Neil Harris, Gaithersburg

(e-mail on 5/17/17)

Here is my bundle:

1. Maximize Metro capacity & maintain the system, plus improve first/last mile connections, add commuter rail capacity

2. Build 100% of housing needs, and focus location on transit and activity center

3. Increase highway capacity including new east/west connections, to accommodate 60% of increased workers plus the current deficit while adding HOT for BRT and autos

4. Create passenger rail capacity by adding lines and stations...north from Shady Grove to Gaithersburg/Germantown? (And from other lines)

5. Incentives for telework

<u>Dannielle Glaros, Prince George's County</u>

(email on 5-23-17)

Lyn/Kanti,

We are in the midst of trying to wrap up our budget, so I must admit that I am still catching up from last week's long range plan meeting. With that said, here are my very quick thoughts:

I would edit the bundles in the following ways:

Regional Express Network:

- remove "24" from major corridors—likely more corridors or less for that matter

- first mile should reference rail as well as connections to employment and residential communities (edit appropriately for all bundles)

Merge Enhanced Regional Rail service with Maximal Transit

- Purple line should be added as well as circumferential link

- remove high-density from f—not all activity centers will be high density—concentrated mix of uses would be better lingo

- clarify in b the expansion of commuter rail in both directions

- add optimize jobs-housing balance language from single-occupancy vehicle here as well

- add bus/BRT to bundle

Targeted Roadway Enhancements

-edit a to be enhanced Potomac River Crossing (American Legion Bridge, additional northern crossing)

Single Occupancy Vehicle

-no change

Merge Overall Travel Management and Travel Automation and Technology Improvements

-   add use of driverless vehicles to address last mile connections or enhance employer, residential shuttles

Create new bundle Land Use/Balancing Region

- include all strategies that would support as a goal

- would likely include a wider American Legion as well as rail/transit items

With all of this said, I am not sure I am clear how the evaluation will happen—I'm assuming by individual project/policy and then as a combination with others.

Take care and thanks for your work on this.

Richard Ezike, TPB Access for All Advisory Committee

(email and attachment on 5-23-17)

Hello everyone,

Apologies for the lateness (I was supposed to send this before noon) but I wanted to attach some thoughts I had regarding the LRTFP from the AFA's viewpoint. My document has a list of Policies, Programs, and Projects that I think, based on the conversation last week, would be of importance to the AFA. I may have more questions moving forward as I read the documents in greater detail, but I wanted to present something for your view.

Title: Increase Accessibility for Disadvantaged and Underserved Communities

Projects:

- **Address east-west divide through projects connecting equity emphasis areas** such as light rail connecting Silver Spring to Branch Ave, expanding light rail in DC, transitway to Waldorf
- High capacity transit to outer suburbs

Programs

- Standardized or fixed fare on all transit
- Free transit rides for residents earning $30,000 a year or less
- Subsidize ride-share
- Stagger work hours
- Expand telework (*I have a separate set of ideas for this*)
- **Address east-west divide by incentivizing job growth on the eastern side of the region**
  - o Create a fund to subsidize lease rates for job centers on the east side of the region by taxing new parking at the "vacant property" rate
- Greater accessibility for persons with disabilities
  - o Regional Accessibility Taxi Network

Policies

- Require an increased percentage of workforce/affordable housing in TOD areas
- Coordinate local bus systems into a regionwide bus network
  - o Gleam motivations from how Houston and Baltimore have revamped their bus systems
- **Forecast the impact of alternative modes of transportation like Uber, Lyft, autonomous vehicles and their implications**
  - o Develop integration plan (particularly for autonomous vehicles) that incorporates needs of disabled, senior citizens, and low-income communities

Shyam Kannan, WMATA

(e-mail on 5-23-17)

Lyn and Kanti,

At the time of this communication, on or before the May 23rd deadline for comments to staff regarding the "bundles" from the previous task force meeting, it is WMATA's position that moving forward without addressing unanswered fundamental questions risks advancing a work product that does not meet the spirit or intent of the enabling resolution.

