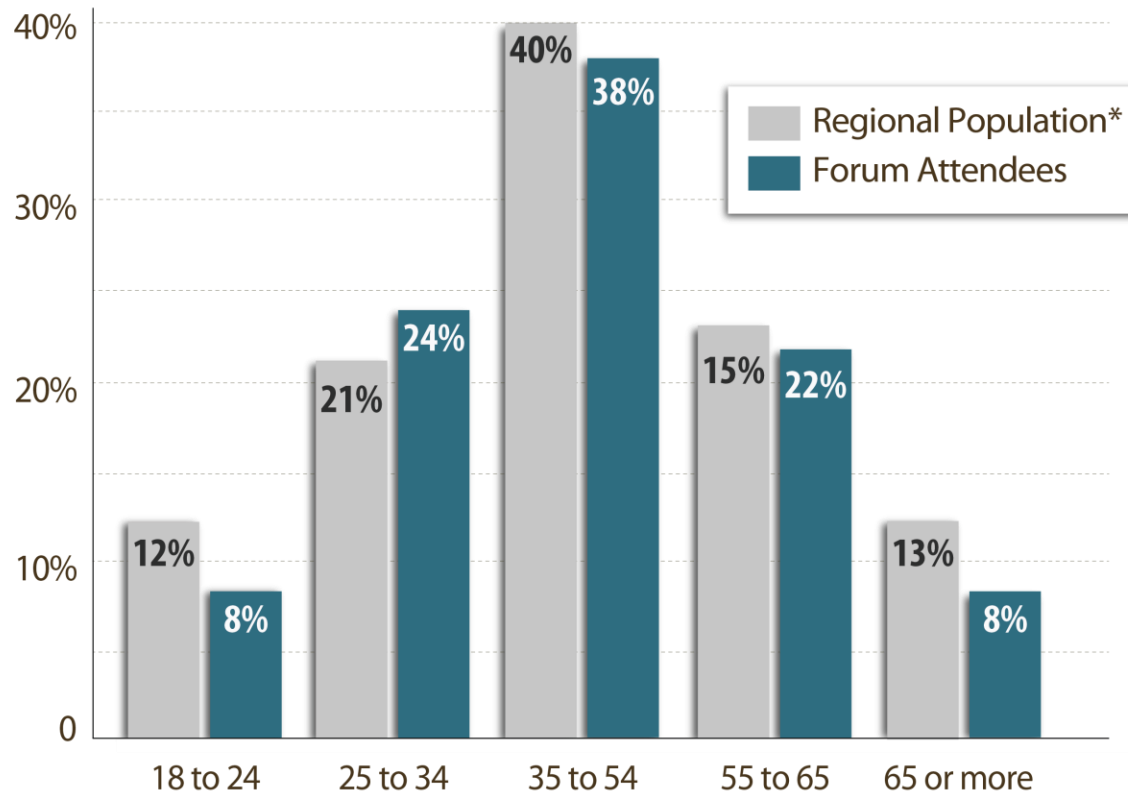
Gender
Regional Population vs. Forum Attendees

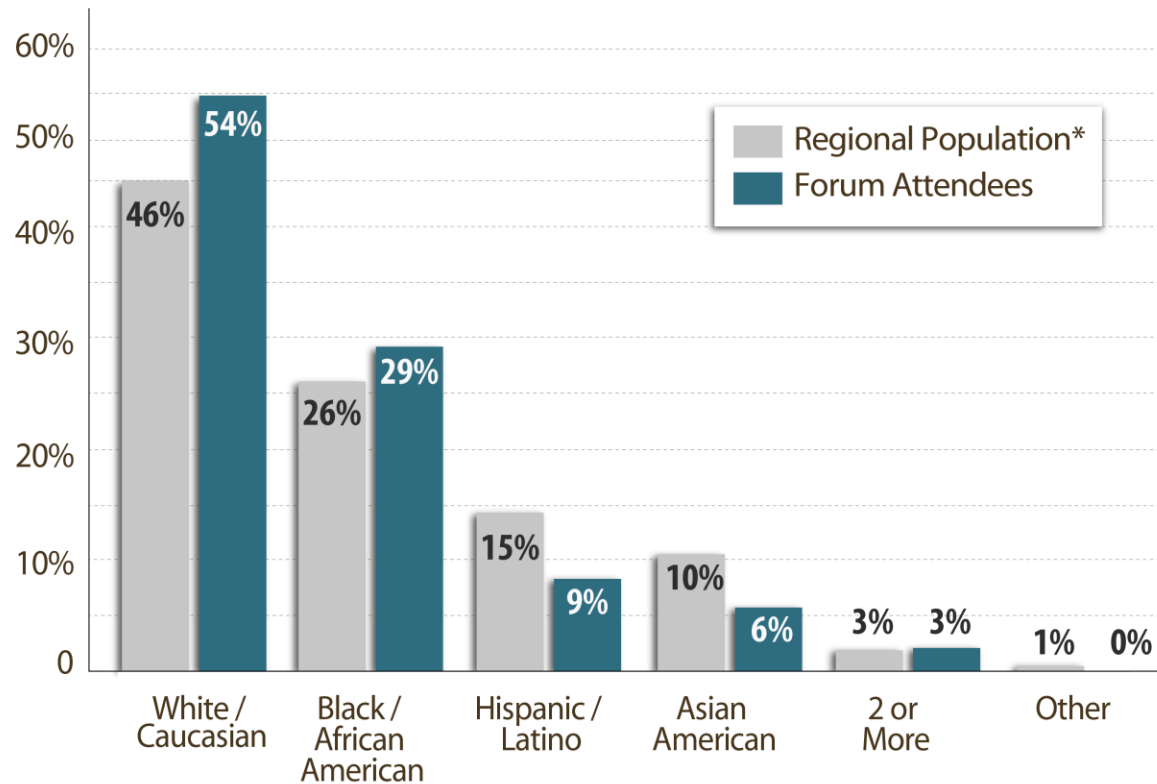* Regional Population Source: Census 2010

What is your age?

