

## REPORT

### THE CONVERSATION ON SETTING REGIONAL TRANSPORTATION PRIORITIES

An Event Hosted by  
The National Capital Region Transportation Planning Board (TPB)  
May 26, 2010

#### OVERVIEW

On May 26, 2010, the TPB hosted an interactive event called the Conversation on Setting Regional Transportation Priorities, which featured context-setting presentations and interactive discussion of regional transportation challenges, opportunities, and possibilities for enhancing the process of setting and implementing regional priorities.

The invitation-based event was held at the Hyatt Regency on Capitol Hill and included members of the TPB, Technical Committee, Citizens Advisory Committee (CAC), and Access for All (AFA) Advisory Committee. Members of the public also attended. Former TPB Chair Peter Shapiro provided formal facilitation services throughout the Conversation.

The impetus for the event was a request by the CAC for the TPB to consider the idea of developing a “Regional Priorities Plan” that would serve as a financially-unconstrained regional vision for transportation investment. Envisioned as a “mini-retreat,” the Conversation provided a rare opportunity for elected officials, professional transportation and planning staff, and involved citizens to sit down at the same table to discuss the region’s transportation planning process.

The event commenced with three context-setting presentations, which provided an overview of regional transportation challenges and new opportunities. These presentations were delivered by TPB Chair David Snyder, TPB Second Vice Chair Todd Turner, and COG Department of Transportation Planning Director Ron Kirby, who spoke in place of TPB First Vice Chair Muriel Bowser. Following this overview, Maureen Budetti, CAC Chair, presented the case for developing a regional transportation priorities plan, which has long been advocated by the CAC.

The event then transitioned to a series of concurrent interactive conversations. Each of seven tables engaged in a 60-minute focused conversation based off of one main question and three supplemental questions:

- **What would a regional transportation priorities plan mean?**
  - How do we understand the current process?
  - What are the reasons to change?
  - What are the options for change?

After an hour of discussion, each table was encouraged to spend a final 15 minutes discussing potential next steps.

Each table-top conversation was guided by a designated discussion leader (TPB member), and a scribe (TPB staff member) took notes at each table. Three additional TPB staff members compiled and summarized in real time the information captured by the table scribes as the conversation occurred. TPB Chair Dave Snyder concluded the event by reporting salient points from the Conversation in a plenary session. Participants were also invited to offer final comments.

A group of interested citizens who are not directly affiliated with the TPB committee structure attended the meeting and conducted their own conversation. They provided notes from their discussion to TPB staff. Among other concerns, these citizens expressed support for a less opaque planning process, more regional public involvement and direct funding for the TPB. They also suggested consideration should be given to establishing a directly elected regional planning board.

TPB staff will report on the event at the June 16 TPB meeting, and the Board will subsequently consider options for further action that arose from the discussions at the event.

Attachments:

- List of participants with table assignments
- Summary of Table Discussions
- Presentations by:
  - David Snyder, TPB Chair
  - Todd Turner, TPB Second Vice Chair
  - Ronald Kirby, Director of COG Department of Transportation Planning (on behalf of TPB First Vice Chair Muriel Bowser)
  - Maureen Budetti, Chair of the TPB Citizens Advisory Committee (CAC)

**Participant List**  
The TPB's Conversation on Setting Regional Transportation Priorities  
Hyatt Regency Capitol Hill  
May 26, 2010

<b>Participant</b>	<b>TPB Affiliation</b>	<b>Jurisdiction/Organization</b>	<b>Table</b>
Melissa Barlow	TPB Member	Federal Transit Administration (FTA)	1
Tom Biesiadny	Technical Committee	Fairfax County	1
Edgar Gonzalez	TPB Member	Montgomery County	1
Michael Hackett	Technical Committee	Metropolitan Washington Airports Authority (MWAA)	1
Larry Martin	TPB Citizens Advisory Committee	District of Columbia	1
Kim Propeack	TPB Access for All Committee	CASA of Maryland	1
Chris Zimmerman	TPB Member	Arlington County	1
Tom Black	Technical Committee	Fairfax County	2
Emad Elshafei	Technical Committee	City of Rockville	2
Dan Malouff	Technical Committee	Arlington County	2
Allen Muchnick	TPB Citizens Advisory Committee	Virginia	2
Kala Quintana	Technical Committee	Northern Virginia Transportation Commission (NVTC)	2
Todd Turner	TPB Vice Chair	City of Bowie	2
Faith Wheeler	TPB Citizens Advisory Committee	District of Columbia	2
Monica Backmon	Technical Committee	Prince William County	3
Emmet Jordan	TPB Member	City of Greenbelt	3
Kimberly Kaplan	TPB Citizens Advisory Committee	Virginia	3
Mark Kellogg	Technical Committee	Washington Metropolitan Area Transit Authority (WMATA)	3
Farrell Keough	TPB Citizens Advisory Committee	Maryland	3
Peter May	TPB Member	National Park Service	3