Specifically, it is WMATA's position that:

1. The task force proposed a long list of elements for consideration, but we have not yet *qualitatively* examined the full list of submitted potential elements against the TPB goals and challenges. Without knowing whether individual elements have the potential to have small or large impacts on the TPB challenges, we do not have adequate information to know whether the proposed bundles of elements have aggregate small or large impacts on the aforementioned challenges. WMATA contends that **the task force requires information regarding the discrete potential impacts of the master list of proposed elements before any evaluative work can or should proceed.** Once the individual elements have been evaluated against the challenges, WMATA offers that prior to constructing any bundling, the necessary precursor step would be to cull down the master list into those elements which have the *largest potential for* making strides towards addressing the TPB goals and challenges vis-à-vis the . Anticipating staff's potential reaction that such an exercise would in effect pre-judging the answer, WMATA suggests that failing to do so wastes the time and energy of the task force by forcing the consideration of elements that are "high effort and low reward" with equal merit as those that have "low effort and high reward".

LEVEL OF EFFORT POTENTIAL IMPACT	Low	High
High	Much attention could be spent here	Task force would have the greatest impact to live up to the spirit and intent of enabling resolution by making decisions here
Low	Task force should spent little or no time here	Task force would have to consider whether attention should be spent here at all

2. Absent the above approach, we are opining on bundles in a vacuum. To provide context for decision making absent the approach above, consider how one might evaluate the elements in Bundle #4 – SOV Travel Demand Reduction.

   a. The first two projects are both intriguing – and yet may have wildly different impacts and risk/reward profiles. Tolling bridges in the core and expanding Capital Bikeshare are likely to have drastically different overall impacts on the regional travel patterns and ultimately addressing TPB challenges such as Roadway Congestion, Transit Crowding, and Housing and Job Location, just to cite a few.
   b. It is unclear whether either of these projects would have more of an impact on these challenges (or any/all of the challenges) than funding a network of semi-automatic first/last mile connections to public transit and/or fare policy strategies for reverse-commute trips.
   c. Continuing this scan, when considering elements in other bundles, the multiple proposals to add additional connections (roadway, transit, etc.) between Maryland and Virginia may or may not have similar levels of impacts on the TPB challenges.

3. Instead, to borrow an analogy from the visual arts, culling down the master list so that the task force can work with the most impactful elements would empower the task force to paint the canvas using a palette of colors that are likely to "stick".

4. Importantly, culling down the master list may compel a more regional approach to the discussion as it is likely that a number of the proposed items will generate regional support. Other items will have limited evidence that warrants their further consideration by the task force, further indicating where the focus of the task force, TPB staff, and consultants should not be focused. Once the task force has contended with the anticipated effort-reward outcomes from the individual elements, based on their discrete impacts on the TPB goals and challenges, it can *consider* whether bundling specific items is warranted.

Without dimensioning the individual proposed elements, the Task Force lacks the information necessary to make useful informed decisions that will advance the goals of the original resolution.

<u>Dan Emerine, DC Office of Planning</u>

(email and attachment on 5-23-17)

Kanti and Lyn,

A few comments on projects, programs, and policies … and bundles:

While the task force has generated a great brainstorm list of approaches, I think we're still mixing together small-bore with high impact. There's a lot in the list that I might personally like, or even that I might consider a jurisdictional priority, that doesn't necessarily rise to the level of a regional priority based on its ability to have an impact on the challenges the task force agreed to.

Some level of bundling makes sense, but my expectation is that this ultimately results in a much shorter list of items that TPB will clearly say are the top unfunded regional priorities, above all the others. That could be 1 bundle that we pick as the top one, or it could be a handful of individual items, or 2 or 3 much more limited bundles, but the key outcome is an actual targeted prioritization of something. If everything is a priority, then nothing is.