Age
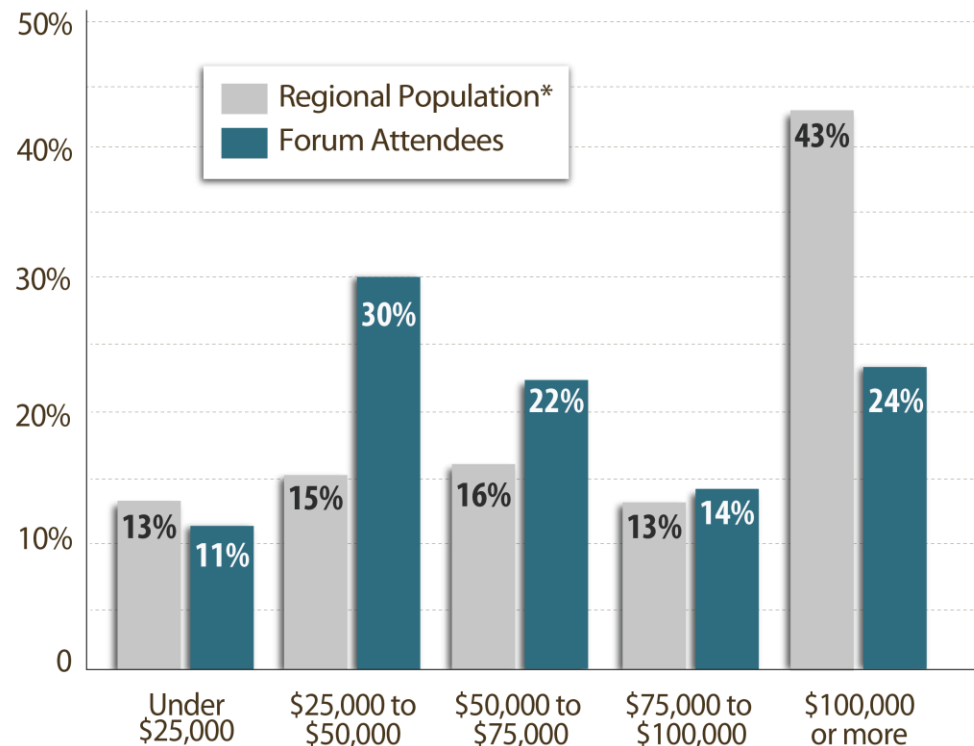Regional Population vs. Forum Attendees

What is your race/ethnicity?

Racial / Ethnic Makeup
Regional Population vs. Forum Attendees

Legend:
- Regional Population*
- Forum Attendees

Category	Regional Population*	Forum Attendees
White / Caucasian	46%	54%
Black / African American	26%	29%
Hispanic / Latino	15%	9%
Asian American	10%	6%
2 or More	3%	3%
Other	1%	0%

* Regional Population Source: Census 2010
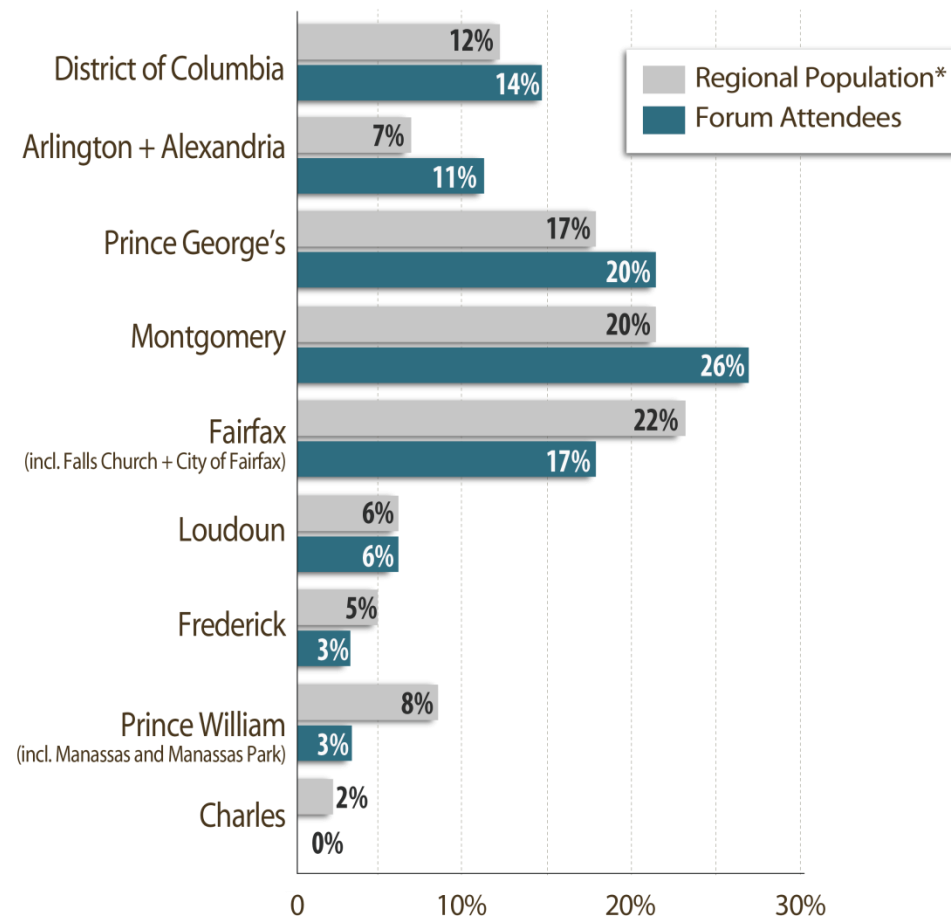
What is your annual <u>household</u> income?