Karina Ricks	TPB Member	District of Columbia Department of Transportation	3
Jonathan Way	TPB Member	City of Manassas	3
Michael Weil	Technical Committee	National Capital Planning Commission (NCPC)	3
Kerry Donley	TPB Member	City of Alexandria	4
Harold Foster	TPB Citizens Advisory Committee	District of Columbia	4
Donald Halligan	TPB Member	Maryland Department of Transportation	4
Dan Hardy	Technical Committee	Maryland-National Capital Park and Planning Commission (M-NCPPC), Montgomery County	4
Doris Ray	TPB Access for All Committee	ENDependence Center of Northern Virginia	4
Christine Hoeffner	Technical Committee	Virginia Railway Express (VRE)	5
Jim Larsen	TPB Citizens Advisory Committee	Virginia	5
Regina Lee Byrd	TPB Access for All Committee	TAG/Independence NOW	5
Emmet Tydings	TPB Citizens Advisory Committee	Maryland	5
Zach Dobelbower	TPB Citizens Advisory Committee	District of Columbia	6
Betsy Massie	Technical Committee	Potomac and Rappahannock Transportation Commission (PRTC)	6
Ann Pimley	TPB Access for All Committee	Fairfax Area Disability Board	6
Victor Weissberg	TPB Member	Prince George's County	6
Alex Block	Technical Committee	District of Columbia Office of Planning	7
Maureen Budetti	TPB Citizens Advisory Committee (Chair)	Virginia	7
Julia Koster	TPB Member	National Capital Planning Commission (NCPC)	7
Glenn Orlin	TPB Member	Montgomery County	7
Tina Slater	TPB Citizens Advisory Committee	Maryland	7
Kanathur Srikanth	Technical Committee	Virginia Department of Transportation	7
Gloria Swieringa	TPB Access for All Committee		7

Tom Bruccoleri	Technical Committee	Arlington County	8
Bill Easter	TPB Citizens Advisory Committee	Maryland	8
Lyn Erickson	Technical Committee	Maryland Department of Transportation	8
Tom Harrington	Technical Committee	Washington Metropolitan Area Transit Authority (WMATA)	8
Christopher Lawson	TPB Member	Federal Highway Administration (FHWA)	8
Gail Parker	TPB Citizens Advisory Committee	Virginia	8
Harriet Tregoning	TPB Member	District of Columbia Office of Planning	8
Alex Verzosa	Technical Committee (Chair)	City of Fairfax	8
David Snyder	TPB Chair	City of Falls Church	9

## SUMMARY OF TABLE DISCUSSIONS

The TPB's Conversation on Setting Regional Transportation Priorities, which was held on May 26<sup>th</sup>, featured seven small group discussions in which participants were asked to address three key questions related to the larger question: ***What would a regional transportation priorities plan mean?***

The following summary is based upon a staff review of the notes taken at each of the seven discussion tables. This summary is intended to provide an overview of the range of comments made at the event, drawing out common themes and areas of agreement, as well as indicating points of difference.

### ***1. HOW DO WE UNDERSTAND THE CURRENT PROCESS?***

The opening discussion in most groups revolved around the CAC's concerns about the region's current process for developing the Constrained Long-Range Plan (CLRP).

- ***Frustrations with the current process.*** In support of the CAC's positions, some participants said the CLRP is simply a collection of projects, not a true regional plan. They noted the TPB accepts nearly all project submissions for the CLRP and they said the region does not have a good mechanism for identifying the regional benefits of submissions. Because the projects for the CLRP are largely determined outside the regional forum, there are few effective opportunities for public involvement in the TPB process. Participants further noted that there is a lack of transparency in the process. It is difficult for a citizen to find when and how projects get selected for inclusion in the CLRP.
- ***But others noted plenty of evidence of regional coordination.*** Other participants challenged the criticisms of the current process, pointing out the numerous positive planning activities that occur in many jurisdictions, which are wrapped up in the CLRP. They said these various activities reflect coordinated and open decision making processes throughout the region, and they noted that the current system is more appropriate than a centralized regional decision-making forum. One participant summed up his characterization of the process: "Just because there is no regional plan doesn't mean there's no regional coordination." A lot of project planning and development work is done at the local level, they said, and a new regional process could undermine these local processes.
- ***Reasons for the way things are.*** The origins and motivation for the current process were explained in positive and negative terms. On one hand, some participants described a process that is built upon parochialism and protection of jurisdictional self-interest at the expense of the region's benefit. Others suggested that because funding

authority generally does not lie at the regional level, it would be inappropriate for the TPB to exert more authority.

