

Draft Work Scope and Schedule to Develop a Regional Priorities Plan

February 16, 2011

At the December 15, 2010 meeting of the TPB Priorities Plan Scoping Task Force, Tom Harrington of WMATA suggested that the approach to developing the priorities plan “should identify goals and performance measures, determine needs, and prioritize projects – both funded and unfunded.” The draft work scope and schedule presented here follows that general sequence of steps, as outlined below.

Task 1: Review Regional Goals and Performance Measures

This task involves a careful review and discussion of the TPB’s Vision goals, the goals identified in COG’s Region Forward Planning Guide, and the relationship between them. The documents and discussion for item 4 of this agenda will provide a “one-page comparison of the TPB Vision goals with Region Forward”, as requested by Chairman Turner at the December 15 meeting. This comparison shows that the goals of the TPB Vision and Region Forward are consistent. As a broad multi-sectoral planning guide, Region Forward provides two transportation goals that essentially consolidate a number of more detailed goals and strategies from the TPB Vision, while the TPB Vision provides a number of additional, detailed goals and strategies. The TPB Vision is identified on page 4 of the Region Forward document as one of the four major “building blocks” for Region Forward. Specifically, the TPB Vision was the source of the regional activity center concept which led to the COG Regional Activity Center maps developed in 2002 and updated in 2007.

Region Forward contains a number of performance measures and targets for transportation and other sectors. These measures will also be discussed under item 4 of this agenda. In combination with other key performance measures which have been developed in the TPB process, they provide a starting point for a baseline analysis of transportation and transportation-related measures, to be discussed under item 5 of this agenda.

Task 2: Determine Regional Challenges

Once a comprehensive and clearly understandable set of performance measures and targets has been agreed upon, regional challenges can be determined by identifying areas in which the region is falling short of regional goals. Examples of regional challenges that have already been identified through the TPB process are:

- Achieving the capacity and reliability needed for the region’s transit system to serve the demand associated with current and future development

- Accelerating the rate of completion of the TPB's bicycle and pedestrian plan
- Ensuring that capabilities and resources are provided for ensuring efficient and safe management of the region's transportation system during major incidents
- Advancing effective bus priority plans throughout the region, building on the TIGER project
- Responding to needs identified by the TPB's Aviation and Freight Technical Committees, and the TPB Access for All Advisory Committee

Task 3: Develop Regional Priorities, both Funded and Unfunded

Once a set of clearly articulated regional challenges has been identified, regional priorities can be developed which will address these needs and which the TPB can hopefully "get behind". Candidate priorities can be obtained from the various studies that have been conducted throughout the region, such as the WMATA Priority Corridor Network study presented at the January 19, 2011 TPB meeting, and the TPB Transportation /Land Use Scenario studies. Projects already included in the CLRP could be candidate priorities for accelerated completion or perhaps deferral. Entirely new initiatives could also be proposed for consideration.

Candidate priorities will need to be evaluated using a comprehensive regional benefit-cost approach. A good model for this approach is the process defined by the USDOT in the TIGER project solicitation. Those that perform best in this analysis would be incorporated into the Regional Priorities Plan.

Recognizing that improving regional performance will require combining transportation and land use strategies in a synergistic manner, candidate priorities should be incorporated into comprehensive land use / transportation scenarios which can be compared to the adopted CLRP baseline with respect to individual regional performance measures as well as in terms of a comprehensive assessment of regional benefits and costs. This can be accomplished by developing and evaluating an initial land use / transportation scenario, and then specifying and evaluating variations on the scenario that might improve its performance or increase its feasibility. Beginning in FY 2012, TPB staff will be able to use the new Version 2.3 travel demand model and the latest version of the EPA Motor Vehicle Emissions Model (MOVES) to quantify the performance of alternative land use / transportation scenarios, and analyze changes in their performance relative to regional goals as well as in terms of regional benefits and costs.

Schedule

The attached chart provides a suggested schedule for each of the three tasks described above, including preparation of interim reports, formal public outreach and comment opportunities, and a final report. The timing of the final report for the beginning of FY 2014 is designed to ensure that the results of the regional transportation priorities plan are available for consideration in the development of the next four year update of the TPB's Constrained Long Range Plan, due at the end of the calendar year 2014. As with the CLRP, the priorities plan should be revisited and updated on a periodic basis to reflect changes in the CLRP baseline, new land use developments and forecasts, and new challenges which will arise as policy changes occur over time.