Income (Annual Household)
Regional Population vs. Forum Attendees

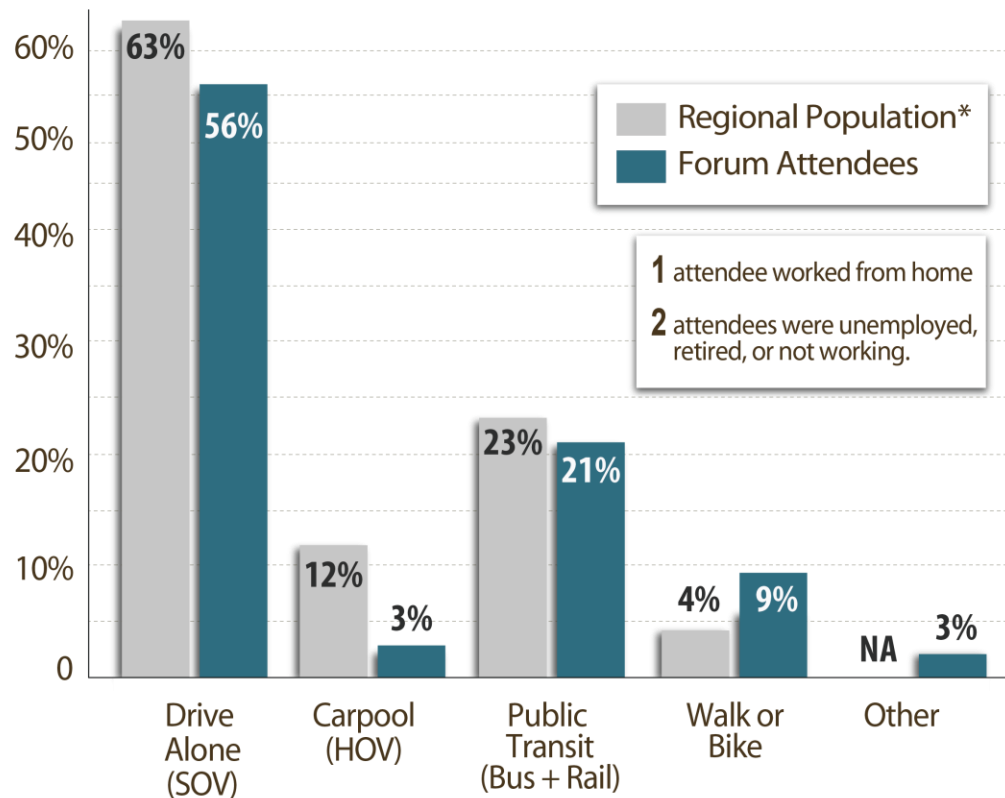* Regional Population Source: 2010 American Community Survey (ACS)

Where do you live?

Jurisdiction of Residence
Regional Population vs. Forum Attendees

Legend:
- Regional Population*
- Forum Attendees

Jurisdiction	Regional Population*	Forum Attendees
District of Columbia	12%	14%
Arlington + Alexandria	7%	11%
Prince George's	17%	20%
Montgomery	20%	26%
Fairfax (incl. Falls Church + City of Fairfax)	22%	17%
Loudoun	6%	6%
Frederick	5%	3%
Prince William (incl. Manassas and Manassas Park)	8%	3%
Charles	2%	0%

* 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

Legend:
- Regional Population*
- Forum Attendees

1 attendee worked from home
2 attendees were unemployed, retired, or not working.

Mode	Regional Population*	Forum Attendees
Drive Alone (SOV)	63%	56%
Carpool (HOV)	12%	3%
Public Transit (Bus + Rail)	23%	21%
Walk or Bike	4%	9%
Other	NA	3%

* Regional Population Source: 2011 CLRP

27

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?