- ***“There is no transportation priorities plan currently, but should there be?”*** In general, participants from all perspectives agreed that the CLRP plays a limited role and most attendees agreed that it is not designed to reflect the region’s goals. But, a number of attendees noted, the fact that a regional priorities plan does not currently exist does not mean there should be one.

## **2. WHAT ARE THE REASONS TO CHANGE?**

Justifications for changing the region’s transportation planning process included comments about the inadequacies of current practices as well as comments that a new planning process would benefit the region’s residents. Other participants explained why they believed the current process should not be substantially changed, noting that it works well or it is not worth modifying.

- ***The current process does not encourage visionary leadership.*** In a variety of ways, many participants spoke about the need for long-term visionary leadership. They maintained the current system is too incremental and does not encourage bold planning. One participant asked: “Would Metro have been built under the current process? Probably not.”
- ***We need to solve regional problems with regional approaches.*** Participants noted that many aspects of our transportation systems are regional and we need to be coming together as a region to endorse a regional package of solutions. For example, participants noted that challenges such as the east/west economic divide require a coordinated regional approach. Others said that enhanced regional transportation planning was important for the region’s economic vitality. Supporters of the CAC position maintained that a regional transportation priorities plan would demonstrate how key problems could be addressed and alleviated in a regional manner.
- ***We need a compelling regional vision to make the case for additional funding.*** Some participants emphasized that such a regional approach will be useful in helping to make the case to the public that far-reaching transportation solutions will cost a significant amount of additional money. They noted that in this way, a regional approach does not have to take away money or authority from states and localities, but instead can benefit them by leading to an increase in the overall funding total.
- ***We need to be able to respond to new opportunities, especially those that may arise at the federal level.*** Participants said that a publicly agreed-upon pool of projects would

allow the region to more quickly respond to opportunities for funding. In particular, participants spoke about emerging opportunities with the Obama administration.

- ***We need to have better information on whether we're making the right investments.*** Some participants said that leaders at the regional level should be provided with information on the broader context for considering the regional implications of projects and policies.
- ***Public engagement is needed to effect bold changes.*** Participants said the current regional planning process is not designed to encourage public discussion about the future of the region, but they noted that such public engagement is necessary to effect bold regional changes. Participants suggested the region will benefit from a public process in which citizens feel they have some buy-in to the region's priorities.
- ***Reasons not to change.*** While noting that modest improvements might be worthwhile, some participants indicated that changes in the process might not be appropriate:
  - ***Priority setting is not the TPB's job.*** Participants noted that the TPB is not a government. It is not elected and therefore it is not directly accountable to voters. They said it would not be appropriate for the TPB to give a "thumbs up" or "down down" to projects.
  - ***Regional priority-setting could undermine local planning.*** Some participants argued that considerable planning and public involvement occurs at the local level. It would be potentially destructive to do more planning from the top.
  - ***A priority-setting process is not politically feasible.*** Some attendees observed that many leaders would perceive they have a lot to lose and not much to gain from stronger regional planning.
  - ***There's not enough money for basic needs, let alone future priorities.*** Some participants suggested that planning for unfunded priorities would not be worthwhile because we do not even have enough funding for maintenance and operations.

### **3. WHAT ARE THE OPTIONS FOR CHANGE?**

Most discussion under this question focused on the CAC's recommendation that the TPB should develop a regional transportation priorities plan. Across all conversations, participants made a variety of suggestions for how such a plan might be developed. Participants also provided ideas for change that would not require a priorities plan.



- **Key elements of a regional transportation priorities plan.** Participants at many tables roughly described what such a plan might include: Policies (based on the TPB Vision and Region Forward); identification of priority projects (both funded and unfunded) and analysis of plan performance.
  - **A priorities plan should only include regionally significant projects.** Several participants noted that a new plan developed through the TPB should focus only on projects with regional significance. There was some debate over whether this meant it should only deal with multi-jurisdictional projects, or if the definition of regional significance should be broader. Other attendees noted that a method will need to be developed to determine the level of projects to include.
  