Incorporation of Work Scope and Schedule into FY 2012 UPWP

The attached excerpt from the draft FY 2012 Unified Planning Work Program (UPWP) describes work item 3C, "Regional Studies", the first item of which provides the general work scope, timeline, and activities for the Regional Transportation Priorities Plan for FY 2012 and beyond. Once the TPB receives, reviews, and approves the scope and schedule developed by the Priorities Plan Scoping Task Force, anticipated in May and June of 2011, the FY 2012 UPWP can be amended to incorporate any updates required to reflect the approved scope and schedule.

Proposed Schedule

Tasks	FY2011		FY2012				FY2013				FY2014
	Jan	June	July			June	July			June	August
Task 1											
Review Regional Goals and Performance Measures											
Task 2											
Determine Regional Challenges											
Task 3											
Develop Regional Priorities, both Funded and Unfunded											
Interim Reports											
Public Outreach and Comment											
Final Report											

**NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD**

FY 2012

**UNIFIED PLANNING WORK PROGRAM
FOR TRANSPORTATION PLANNING
FOR THE
WASHINGTON METROPOLITAN REGION**

DRAFT

February 16, 2011

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C. REGIONAL STUDIES

Regional Transportation Priorities Plan

In September 2010, the TPB Regional Priorities Plan Scoping Task Force was established to determine a scope and process for developing a regional transportation priorities plan that will enhance the implementation of regional priorities. The task force met in October and December 2010 and in February and April 2011. In May and June 2011, the TPB will review and approve the scope and process for developing the plan, and incorporate the first year work activities into the FY 2012 UPWP. The plan development process is scheduled for a two-year period, beginning in July 1, 2011 with completion by July 1, 2013.

By the end of FY 2011, the 2010 CLRP baseline will be compared to the TPB Vision and Region Forward goals to assess major regional challenges and review current regional priorities identified to date.

The following activities are proposed for FY 2012:

- Specify and evaluate with respect to regional goals an initial land use/transportation scenario that incorporates proposed priorities.
- Using the 2.3 Travel Demand model and the latest version of the EPA Motor Vehicle Emissions Simulation Model (MOVES), analyze the benefits and costs of the scenario relative to the Vision goals.
- Specify and evaluate a variation or variations on this scenario that might improve its performance or increase its feasibility.
- Conduct outreach and public involvement activities to support the development of the new transportation priorities plan.

Support for COG's Region Forward

In 2010, the TPB collaborated with the Metropolitan Washington Council of Governments (COG) Department of Housing and Community Planning on a competitive grant submission to the HUD Sustainable Communities Planning Grant program. This grant submission outlined the strategy COG would employ to establish a regional plan for sustainable development. Though the grant was not awarded, COG continued to work on developing a regional plan for sustainable development as an extension of its existing efforts to solve key challenges in the region through its Region Forward program. Region Forward is supported by a voluntary compact signed by all of the COG member jurisdictions, and outlines a series of targets and indicators that measure progress towards creating and attaining a more accessible, sustainable, prosperous, and livable future. In FY 2011, TPB staff provided support for COG's Region Forward regional planning efforts involving transportation. In FY 2012, TPB staff will continue to provide support for these efforts.

Prepare Grant Applications for US DOT Grant Funding Programs

In FY2010 and 2011, the TPB approved the submission of TIGER I and II competitive grant applications in response to US DOT funding program opportunities. In February 2010, the TPB was awarded \$58.8 million for a regional priority bus network under the TIGER I program. In August 2010, the TPB applied for funding towards a regional bike-sharing project under TIGER II. Although this application was not awarded, it was named in the top ten percent of projects that were recommended to be advanced for funding by DOT staff. In FY 2012, TPB staff will respond to promising opportunities for submitting project grant applications for USDOT grant funding programs, as approved by the TPB.

Oversight:	TPB
Cost Estimate:	\$566,300
Products:	Documentation of major regional challenges and proposed regional priorities; comprehensive benefit/cost analysis of initial scenario; project grant applications for USDOT grant funding programs as approved by the TPB
Schedule:	Documentation of challenges - September 2011 Documentation of proposed regional priorities - November 2011 Benefit/cost analysis of initial scenario and variations - June 2012