

Regional Transportation Priorities Plan Update

Presentation to the National Capital
Region Transportation Planning Board
(TPB) Technical Committee

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Schedule of Activities for Developing the RTPP

Tasks	FY2011		FY2012				FY2013				FY2014
	Jan-Jun		Jul-Dec		Jan-Jun		Jul-Dec		Jan-Jun		Q1
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
Task 1											
Reaffirm Regional Goals and Agree Upon Performance Measures	■		■								
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											■

Public Outreach Activities and Schedule

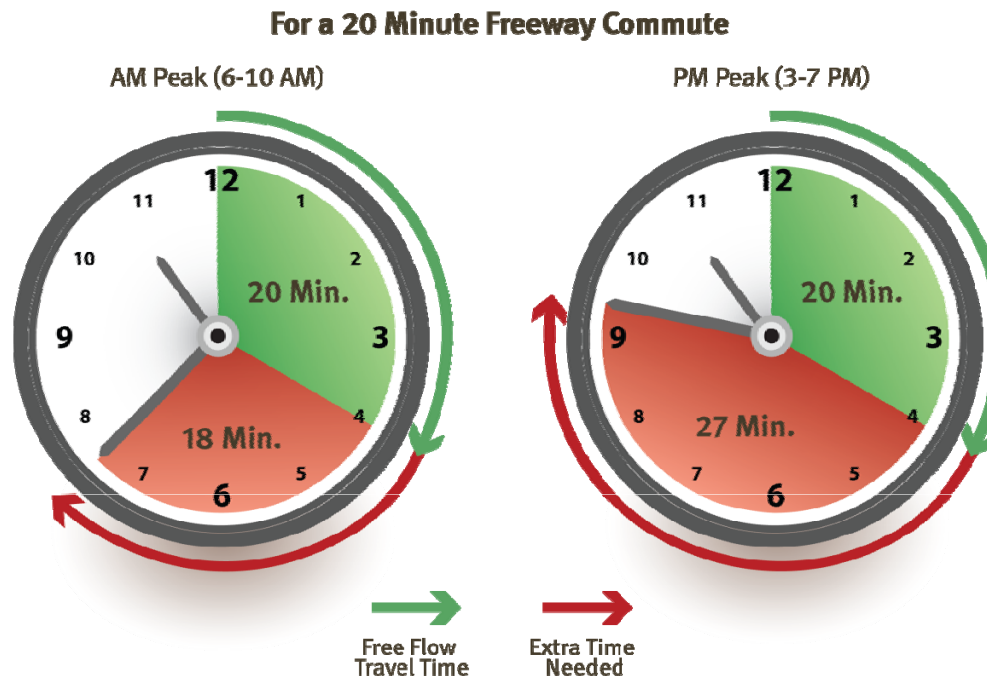
- January 2012: Listening Sessions with Regional Stakeholders and Citizens, including CAC, Access for All, and AQPAC; web-based comment form
- February 2012: Final Interim Report 1, incorporating feedback received
- April 2012: Focus Groups (members of the general public)
- June 2012: Technical Committee, TPB, and CAC briefed on Draft Interim Report 2 – A revised set of performance measures, challenges, and strategies based on feedback received; and a proposed public outreach schedule through June 2013
- July 2012: Final Interim Report 2, incorporating feedback received

Listening Sessions with Regional Stakeholders and Citizens

Stakeholder/Citizen Group	Date
Citizens Advisory Committee (CAC)	January 12
Air Quality Public Advisory Committee (AQPAC)	January 23
Regional Stakeholder Group 1	February 22
Access for All Committee (AFA)	February 23
Regional Stakeholder Group 2	February 24

Lessons Learned

- **Lesson #1**: Use both narrative and performance measures to present regional goals and challenges
 - Performance measures cannot stand alone
 - e.g. Extra time needed for on-time arrival



Lessons Learned

- **Lesson #2**: Use the narrative to identify which performance measures best inform the process
 - Narrative must be comprehensive and inclusive
 - Some qualitative analysis will be essential
 - Benefit/Cost framework will be used to select which strategies to pursue

Lessons Learned

- **Lesson #3**: While some performance measures are best presented at the regional level (e.g. ozone precursors and particulates, GHG emissions), for other measures regional disaggregation of data is more meaningful than regional averages (e.g. congestion, job accessibility)

Upcoming Focus Groups

- Incorporate lessons from listening sessions into a new RTPP document and companion presentation for upcoming focus groups
- Focus group purposes:
 - Are the proposed challenges and strategies meaningful?
 - Are there additional challenges and/or strategies that should be included?