- **What such a plan should NOT be.** Much conversation revolved around the implied decision-making authority that such a plan might represent. Participants continually had to reassure each other that such a plan would not usurp the authority of local or state bodies that are responsible for funding and for land use. They noted that the purpose of such a planning activity would be to provide guidance, not to take away authority from the states or local governments.
  
- **Fitting a new plan and planning activity into the existing process.** Participants touched upon a number of issues relating to the logistics for developing a new type of plan.
  - **A priorities plan would need time for development.** Participants at several tables noted that a priorities plan could not be developed and updated every year (or more) like the CRLP.
  - **Extensive public involvement is needed.** Participants spoke about the need to design a planning process with plenty of opportunities for public input.
  - **Consider using new tools.** Participants suggested the TPB should consider using sketch planning tools for developing the plan in addition to the TPB's travel forecasting model.
  - **Build upon past TPB activities.** Participants said a new planning activity should build upon the TPB's extensive body of work and approved policies, including the TPB Vision and scenario planning activities. In particular, they noted that the development of the TIGER application was a powerful example of regional coordination that should be institutionalized in a priority-setting process. Several tables also suggested that Region Forward, the report of Greater Washington 2050, could serve as a starting point for developing a priorities plan.
  - **Build upon experiences throughout the region.** In particular, participants noted Northern Virginia's TransAction 2030 plan and the ongoing long-range planning activities of WMATA. Some thought that TransAction 2030, in particular, might

be used as a model for development of a regional priorities plan. TransAction 2030 included unfunded priorities in key corridors and represents broad consensus in Northern Virginia.

- **Consider establishing a task force.** Some participants suggested that the scenario study task force should evolve into a long-range planning committee.
- **Potential methodologies for developing a priorities plan.** Participants spent a lot of time brainstorming ideas for approaching the development of a priorities plan:
  - **A needs-based approach.** Some groups talked about developing a regional plan that would begin by identifying needs or problems (such as the location of existing, planned or desired housing and jobs) and then identifying optimal and/or preferred transportation solutions. A list of problems could include location-specific corridors with greatest regional impacts as well as regionwide needs.
  - **A goal-based approach.** Some participants suggested a new regional plan should be built upon measures packaged to meet broad regional goals, such as congestion relief, greenhouse gas reduction or sustainability. Goals would be derived from the TPB Vision, and/or Region Forward. Participants noted that some goals are easier to measure than others.
  - **Interest in quantifying benefits.** Many conversations focused on the potential use of methods to measure benefits, including scoring projects, ranking projects and using performance measurements.
    - **What would be the sources of measures?** At a number of tables, participants discussed using the TPB Vision as the basis for measuring benefits. Others suggested that project submissions should be scored against 3E's: equity, environment and economy.
    - **An information tool.** Some participants emphasized that a quantification of benefits would be a useful tool for public outreach and communication, and would also provide important information for decision-makers about the impacts of projects. One participant said a system could be developed that would be similar to the one used for Consumer Reports, which provides scores in a number of categories. Participants emphasized that scoring would be useful as a source of information, not as a method for making decisions.
    - **Doubts about quantitative measures.** Some participants spoke about the challenges of developing and using a scoring system, noting that TPB member jurisdictions will be suspicious of such methodologies. They also

commented on the difficulty of establishing a system that would be compatible across modes, and would likely include some measures that would be inherently qualitative in nature.

- **Consider funding issues upfront as part of priorities setting.** Participants at several tables emphasized that a priorities plan should not be an undisciplined wish list. One table discussed identifying a “funding envelope” as part of the planning activity. This funding envelope would provide a rough budget for increased funding that would be significantly greater than currently anticipated revenues, but not wildly unconstrained.
- **Issues to consider in developing a priorities plan.** Participants provided their perspectives on key issues to include in a priorities plan, including the following:
  - **Differing needs of inner and outer jurisdictions.** Some participants emphasized that a regional priorities plan must be sensitive to the transportation demands of the region’s outer jurisdictions, in particular, the need for more road capacity. They emphasized that a regional priorities plan would need to have a broad variety of project types meeting the different needs of different places.
  - **Needs of vulnerable or disadvantaged groups.** Some participants emphasized that a new planning process should take care to incorporate the concerns of people with disabilities and economically disadvantaged populations.
  - **Include a variety of modal solutions.** Some participants advocated for specific modal solutions. One attendee, for example, emphasized the importance of rail. In general, however, participants understood the importance of planning for a variety of transportation choices. (The event was focused on discussing whether and how the TPB should be more active in setting priorities, not in what those priorities should be.)
  - **The importance of land use.** Participants suggested that the TPB’s past efforts regarding land-use need to be further expanded in a regional planning effort. One participant noted that the activity centers process and the scenario study provide good experiences to build upon. Those planning activities worked extensively with land-use planners to develop regional guidance on preferred locations for growth.
  - **Focus on sustainability.** Given the Obama administration’s emerging focus on sustainability, participants suggested that this topic might form the center-piece of a regional transportation priorities plan. One group discussed the fact that the term “sustainability” should also include sustainable funding for operations and maintenance of our existing system.