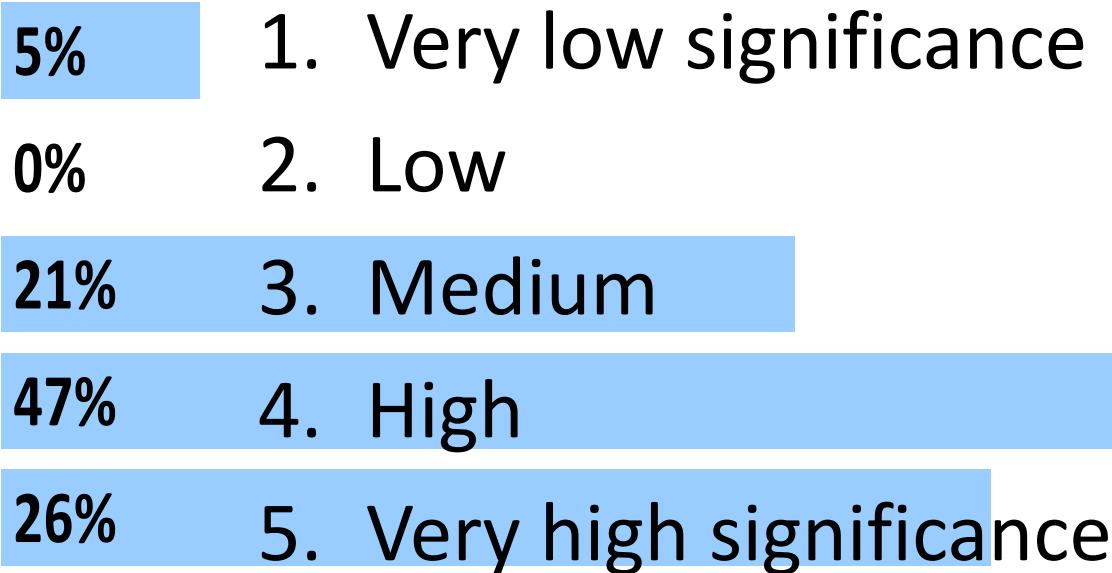0%   1. Very low significance

0%   2. Low

19%   3. Medium

41%   4. High

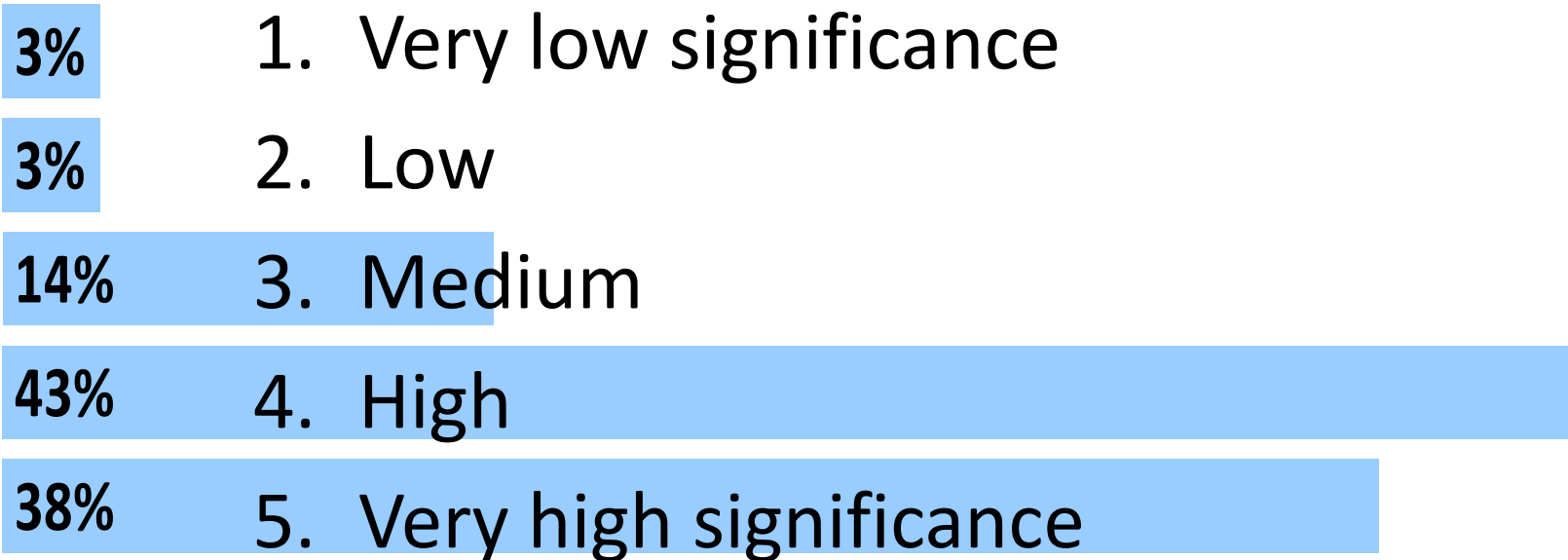41%   5. Very high significance

Goal 2 – Challenge 1

"Development and transportation are often not well-coordinated" – How <u>significant</u> 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 <u>significant</u> 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 <u>significant</u> 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
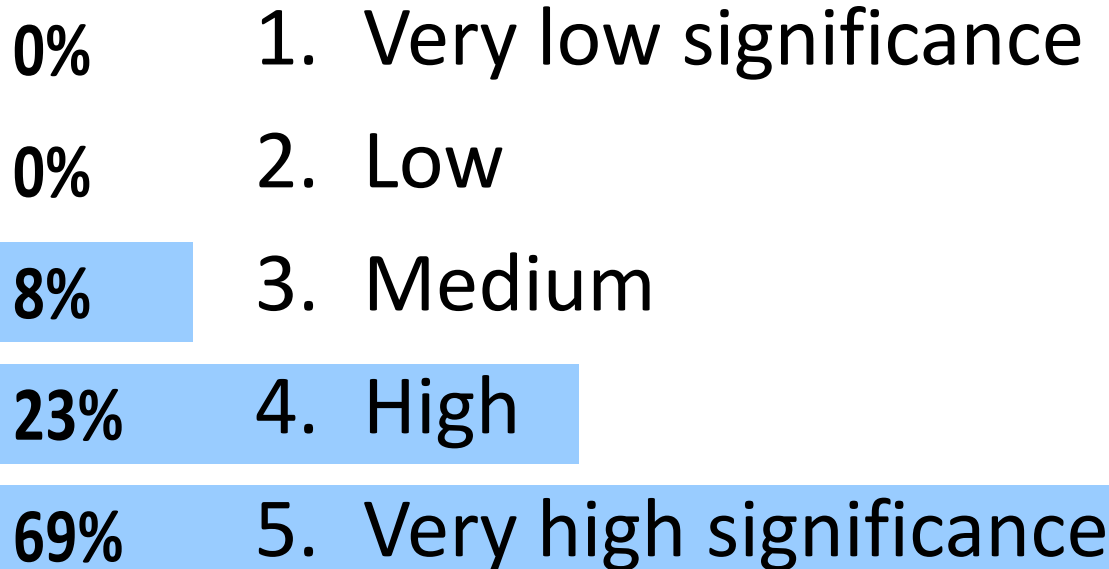
Goal 3 – Challenge 2
"Aging roadways need repair"
- How <u>significant</u> of a problem is this to achieving Regional Goal #3?

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 <u>significant</u> 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
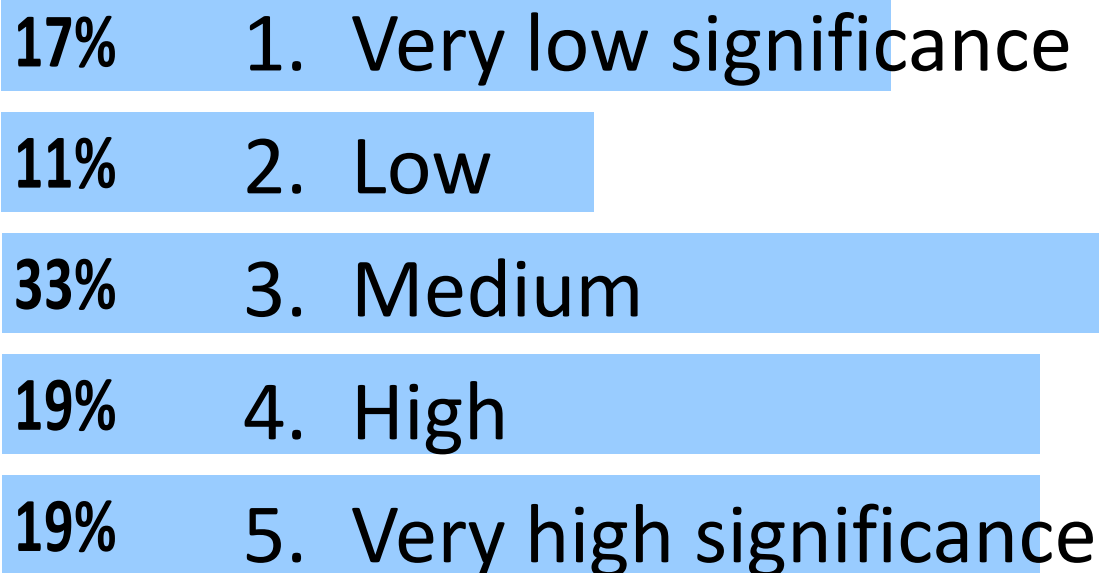
6. Support International and Inter-regional Travel and Commerce

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?