Here is one alternative method of grouping the things that (in my view) are likely to have the highest impact. Some of these "bundles" are only one thing. It's possible that two or three complementary projects, policies, or programs could be added to any of them. But I'm deliberately paring this down to the essentials first. Please note that I have included some bundles that I wouldn't actually advocate advancing, for comparative purposes. In reality, I expect that we will have to analyze a new Potomac River crossing in the Dulles-Frederick "corridor," if for no other reason than to compare its potential utility against other options. I'd also say that I could be persuaded to endorse the "highway capacity expansion at key bottlenecks" if we specified that it (1) solely focused on the American Legion bridge, where I think there's actually a legitimate case for a regional priority, (2) specified that the new capacity would be HOT, and (3) included a meaningful transit capacity expansion on the facility. Without greater specificity on the other "key bottlenecks," I can't sign on to that one moving forward.

Finally, given the conversation last week, I'd also consider adding a "more households" scenario along the lines of RMAS. I'd previously thought we had realized all the gains there were to get by correcting the undersupply in Round 7.0, but Bob's presentation suggested that we've got another course correction to make. (I'm only talking about the land use inputs here, not necessarily the transportation inputs that were added to the RMAS scenario.)

Item #	Proposed grouping	Project/Program/Policy	Recommend as one of the 6-10?	Reason for recommendation
1	Fix Metro funding	Regional dedicated funding source for Metro	BASELINE ASSUMPTION	Without this, the existing Metro investment will deteriorate
2	Improve Metro core capacity	Uncouple Metro lines at congested locations to relieve train congestion at key points such as tunnels (e.g. redesign Silver Line service to run in Virginia only) 8-car trains	Y	Essential to the efficient functioning of a regional transit system and to handling future growth of the region
3	Incentivize suburban Metro ridership	Expand Park & Ride facilities at far-out stations	n	Less robust than optimizing transit region-wide (see item #6)
4	Convert commuter rail to regional rail	Dedicated commuter rail tracks, including Long Bridge (enabling high capacity service) High capacity transit to outer suburbs (every-15-minute all-day MARC and VRE)	y	Most effective means of making transit competitive in this market, and relieves WMATA of some of the
5	Construct surface transitway network	Arterial BRT/priority bus network	y	Improves transit region-wide and supports efficient land use region-wide
6	Increase transit demand	Optimize Metro (and bus) pricing to maximize ridership	y	Improves transit region-wide
7	Optimize road management	Reversible lanes on key highways Region-wide expansion of ITS Integrated Corridor Management (ICM) region-wide Regionwide cross-jurisdictional traffic signal optimization roadway corridors (eg active traffic management)	n	Implementable and may result in congestion improvements, but unlikely to have significant impact

8	Expand capacity at road bottlenecks	Additional highway lanes at bottlenecks to increase person throughput at bottlenecks	n	Targets improvements to most needed locations
9	Improve Dulles-to-Maryland river crossings	New river crossing (Dulles to Montgomery County)	n	Does not impact trips regionwide
10	Construct HOT lanes regionwide	HOT lanes on all highways (possibly reversible) High capacity transit to outer suburbs (via frequent buses in HOT lanes)	n	Focuses on capacity expansion rather than more efficient management of existing capacity (see item #11)
11	Price driving to manage demand and fund improvements	Higher gas tax or VMT tax to fund projects and disincentivize driving Congestion pricing Cordon charge to access regional core and/or Activity Centers	y	Requires limited action by a few jurisdictions for major regional impact
12	Price parking and incentivize non-driving trips to manage demand and fund improvements	Price parking (possibly using the stretch parking pricing strategy from MSWG), with parking cash-out and transit benefits	y	Likely to have the largest overall impact on trip making
13	Make activity centers multimodal	Interconnected street grids in all Activity Centers Pedestrian and bicycle access to Metro and commuter rail stations (eg WMATA's ped/bike access study)	y	Targets improvements to areas of highest trip-making concentrations
14	Make bikeshare practical for more of the population	Expand regional bikeshare with prioritization in Activity Centers and transit nodes	n	Less signficant impacts than overall program to improve activity centers (see item #13)