- **Other potential changes.** While most of the discussion under Question 3 was related to the CAC recommendation for a regional priorities plan, participants made other comments that called for improvements not necessarily related to such a plan.
  - **Advocate for federal funding directly allocated to MPOs.** Some participants said that the TPB needs to control its own funding stream in order to set priorities. They argued that regional leaders need to lobby for the establishment of a metropolitan mobility program that would provide funding directly to metropolitan planning organizations (MPOs) like the TPB.
  - **Advocate for a regional or subregional funding mechanism for transportation.** Participants discussed WMATA’s continuing budget shortfall as well as the tightening budgets at the state and local levels.
  - **Provide better education about the existing process.** Some participants said the TPB does not need to change the process; it just needs to explain it better. They suggested the TPB Citizens Guide could be used or reworked for this task. They also cited the Community Leadership Institute as a useful TPB activity in this regard. A key to better education, participants said, would be to provide more information about the processes that feed into the CLRP, including mapping unfunded priorities of the states and local governments (an inventory) and “decision charts” showing how case-study projects get into the CLRP.
  - **Public involvement improvements can be made now.** Participants spoke broadly about public outreach methods that should be developed or enhanced. These include better use of electronic media for information-sharing and engagement, and conducting more meetings around the region.
- **Potential next steps.** Although next steps were discussed in the final 15 minutes of the Conversation, most tables continued their previous conversation from Question 3 with some emphasis on immediate actions that might be taken.
  - **Form a task force to determine if a regional transportation priorities plan is feasible.** Participants in several discussions suggested that the Scenario Study Task Force should be assigned this task.
  - **Develop an inventory of unfunded transportation priority projects.** This inventory would include all the projects that have been included in the plans of the TPB’s member jurisdictions. The inventory would provide information on the universe of projects under consideration throughout the region. (TPB staff is already working on the development of this inventory.)

- ***Investigate what other MPOs are doing.*** Participants felt it could be instructive to learn more about the long-range planning activities in other regions, especially for those MPOs that are multi-state.
- ***Take steps to increase public information about TPB procedures and goals.*** Some participants thought that some short-term actions to improve transparency and increase awareness of transportation challenges could be steps such as televising TPB meetings on public access television, and otherwise using various media to spread the word about transportation planning at the regional level.
- ***Continue the conversation.*** Many participants expressed appreciation for the opportunity to interact with other members of the TPB process, but they said there needs to be a more comprehensive process even for this type of discussion. They said the region needs to have a regionwide conversation on what the scope of a new regional plan would or could look like.

# CONVERSATION ON SETTING REGIONAL TRANSPORTATION PRIORITIES

May 26, 2010

First presentation: David Snyder, 2010 TPB Chairman and Falls Church City Councilmember

Slide 1



Slide 2



David Snyder, 2010 TPB Chairman and Falls Church City Councilmember

Slide 3



Decades of progressive planning have produced a system to be proud of:

- A multi-modal transportation network
- Focus on accessibility for all people, in all communities
- Infrastructure to support a strong economy

Slide 4

**A legacy of progressive planning**

**We've invested more than money in Metro**



4

The Metro system is an investment in future generations, allowing people from all corners of the region access to opportunity.

Slide 5

**A legacy of progressive planning**

**We're a national model of Transit-Oriented Development**



Our transit system also provides a framework for the development of communities. We have promoted development around transit stations and we have successfully maintained the viability of our urban core.

Slide 6

**A legacy of progressive planning**

**We value mixed-use and walkable communities**




6

Mixed-use, walkable communities are important to our quality of life and to our economic vitality.

Slide 7

### Reaffirming regional principles

From the TPB Vision to COG's Region Forward, our regional policies have been consistent.