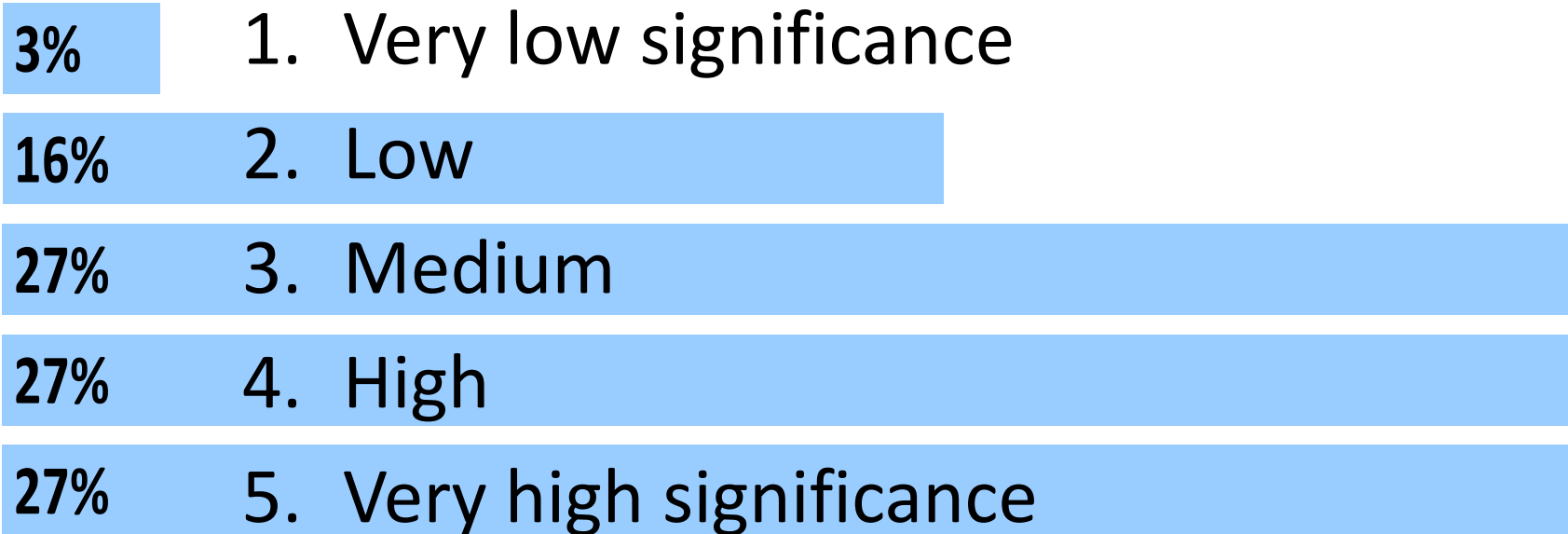**8%**   1. Very low significance

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
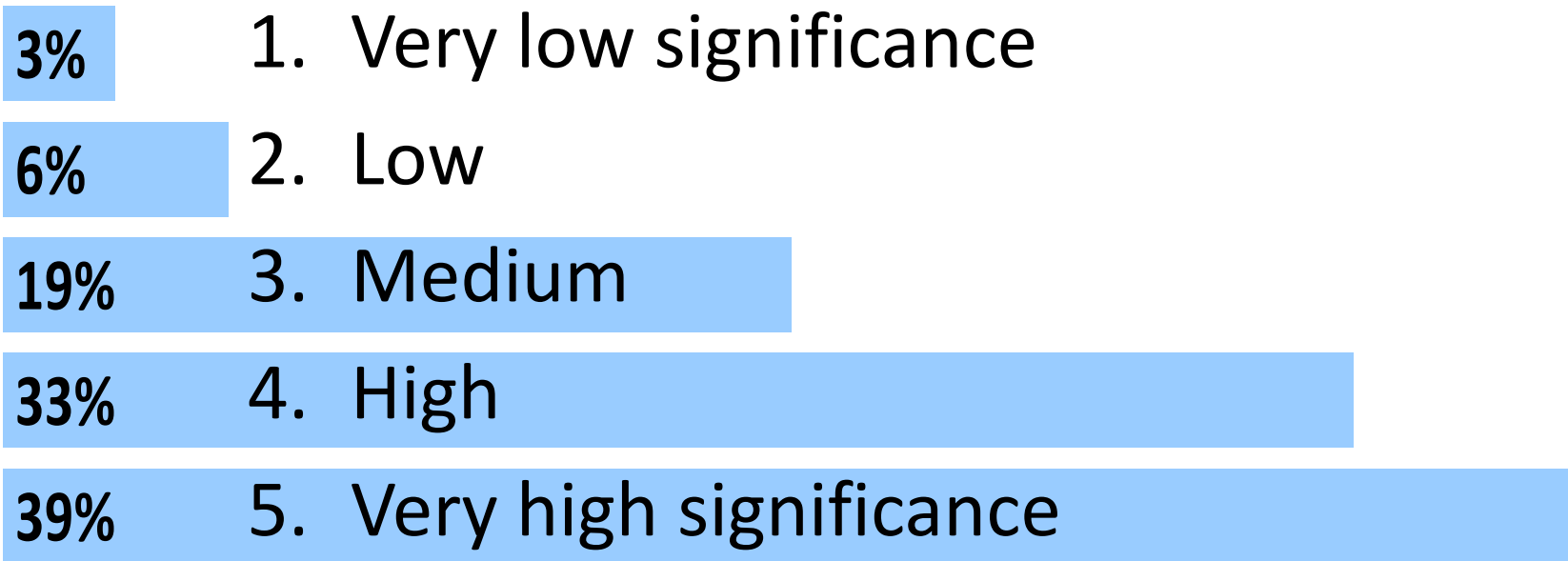
Challenge Rankings

(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)