#				
15	Optimize land use (ie the land use kitchen sink)	TOD in under-invested high-capacity transit nodes (eg use WMATA's Transit Corridor Expansion Guidelines to set density targets for existing and future transit nodes) Address east-west divide by incentivizing job growth on the eastern side of the region (eg by subsidizing leases & taxing new parking at the vacant property rate) Tie a value-capture mechanism to a regional fund for transit or bike/ped improvements in activity centers Balance of transit priorities with housing mix (i.e. housing unit production targets in all Activity Centers served by high-capacity transit)	n	Too broad
16	Increase residential density in high-job areas	Balance of transit priorities with housing mix (i.e. housing unit production targets in all Activity Centers served by high-capacity transit)	y	Specific land use strategy
17	Increase jobs in the east part of the region	Address east-west divide by incentivizing job growth on the eastern side of the region (eg by subsidizing leases & taxing new parking at the vacant property rate) Tie a value-capture mechanism to a regional fund for transit or bike/ped improvements in activity centers	y	Specific land use strategy

<u>Gary Erenrich, Montgomery County</u>

(email and attachment on 5-23-17)

I have thought about the assignment and wish to submit the analysis framework prepared by Dan Malouff but with my own recommendations. This analysis helps me better position our projects, policies, and programs into grouping.

Attached is a spreadsheet from this analysis.

Item #	Proposed grouping	Project/Program/Policy	Recommend as one of the 6-10?	Reason for recommendation
1	**Fix Metro funding**	**Regional dedicated funding source for Metro**	**y**	**Without this, the existing Metro**
2	Improve Metro core capacity	8-car trains	n	Until Metro ridership rebounds, this
3	Incentivize suburban Metro	Expand Park & Ride facilities at far-out stations	n	Less robust than optimizing transit
4	**Convert commuter rail to**	**Dedicated commuter rail tracks, including Long Bridge**	**Y**	**Overlapping market with HOT lane**
		High capacity transit to outer suburbs (every-15-minute		
5	**Construct surface transitway**	**Arterial BRT/priority bus network**	**y**	**Improves transit region-wide and**
6	**Increase transit demand**	**Optimize Metro (and bus) pricing to maximize ridership**	**y**	**Improves transit region-wide**
7	**Optimize road management**	**Reversible lanes on key highways**	**y**	**Implementable and improves traffic**
		Region-wide expansion of ITS		
		Integrated Corridor Management (ICM) region-wide		
		Regionwide cross-jurisdictional traffic signal		
		Digitally integrated technology for transit systems and roadway corridors (eg active traffic management)		
8	**Expand capacity at road**	**Additional highway lanes at bottlenecks to increase**	**y**	**Targets improvements to most**
9	Improve Dulles-to-Maryland river crossings	New river crossing (Dulles to Montgomery County)	n	Does not impact trips regionwide
10	Construct HOT lanes regionwide	HOT lanes on all highways (possibly reversible)	**n**	Implementable version of congestion
		High capacity transit to outer suburbs (via frequent buses		
11	Price driving to manage demand and fund improvements	Higher gas tax or VMT tax to fund projects and disincentivize driving	n	Politically infeasible beyond HOT lanes, which are included elsewhere
		Congestion pricing		

		Cordon charge to access regional core and/or Activity		
12	**Price parking to manage demand and fund**	**Price parking (possibly using the stretch parking pricing strategy from MSWG)**	**y**	**Likely to have the largest overall impact on trip making**
13	**Make activity centers**	**Interconnected street grids in all Activity Centers**	**y**	**Targets improvements to areas of**
		Pedestrian and bicycle access to Metro and commuter rail stations (eg WMATA's ped/bike access study)		
14	Make bikeshare practical for more of the population	Expand regional bikeshare with prioritization in Activity Centers and transit nodes	n	Less signficant impacts than overall program to improve activity centers
15	Optimize land use (ie the land use kitchen sink)	TOD in under-invested high-capacity transit nodes (eg use WMATA's Transit Corridor Expansion Guidelines to set	n	Too broad
		Address east-west divide by incentivizing job growth on the eastern side of the region (eg by subsidizing leases &		
		Tie a value-capture mechanism to a regional fund for transit or bike/ped improvements in activity centers		
		Balance of transit priorities with housing mix (i.e. housing unit production targets in all Activity Centers served by		
16	**Increase residential density in high-job areas**	**Balance of transit priorities with housing mix (i.e. housing unit production targets in all Activity Centers**	**y**	**Specific land use strategy**
17	**Increase jobs in the east part of the region**	**Address east-west divide by incentivizing job growth on the eastern side of the region (eg by subsidizing leases &**	**y**	**Specific land use strategy**

Norman Whitaker , VDOT

(email and attachment on 5-23-17)

Kanti,

Attached are VDOT NoVA's comments on the LRTP "Bundles".   We also included some input from DRPT, and we would defer to DRPT on transit matters if they chose to provide any additional perspectives or clarifications.