- Provide a range of transportation options
- Reduce auto dependency
- Coordinate land use and transportation
- Prioritize the existing system

7

The TPB Vision enumerated a variety of important planning principles that have consistently been echoed in subsequent TPB and COG policy statements.

Slide 8

### Big challenges ahead



- Severe congestion
- Land-use inefficiencies
- Climate change
- Funding shortfalls

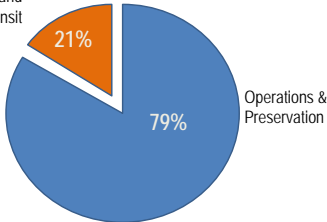
8

We have many successes to celebrate, but challenges remain.

Slide 9

### Maintenance & operations eating up most long-term funding

Anticipated transportation expenditures, 2010-2040\*



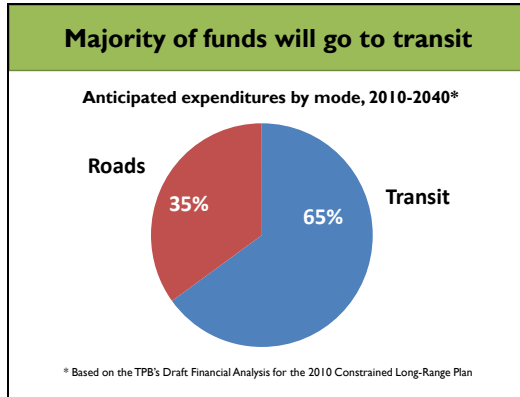
Category	Percentage
Operations & Preservation	79%
New Roads and Transit	21%

\* Based on the TPB's Draft Financial Analysis for the 2010 Constrained Long-Range Plan

In the future, a growing proportion of available money needs to be dedicated to maintaining and operating the existing system.

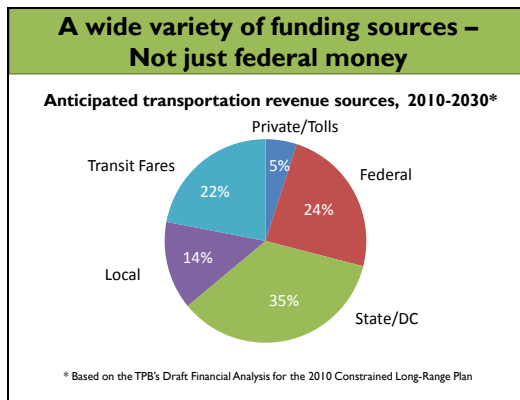


Slide 10



Transit will use the majority of transportation funding in the coming decades. It should be remembered, however, that 22 percent of revenues will come from transit fares.

Slide 11



The region receives its transportation funding from a variety of sources. Federal money is currently playing a less important role than in the past. In the future we anticipate that tolls will play an increasingly significant role in funding transportation.

Slide 12

### Metro's needs are acute

Over the next 10 years:

- Davis bill : \$3 billion
- Metro Matters: \$5 billion
- Needs: \$11 billion...

**The shortfall is roughly \$3 billion**

The region has made strides – through the Davis bill and Metro Matters – to meet Metro's needs. But a major funding gap remains.

Slide 13

**But other needs are also pressing**

**States and local governments are struggling to fund essential projects.**



States and local governments are being forced to postpone important transportation projects.

Slide 14

**The recession has hit hard**




Every day, everywhere, cutbacks are happening.

Slide 15

**Plans and programs are shrinking**

*The annual update of the CLRP and TIP has become an exercise in **project delays and cuts!***



- When the CLRP and TIP were approved last July, no new projects were added. There were only delays and cuts.
- A few high-profile projects have been added since last year, but in general, regional transportation plans are shrinking.

Slide 16

**But the long-term financial shortfall is an old story...**

**... in good times and in bad!**

However:

- The financial shortfall is not simply a result of the recession; it is systemic.
- The TPB has been calling attention to this problem for more than a decade.
- The region has implemented partial solutions, but not yet identified comprehensive and reliable funding.

Slide 17

**Priority One: The Existing System**

**Maintenance and rehabilitation:**  
*We've got to take care of our existing system!*

17

Job ONE has got to be maintenance and rehabilitation.