Avg = 1.05

c. Only sometimes (-1)

d. No, generally it was inadequate (-2)
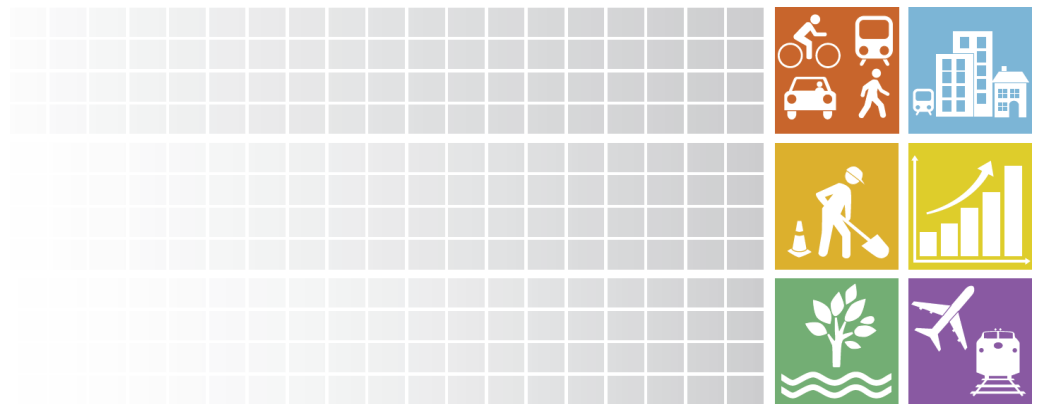
Goals and Challenges Evaluation (3)

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

a. More data and/or technical specificity   (14 responses)

b. Less detail and data   (0 responses)

c. Clearer and less technical language   (5 responses)

d. More charts and graphs   (0 responses)

e. More pictures   (14 responses)

f. Other   (2 responses; More examples; Connections to larger transportation issues)

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:
$
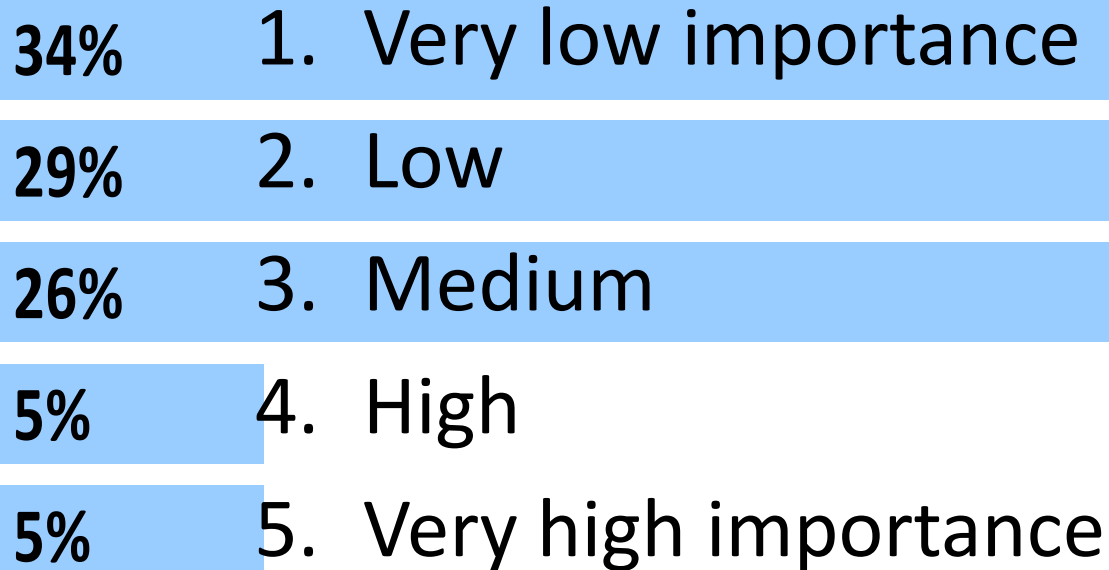
Time Frame:
Near-Term

Primary Goals Addressed:

Secondary Goals Addressed:

Strategy A: Expand bike-sharing

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

34%	1.	Very low importance
29%	2.	Low
26%	3.	Medium
5%	4.	High
5%	5.	Very high importance