Thank you for the opportunity to comment.

VDOT Northern Virginia District Suggestions Regarding the *MWCOG/TPB Long Range Plan Task Force Sample List of Improvement Initiatives for Illustrative Purposes*

1. **Reorganize Bundles**
   - Combine Bundles 2 (Enhanced Regional Rail Service) and 7 (Maximal Transit).
   - Combine Bundles 4 (SOV TDM) and 5 (Overall TDM). Note that TDM actions and programs should be a part of any significant transportation or land development project.

2. **Identify Some Catalyst Projects for Each Bundle**
   - These would be the projects that would provide the backbone of each bundle, or would be the logical projects to start implementation of the bundle.
     Examples:
     - Roslyn Tunnel and Long Bridge as catalysts for the Enhanced Regional Rail/Maximal Transit bundle.
     - American Legion Bridge capacity and multi-modal improvements as a catalyst for the Regional Express Travel Network bundle.
     - Integrated corridor management by connecting the systems of all the operators and proving a comprehensive real time traveler information system that enables the users to make an informed choice on mode/travel path/travel time as a catalyst for "Capacity and Operational Improvements" bundle.

3. **General Comments Regarding Feasibility**
   - In some of the bundles there are programs or policies that would require region-wide parking pricing or extraordinary changes in land use. While implementing these ideas could improve performance of the transportation system in terms of mitigating traffic congestion and air pollution, these are actions that the TPB has no authority to execute. It should also be noted that there are practical, demographic and market- based limits to how much housing production can be shifted to higher density TOD formats.

4. **Specific Comments on Individual Bundles**
   Bundle 1. Regional Express Travel Network
   - 1.a. HOV, toll lanes… We question the viability of tolls on routes that are not controlled access or limited access. Non-tolled HOV-2 in the right lane is a viable strategy for non-controlled access (e.g.—29, Columbia Pike), especially if it's a four lane facility and left turns are allowed. Also, experience indicates that tolling exiting highway lanes and bridges is particularly difficult.
   - 1.f. " Redistribute forecast growth". This would be a way to artificially force the model output but unless the redistribution was embedded in the local government comp plan, zoning and growth management policies, and these policies were reasonably in synch with the market for housing, the results would not be likely to be what is anticipated.

   Bundle 2/ Bundle 7. Enhanced Regional Rail Service: Combine with Bundle 7, Maximal Transit.
   - Regarding Bundle 7, if we are discussing "extending the Purple Line to Eisenhower to provide a circumferential light rail route", we may as well propose an Orange Line heavy rail extension to Centerville or Gainesville/Haymarket, Yellow Line to Hybla Valley, and a Blue line extension to Potomac Mills. Regarding circumferential routes, the above referenced Purple Line Extension concept could be expanded to include a Purple Line extension into Virginia (both on the Wilson Bridge and American Legion Bridge) and

some type of circumferential transit that connects Bethesda, Tysons, Springfield, and Alexandria/National Harbor.

- Also regarding Bundle 7, "free transit for "low income earners"' implies an offsetting subsidy or higher fares for other riders. We need to be careful with fare policies that work against the economics of the transit systems. Maybe it's better to just test an "unlimited demand" transit scenario that would act like a free fare.

Bundle 3. Targeted Roadway Capacity _**and Operational**_ Improvements.

