



**PROJECT, PROGRAM, POLICY SUGGESTIONS TO ADVANCE TPB'S  
 ASPIRATIONAL TRANSPORTATION SYSTEM IMPROVEMENT INITIATIVES**

<b>A. BRING JOBS AND HOUSING CLOSER TOGETHER:            (REGIONAL ACTIVITY CENTERS &amp; AROUND HTC STATIONS)</b>		
<b>1</b>	<b>Community Development Plans</b>	Each jurisdiction develops a comprehensive "corridor / community development" plan focused on activity centers and transit centers. The plan will focus on "Mixed Use & Density," "Inter connectivity," and "Diversified Mobility" - all designed to support proximity between housing, jobs and services. The plan would serve the framework for redevelopment of targeted areas. Example: Frederick County's Settlement Pattern Goal of Livable Frederick.
<b>2</b>	<b>SMART (Strategic Management of Active Regional Transit) Employment Hubs</b>	Each jurisdiction adopts a menu of economic development incentives to influence market forces to create employment hubs at underutilized Metrorail and Commuter rail stations. Locations would include existing TOD communities that may have far greater housing than jobs around the transit station.
<b>3</b>	<b>Best Practices of Local Policies in Activity Centers</b>	COG's Regional Activity Centers and Place Plus Opportunity reports have outlined the benefits of mixed use, higher density, sustainable communities. Local jurisdictions have been developing policies, practices, and (incentive) programs to realize this concept. Develop an easy to access clearinghouse of the best practices from within this region, and other regions in the country, to assist policy makers and practitioners.
<b>4</b>	<b>More housing near Transit hubs and/or in Activity Centers</b>	Local jurisdictions actively pursue and implement practices in their planning, zoning, permitting, and development process to build more housing (especially affordable housing) within a 2-mile range of public transit hubs and/or in Activity Centers. Locations would focus on transit hubs in low density housing and/or transit hubs with jobs in much greater numbers than housing.
<b>5</b>	<b>Non-motorized infrastructure within Activity Centers</b>	Each jurisdiction identifies pedestrian and bicycle trails that provide circulation and connectivity within each Activity center. Work to have these projects funded through incentives, permitting / proffer requirements, establishment of funding set-asides, and grants from regional, state, and federal entities.
<b>6</b>	<b>Uncouple parking from commercial leases</b>	Many employers provide free parking to employees in part because their leases are tied to a fixed number of parking spaces. By uncoupling the parking from the lease, employers will have an incentive to offer programs that would make transit, ridesharing, and/or non-motorized travel financially attractive.

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<b>B. EXPAND BRT REGIONWIDE</b>		
<b>1</b>	<b>Rapid Deployment of Transit Priority Treatments</b>	Like the regional effort to deploy Transit Signal Priority and real-time arrival information, develop a new regional initiative to expand Transit Priority treatments regionally and on all suitable roadways. This effort would develop common approaches to bus priority infrastructure, as well as advancing specific efforts on a more aggressive time schedule.
<b>2</b>	<b>Network of Bus lanes on key arterials</b>	The region works collectively to identify bus corridors with the greatest potential for ridership and designates these as Priority Bus Corridors. The jurisdictions will preserve right-of-way along these corridors and integrate bus lanes as part of improvements to and developments of the roadways. These corridors would have fast, reliable, frequent, and efficient bus service including off-board fare payment, all door boarding, and a menu of applicable transit priority treatments on the roadways (signal prioritization, queue jumps, real-time arrival information, etc.)
<b>C. MOVE MORE PEOPLE ON METRORAIL</b>		
	(none submitted)	
<b>D. PROVIDE FOR MORE TELECOMMUTING OTHER OPTIONS FOR COMMUTING</b>		
<b>1</b>	<b>Model Telecommuting/Work Option Policy</b>	Using a similar approach that was undertaken by TPB staff and membership in developing a Complete Streets Policy, develop a model policy for telecommuting and other work options that could be used across the region, and that could be adapted to meet specific needs of employers in any jurisdiction, regardless of size, location, and other variables.
<b>2</b>	<b>Regional transportation pricing framework</b>	Develop a regional approach to pricing capacity, either roadway, curbside, or off-street storage including an analysis of potential revenues and implementation needs, as well as concepts for what to do with revenues. Various forms of transportation pricing practices are currently in place in the region that provide the experience yet lack a cohesive and consistent form.
<b>3</b>	<b>Incentivize ridesharing in ride hailing services</b>	Develop a framework for a tiered fee structure on all ride-hailing services so that fees for shared rides are less than those for single riders. Revenues generated from the fees will be used to advance programs that move more people while reducing congestion and mobile emissions.
<b>4</b>	<b>Implement Commuter Choice Program</b>	States and/or local governments provide tax credit to businesses that adopt and achieve trip reduction at their employment locations. The employer can implement any program that fits the business and its employees including: transit subsidy, parking cash-out, enhanced teleworking. Example: Maryland's Commuter Choice program that provides tax credit for businesses.
<b>5</b>	<b>Transit Screens for Employers and Multifamily residential buildings</b>	A regional policy that either requires / assists / incentivizes placement of Transit Screens at all medium to large employers and multifamily buildings with over 100 units. Transit screens are flat panel displays with real time transit and bikeshare information for service near the building location.

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<b>E. EXPAND EXPRESS HIGHWAY NETWORK</b>		
<b>1</b>	<b>Regional Coordination of Operations, TDM and ITS On the Expanded Express Highway Network</b>	The emerging regional express highway network presents an opportunity for Virginia and Maryland to coordinate operations, Travel Demand Management (TDM), and Intelligent Transportation Systems (ITS) to provide better service and to inform the public of the availability of enhanced transportation services available from the express highway network. Coordination of operations, TDM and ITS efforts could be achieved using an approach similar in concept to MATOC (Metropolitan Area Transportation Operations Coordination).
<b>F. IMPROVE WALK AND BIKE ACCESS TO TRANSIT/COMPLETE THE NATIONAL CAPITAL TRAIL</b>		
<b>1</b>	<b>Interconnected Sidewalks (Missing Link Prioritization)</b>	Each jurisdiction conducts a systemic study to identify the critical missing sidewalk links in all mixed-use locations. This will serve to develop a prioritized list of sidewalk construction projects that the jurisdiction commits to fund. Mixed use locations would include communities in the proximity of schools, shopping centers, and bus stops.
<b>2</b>	<b>Regional Grants for Walk and Bike Access Projects at HTC Stations</b>	Each jurisdiction with a Metrorail and/or Commuter rail station to work with the transit agency to identify walk and bike access infrastructure needed within the walkshed for the station. Each jurisdiction will work to pursue state, federal or private grant funds and commit to its share of matching funds, and to implement the project in an expeditious manner. A regional application could also be pursued by bundling many such projects.
<b>3</b>	<b>Evaluate and Regulate Dockless Bike Share Programs</b>	The region closely monitors the outcome and experiences from the dockless bike share programs currently being piloted in the region and explore opportunities to develop a regional approach to coordinate the rules and regulations to manage the service to ensure mobility requirements are balanced with pedestrian safety.