Slide 18

**Priority One: The Existing System**

*And make better use of the existing system!*

**Management and Operations:**

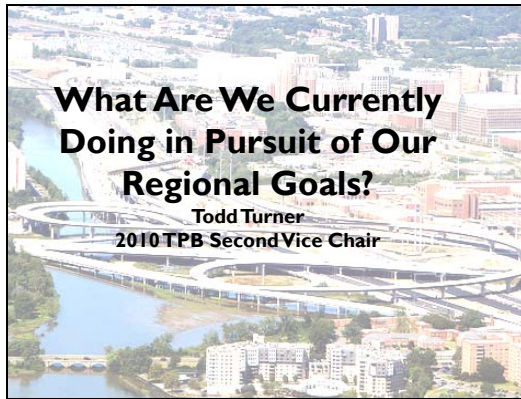
- Incident coordination (MATOC)
- Seamless payment systems
- Traveler information
- Demand management

18

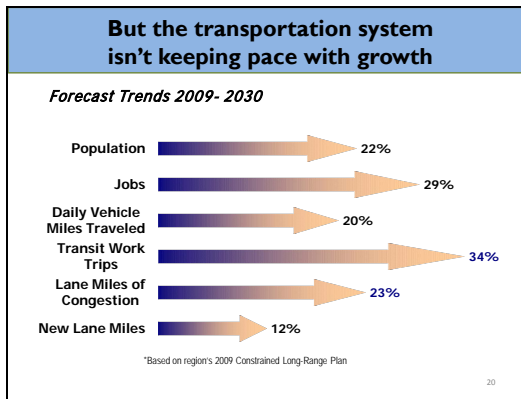
Using relative inexpensive technology, we can squeeze more capacity out of our roads and transit.

**Second Presentation:  
Todd Turner, TPB Second Vice Chairman and Member of the Bowie City Council**

Slide 19

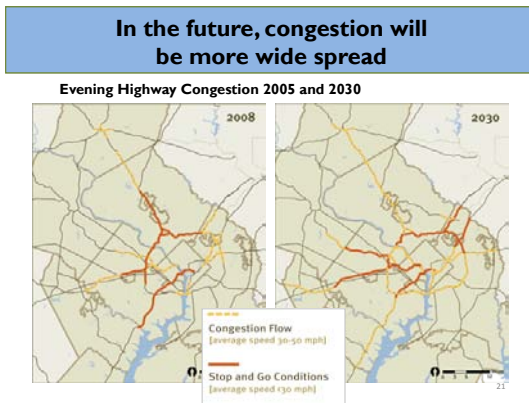


Slide 20



Analysis of the TPB's Constrained Long-Range Plan (CLRP) shows that our transportation system is not keeping up with anticipated demand.

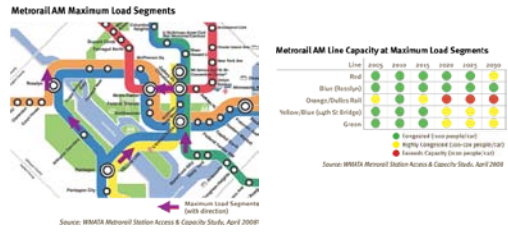
Slide 21



By 2030, congested traffic flow is expected to be prevalent throughout the entire region, not just in isolated areas. However, in 2030, there are some areas of forecasted improvement, such as the Virginia portion of I-95 south of the beltway, which will benefit from the 36-mile HOT lane project currently in the 2008 CLRP.

Slide 22

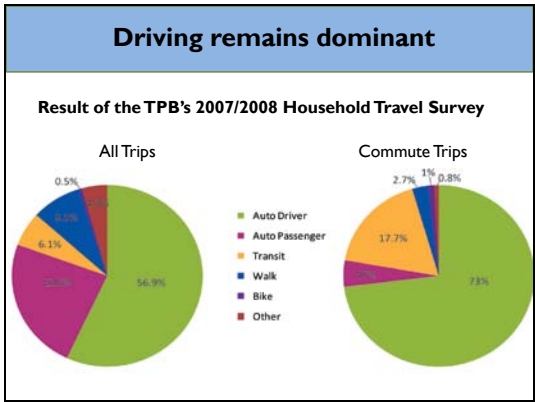
**Metro platforms and trains will be packed**



Due to a lack of funding for capacity enhancement projects identified to accommodate all of the projected ridership growth, the Metrorail system will gradually approach capacity on trips “to and through” the regional core. Without additional railcars beyond what is currently funded, the Orange Line and future Dulles Rail Line between Courthouse and Rosslyn stations are expected to exceed capacity by 2020, and the entire Metrorail system will approach capacity by 2030.