- Add "and Operational" Improvements. Added capacity may be needed at the bottleneck, but operational improvements may be needed additionally or instead.
- Add to Bundle 3 :
  - o **"Fill gaps in the road network."** Inter-connectivity and continuity of the road network is necessary to avoid unnecessary vehicle miles traveled (VMT) caused by indirect routes and to provide travelers with multiple options. In outer suburban counties the major thoroughfare network is often fragmented and incomplete, and in the inner suburbs legacy street networks based on extensive use of cul-de-sacs induce increased VMT.
  - o Since major thoroughfares are often also bus routes and bike/pedestrian routes, a more complete, interconnected thoroughfare network also has multimodal benefits. Improved street connectivity also makes it possible for short, close to home trips to be accomplished by walking or biking.
  - o **"Address congestion through the Congestion Mitigation Process".** FHWA's Congestion Management Process**,** which is a required of MPOs work item, prescribes a "tool box" of congestion mitigation techniques. Adding capacity through road widening is at the top of the hierarchy of tools in the toolbox. The idea, however, is to analyze the congestion problem and potential mitigation measures from the toolbox and then employ the least costly (and presumably quickest) appropriate tool to mitigate the congestion.

Bundle 6. Travel Automation and Technology Improvements. Combinations of autonomous-connected vehicles, ride hailing, ridesharing, and transportation "apps" could be very promising. (Although, some commentators have said these innovations will cause a significant increase in VMT). These ideas should be fleshed out more.

5. **Comments on the Unconstrained Long Range Plan Concept**
   With some adjustments, the Bundles could provide a conceptual planning framework for the Long Range Plan. The Bundles would need to cover the major components of the regional Multi-Modal Transportation System—roads, transit, transportation system management and operations, alternative modes, etc and should embody the concepts behind the TPBs Vision and RTPP. The Catalyst Projects would be a bridge between policy planning and implementation, and the CLRP would be the "Action" element of the Long Range Plan.

<u>Bridget Newton, TPB Chairman, Rockville</u>

I think we need to spend more time working thru the facts of the suggestions and their impact on bundles. Tho not in bundles – I've been trying to think thru what might get more bang for the region:

For example – what does a token cost for the NY subway? Boston? Others? What would the impact of a single charge per trip be on DC Metro?

2. For TOD development - what if each project adjacent to metro also paid a surcharge (say 10%) in exchange for a reduction in parking?

3. If the region needs XX for housing that's affordable – what would it look like if we spread it between 3 states, 5 counties and then down thru the smaller jurisdictions? Rather than require or encourage it all to go to one area – incentivize each to take a percentage which might then encourage more access to multimodal transportation.

Proposed Round 2 Bundles

This document uses TPB staff's original 7 bundles to propose a larger number of smaller bundles. The goals of this document are to:

- Use TPB staff's original 7 bundles as a starting point
- Produce bundles that will have a large regional impact, but are small enough to force the task force to select priorities
- Offer the task force a "menu" of bundles to tweak on June 7, have TPB analyze after that, and then to ultimately to choose 6-10 from on June 21.

Contents of this document:

- Pages 1-2: TPB staff's original 7 bundles, for reference
- Pages 3-5: 16 proposed "Round 2" bundles

TPB staff's original 7 bundles:

1. Regional Express Travel Network
   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
   e. Parking pricing and employer-provided transit/ridesharing subsidies in locations served by the above network
   f. Redistribute forecast growth within jurisdictions to increase high-density, mixed-use development around the regional express travel network
2. Enhanced Regional Rail Service
   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
   e. Parking pricing and employer-provided transit subsidies in locations served by the above network
   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
   a. New northern Potomac River crossing
   b. Added capacity at regionally significant bottlenecks identified by TPB's Congestion Monitoring Report
4. Single-Occupancy Vehicle Travel Demand Reduction
   a. Toll the bridges in regional core
   b. Expand regional bike-share network

    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
   a. Extensive telework (50% of commuters telework 1.5 days/week)
   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
   a. Improved engineering and operational practices in arterial design such as turn movement treatments and transit priority treatments
   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
   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
   d. Free transit for low-income earners
   e. Extensive TOD in under-invested high-capacity transit nodes funded by a regional value-capture mechanism
   f. Policies to incentivize transit: price parking at all Activity Centers, require employer-provided subsidies for transit and parking cash-out