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

Cost:
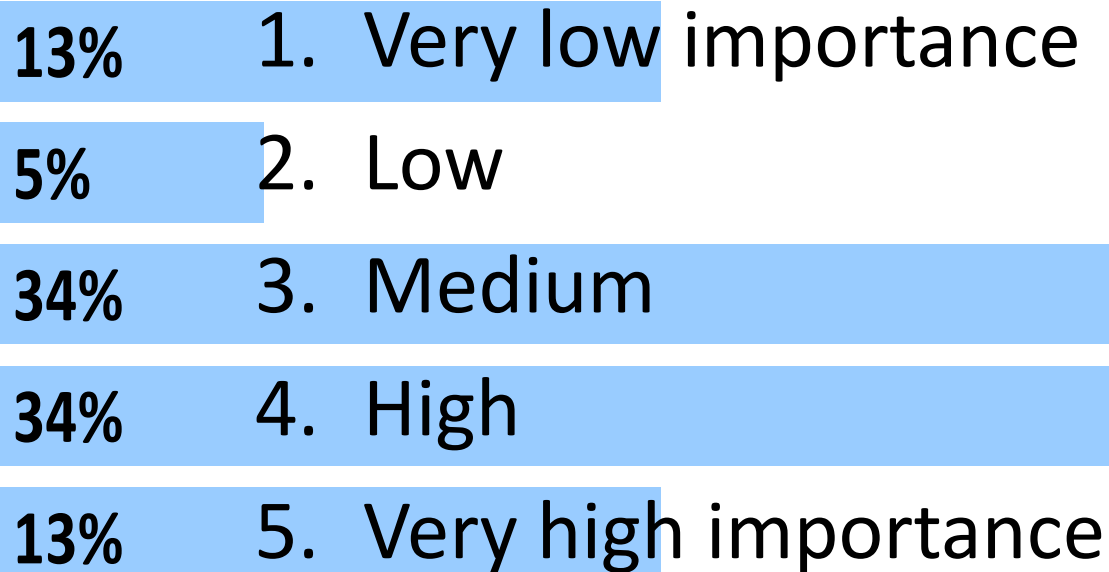**$**

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:
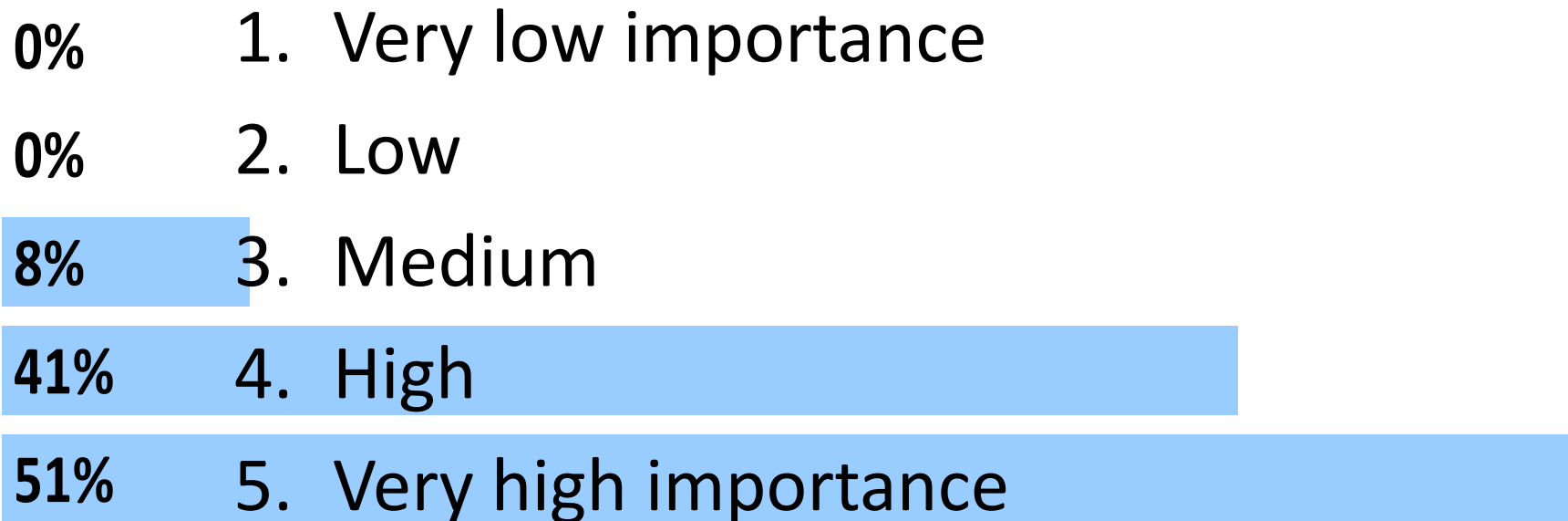## $$

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
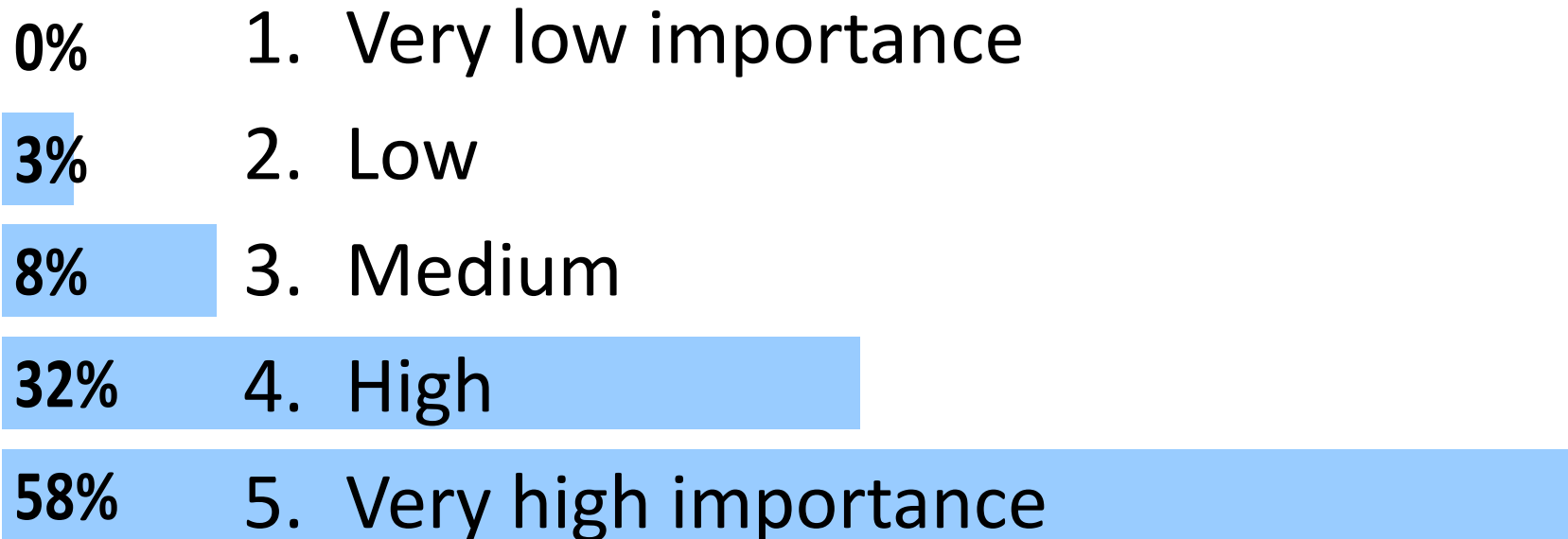
Primary Goals Addressed:

Secondary Goals Addressed:
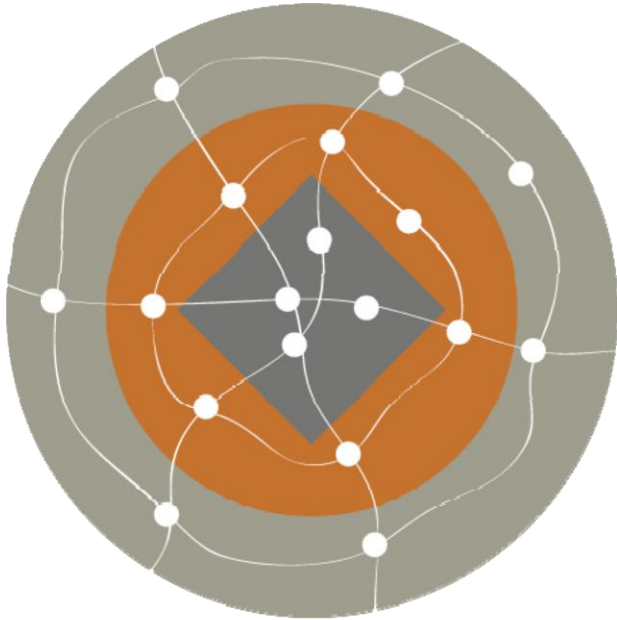
Strategy D: Funding to ensure "state of good repair"

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

0%   1. Very low importance

3%   2. Low

8%   3. Medium

32%   4. High

58%   5. Very high importance

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?