Proposed Focus Group Structure

- 1 day session on a Saturday in late April/early May
- Venue: COG Training Center
- Approximately 50-60 people
 - Representative sample of general public
- Moderated by independent firm
 - To include presentations, discussion, and dynamic participation and voting
 - Discussion to include break out sessions by table as well as with the entire group

Priorities Plan Document & PowerPoint

1. TPB Planning Area
 - Geography, population, employment forecasts
 - Constrained Long-Range Plan
2. TPB Planning Goals and Challenges
 - Vision Statement and six goals
 - Narratives, performance measures as illustrative descriptors
 - Challenges in each goal area
3. Strategies and Candidate Priorities
 - Strategies cut across goals and challenges
 - Evaluated using Benefit/Cost framework
4. Potential Priority Strategies, Programs, and Projects
 - List 10-15 potential priority strategies

Proposed Focus Group Agenda

- Morning: Presentation and discussion of Goals and Challenges
 - Goals and challenges to be presented in 2 sets (3 goals each)
 - Discussion and voting to rank importance of goals and challenges (e.g. low, medium, high)
 - Discussion and voting to identify and rank additional participant-generated challenges

Proposed Focus Group Agenda

- Afternoon: Presentation and discussion of Strategies
 - Presentation of strategies
 - Explanation of concept of Benefit/Cost framework as basis for evaluation, using examples like bike-sharing
 - Discussion and voting to assess how well participants believe each strategy would rank if they had the benefit and cost information
 - Discussion and voting to identify and rank additional participant-generated strategies

Benefit/Cost Framework Example

Bike-sharing
 Modest CO₂ benefits are
 a contributing factor to
 large overall benefits.



Costs	\$231,000,000
Capital	\$16,000,000
Operating	\$75,000,000
Increased Accidents	\$145,000,000
Benefits	\$625,500,000
User Cost Savings	\$197,000,000
Travel Time Savings	\$378,000,000
Reduced Accidents (from reduced VMT)	\$1,300,000
Public Health	\$2,000,000
Increased Access	\$38,000,000
Congestion Reduction	\$3,500,000
Environmental Benefits	\$5,700,000
CO₂	66,000 tons

All numbers over 20 year horizon from 2010-2030

Potential Strategies Matrix

Strategy -----> Performance Measure	Goal 1 - Provide a Comprehensive Range of Transportation Options					Goal 2 - Promote Transportation Connections, Walkability, and Mixed Use Development in Activity Centers				Goal 3 - Ensure Adequate Maintenance Preservation, and Safety of the Existing System				Goal 4 - Maximize Effectiveness of the Transportation System					Goal 5 - Enhance Environmental Quality, Protect Human Health, and Improve Energy Efficiency		Goal 6 - Support International and Inter-Regional Travel and Commerce		
	1.1	1.2	1.3	1.4	1.5	2.1	2.2	2.3	2.4	3.1	3.2	3.3	3.4	4.1	4.2	4.3	4.4	4.5	5.1	5.2	6.1	6.2	6.3
S.1. Seek continuation of funding to ensure the reliability and safety of the region's transit network, particularly a continuation of or replacement for PRIA funding for Metrorail beyond 2020	X	X	X	X								X	X			X			X	X			
S.2. Support cost-effective programs for encouraging use of alternative modes to single-occupancy automobiles, including Commuter Connections, bike-sharing, and high-priority projects from the TPB's bicycle and pedestrian plan	X		X	X								X							X	X			
S.3. Identify and implement cost-effective bus priority treatments	X	X	X												X		X		X	X			
S.4. Assess status of bus stop accessibility throughout the region and implement cost-effective improvements					X																		
S.5. Seek opportunities to implement recommendations produced by the Transportation/Land-Use Connections (TLC) Program						X	X																
S.6. Use transportation resources to support mixed use development in the region's activity centers, particularly around underutilized rail stations		X				X	X	X															
S.7. Devote sufficient funding to ensuring 'state of good repair' for roadways and bridges										X	X												
S.8. Support the implementation of effective safety measures for bicyclists and pedestrians, as well as other modes												X											
S.9. Identify and implement cost-effective management techniques and capacity improvements to address travel time and reliability problems resulting from congestion on roadway and transit systems				X										X	X			X					
S.10. Provide adequate funding and staff support for regional incident management programs, including MATOC																X							
S.11. Support programs such as Eco-driving, which provide cost-effective reductions in gasoline and diesel fuel consumption and GHG emissions																			X				
S.12. Provide funding for ensuring adequate roadway and transit access to the region's airports																					X	X	X

Next Step: Draft Interim Report 2

- Lessons from listening sessions and outcomes of focus group session will be incorporated into Draft Interim Report 2, to be presented to the Technical Committee, the CAC, and the Board in June