Proposed Round 2 bundles:

For the most part this simply re-juggles the items in TPB's original 7 packages into a different set of groups. No items were removed completely. The small number of newly proposed items not present in TPB's original 7 packages are red*. Questions yet to be resolved are* <mark>highlighted</mark>*.*

1. Regional express highway network
   a. HOV, toll lanes, and express bus service on all existing limited access and major road facilities, including parkways *<mark>(is this new capacity or existing capacity? may vary by location?)</mark>*
   b. First-mile, last-mile connections to express transit service (local bus, bike/ped)
   c. Additional park-and-ride lot capacity in outer jurisdictions for HOV and express bus services
   d. Redistribute forecast growth within jurisdictions to increase high-density, mixed-use development in activity centers around Metrorail and the regional express highway network
2. Enhanced regional rail
   a. MARC Growth Plan & VRE System Plan 2040 plans (not in CLRP
   b. Increase frequency and hours of service for VRE and MARC, including two-way trains *<mark>(same as a?)</mark>*
   c. VRE-MARC crossover
   d. Union Station capacity expansion
   e. Long Bridge capacity expansion
   f. First-mile, last-mile connections to rail service (local bus, bike/ped)
   g. Redistribute forecast growth within jurisdictions to increase high-density, mixed-use development in activity centers around Metrorail and regional rail network
3. Targeted roadway capacity enhancements
   a. Added road capacity at up to 10 highway bottlenecks, identified by TPB's Congestion Monitoring Report, and approved by the task force
4. Single-occupancy vehicle travel demand reduction
   a. Toll the bridges in regional core
   b. Parking pricing and employer-provided transit/ridesharing subsidies
   c. Higher gas tax or VMT tax
   d. Institute parking maximums in all activity centers via zoning
5. Overall travel demand management
   a. Extensive telework (50% of commuters telework 1.5 days/week)
   b. Maximize flexible work schedules, expand compressed work schedules to 50% 4-day work weeks
   c. Expanded employer-provided transit/ridesharing subsidies
   d. Parking cash-out requirement for all employers inside activity centers
6. Roadway Technology Improvements
   a. Improved engineering and operational practices in arterial design such as turn movement treatments *<mark>(wider radii, slip lanes, etc <u>significantly</u> disrupt pedestrians; should this be outside activity centers only?)</mark>*
   b. Transit priority treatments
   c. Automated traffic incident management and advanced traveler information systems
   d. Reversible lanes on key highways
   e. ICM, ATM, and ITS regionwide

7. ~~Maximal Transit~~

7. Improved arterial transit
   a. WMATA's Priority Corridor Network for bus service enhancements on 24 major corridors
   b. *(Should we add a <u>Jarrett Walker-style bus network optimization</u>? This was not discussed as one of the original 70 ideas, but would be valuable and would fit the theme. If so, possibly a+b could be one package, with c+d+e a second package, and f appropriately present in both?)*

    c. Dedicated-lane transitways (ie BRT or LRT) on Montgomery County's proposed BRT network, NVTA's TransAction BRT network, a TBD network for Prince George's County, and the transit lane network identified in moveDC
    d. Transitway to Waldorf
    e. Light rail (ie streetcar) expansions in DC, using dedicate lanes on future segments
    f. Redistribute forecast growth within jurisdictions to increase high-density, mixed-use development in activity centers around Metrorail and arterial transitway network

8. Expand access to existing transit
    a. Free transit for low-income earners
    b. Extensive TOD in under-invested high-capacity transit nodes funded by a regional value-capture mechanism
    c. Require employer-provided subsidies for transit and parking cash-out
    d. Metrorail station access improvements for bicyclists and pedestrians
    e. Expand park-and-ride lot capacities for end-line Metrorail stations
    f. Redistribute forecast growth within jurisdictions to increase high-density, mixed-use development in activity centers around Metrorail