5% 1. Very low importance

5% 2. Low

49% 3. Medium

15% 4. High

26% 5. Very high importance

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?

8%   1. Very low importance

24%   2. Low

37%   3. Medium

18%   4. High

13%   5. Very high importance

Ranking Strategies

<div align="right">(scale from 1 to 5)</div>

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 <u>evaluating</u> the strategies <u>based on the information that was provided</u>?
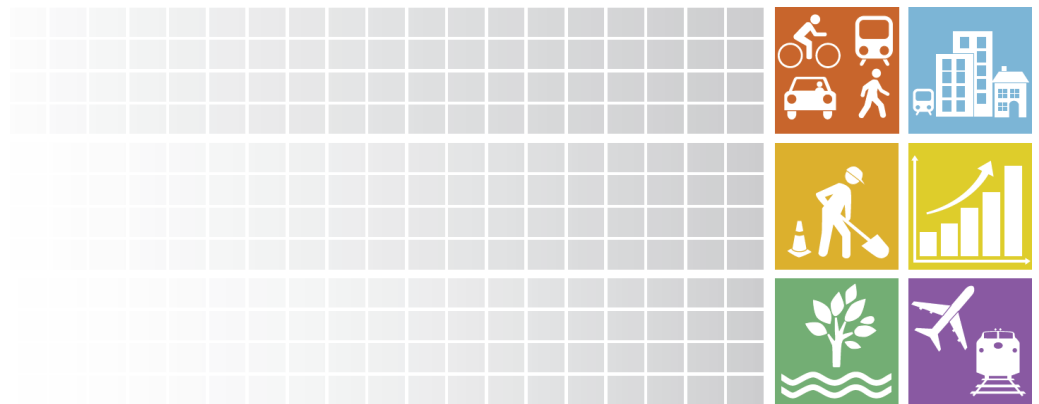
	Great Difficulty (1)	Some Difficulty (2)	No Difficulty (3)
Strategy A: Expand Bike Sharing			Avg = 2.93
Strategy B: Improve Pedestrian Facilities			Avg = 2.90
Strategy C: Funding for Metrorail "state of good repair"		Avg = 2.83	
Strategy D: Funding for roadway "state of good repair"		Avg = 2.78	
Strategy 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.

42% 1. Strongly Agree

47% 2. Agree

8% 3. Neutral

0% 4. Disagree

3% 5. Strongly Disagree

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 **55%** public.

2. Almost right, but needs a little tweaking.
8%
3. No; the level of detail and presentation is too confusing.
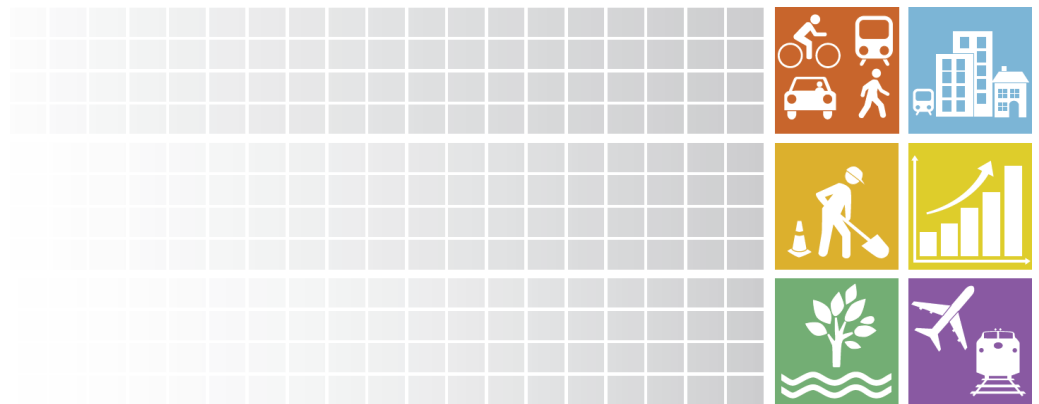
Right Track

- 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
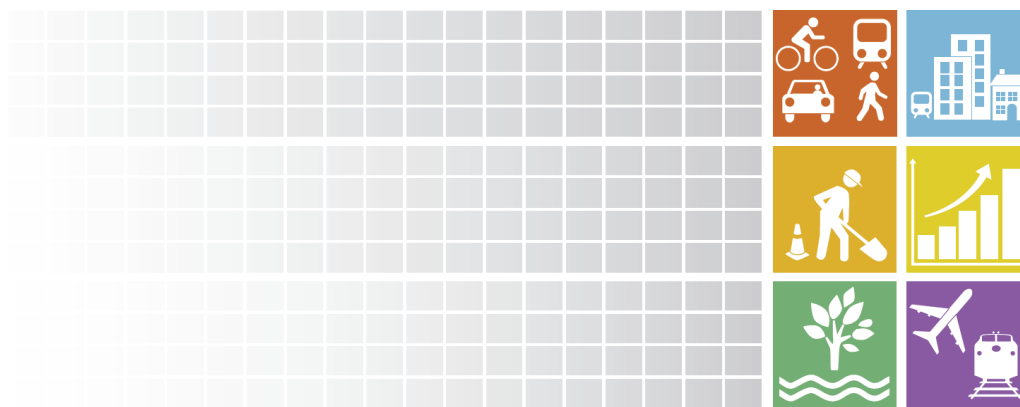
Next Steps

- 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