9. Optimize existing Metrorail
    a. 100% eight-car trains
    b. Second Metro station at Rosslyn
    c. Expand/enhance high-volume stations in system core
    d. Reduce Metrorail fares in off-peak direction during peak period and on other underutilized Metrorail segments
    e. Expand park-and-ride lot capacities for end-line Metrorail stations
    f. Redistribute forecast growth within jurisdictions to increase high-density, mixed-use development in activity centers around Metrorail
    g. Redistribute forecast growth *across* jurisdictions to increase high-density, mixed-use development in activity centers around Metrorail on the east side of the region

10. Expand Metrorail
    a. Second Rosslyn tunnel for Metrorail
    b. New separated Blue Line subway loop (ie reduce interlining)
    c. Expand park-and-ride lot capacities for end-line Metrorail stations
    d. Redistribute forecast growth within jurisdictions to increase high-density, mixed-use development in activity centers around Metrorail
    e. Redistribute forecast growth *across* jurisdictions to increase high-density, mixed-use development in activity centers around Metrorail on the east side of the region
    f. (Should we include Metrorail extensions of existing lines, currently impossible due to core capacity constraints?)

11. Circumferential transit
    a. Purple Line New Carrolton to Eisenhower Ave extension
    b. Purple Line Bethesda to Tysons extension (included in "multimodal bridge crossings" originally proposed by task force)
    c. (Should we include Purple Line Tysons to Eisenhower Ave extension? It would be new, not proposed by anyone in the task force; but would complete the loop, and could possibly be NVTC's Route 7 transitway, or something else.)

12. Circumferential roadways
    a. New northern Potomac River highway crossing
    b. HOT lanes on Legion & Wilson bridges

13. Ease last-mile trips inside activity centers
    a. Expand regional bike-share network
    b. Metrorail station access improvements for bicyclists and pedestrians
    c. Interconnected network of regional trails
    d. Redistribute forecast growth within jurisdictions to increase high-density, mixed-use development in activity centers around Metrorail
    e. Interconnected street grid in all activity centers
    f. Expanded circulator buses to Metro stations

14. Optimize future land use
    a. Move more future job and housing growth within jurisdictions into activity centers
    b. Move more future job growth across jurisdictions to activity centers on the east side of the region and in the regional core
    c. Move more future housing growth from outside the region into activity centers inside the region
    d. Extensive TOD in under-invested high-capacity transit nodes funded by a regional value-capture mechanism

15. Expand shared-mobility
    a. Extensive shared mobility for all trip purposes

16. Automated vehicles
    a. Automated and semi-automated services on limited access facilities to potentially include cars, buses, connected vehicles, freight
    b. First-mile, last-mile connections: automated and semi-automated services for first and last mile access to/from public transit
    c. (Should we add doubling the frequency of all buses in the region? Without the need for drivers, bus operating costs would approximately halve, making twice the service at the same cost possible. This was not suggested by the task force but likely would have been had there been a stronger focus on automated vehicles.)
    d. (Should we add reduced traffic inside activity centers due to self-parking cars? This was not suggested by the task force but likely would have been had there been a stronger focus on automated vehicles.)

MEMORANDUM

TO: TPB Long-Range Plan Task Force

FROM: Jeremy Martin, 2017 CAC Chair

SUBJECT: CAC priorities for task force consideration and analysis

DATE: May 17, 2017

On May 11, the CAC reviewed the list of projects, programs and policies compiled by the Long-Range Plan Task Force and voted on top CAC priorities. Each member chose four top priorities, and a high degree of consensus emerged among the votes and subsequent discussion. All 5 of the top vote getters related to strengthening the regional mass transit network in a variety of ways:

- Securing regional dedicated funding for metro
- Continuing the Purple Line in a circumferential rail route
- Adding additional Potomac river crossing for Metro
- Adding new capacity dedicated transit lanes/regional inter-jurisdictional BRT network/priority bus
- Adopting a standardized or fixed fare on all transit

Some of our discussion about the process highlighted the interdependence of potential projects, and the need for capacity improvements to be pursued in conjunction with TOD and improved access to encourage people to take advantage of the transit capacity, and funding sources and fare structures that would facilitate necessary ongoing investment and expanded ridership.

The CAC had many questions, and looks forward to following the next steps of the LRP-TF and possibly weighing in again later in the process.