22

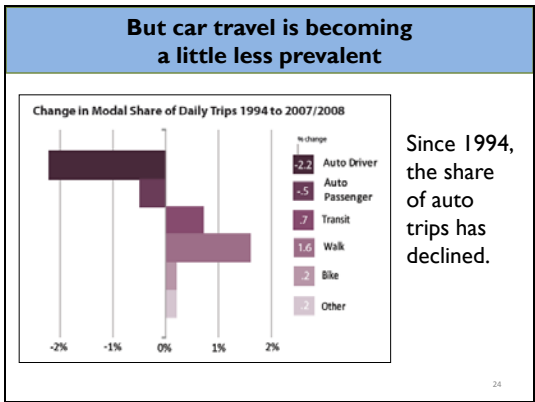
Slide 23



The TPB's Household Travel Survey, conducted in 2007/2008, included more than 10,000 households in the region.

- The survey found that the vast majority of trips were made in cars – either by drivers or as auto passengers.
- 17% of commute trips are taken on public transit.
- 8.5% of all trips were made on foot.

Slide 24



Since the TPB Household Travel Survey was last conducted in 1994, the share of auto driver or passenger trips has declined, while other modes of travel have increased their share of trips.

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Slide 25

**A range of regional programs respond to the needs of today**

- Commuter Connections
- MATOC
- Access for All
- Bike/ped planning



25

A variety of regional programs at the TPB and COG are designed to work on immediate challenges.

Slide 26

**TPB Constrained Long-Range Plan**

The CLRP puts a financial squeeze on state and other unconstrained long-range plans.



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Because the TPB's long-range plan is financially constrained, it is a reflection of the region's transportation priorities.

Slide 27

**Forward-Looking Planning**

**Macro Level: Scenario Planning** Looking at regional transportation, land use, and climate change scenarios for 2030



**Micro Level: Transportation/Land-Use Connections (TLC) Program** Assistance to jurisdictions to implement changes at the local level.




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The TPB has recognized that coordinated transportation and land-use planning must occur at a variety of levels.

Slide 28


### Learning from Recent Successful Projects




Rail to Dulles



New York Avenue Metro Station



Beltway HOT Lanes



Intercounty Connector

*These projects all tapped direct beneficiaries for funding!*

28

Despite the transportation funding problems, we have managed to add some new projects in recent years to the TPB's long-range plan. What can we learn from these success stories?


- A common theme: These projects all tapped direct beneficiaries to provide significant funding.
- Beneficiaries include travelers who save time on toll roads and land owners whose real estate values increase with new transit capacity.

Slide 29

### Applying Lessons-Learned to the Regional Scale

The CLRP Aspirations Scenario

- A regional high-quality transit network
- Operating mostly on priced lanes
- Connecting nearly all activity centers in the region.



Legend:  
 - Existing Transit  
 - Priority Bus Components  
 - Priority Proposed Transit  
 - New Light Rail  
 - Recommended BRT Network  
 - New Streetcar  
 - New Rapid Rail  
 - New Light Rail  
 - New Streetcar  
 - New Rapid Rail  
 - New Light Rail  
 - New Streetcar  
 - New Rapid Rail


What would happen if we applied this lesson – tapping into beneficiaries for funding – to the regional level?

- The CLRP Aspirations Scenario was developed as a system that would pay for itself, in part, through toll funding.
- In addition to new road capacity, the Aspirations Scenario would provide high-quality transit and would concentrate a large portion of future growth in activity centers.

Slide 30

### Recent Demonstrations of Regional Cooperation

- **TIGER Grant:** \$58.8 million for priority bus treatments and a transit center
- Other grant applications – bus livability, value pricing, HUD sustainability planning grant (forthcoming)



Priority Bus Components:  
 - Priority Bus Components  
 - Priority Proposed Transit  
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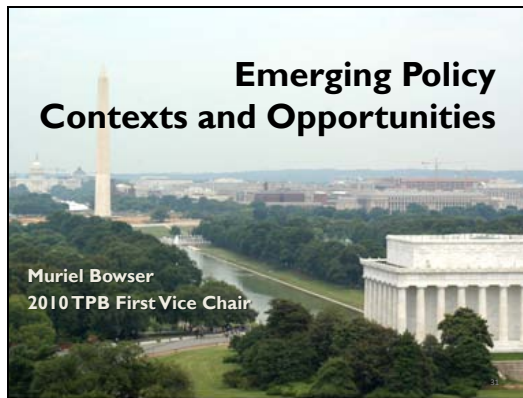
The TPB's scenario planning activity has positioned the TPB for new opportunities.

- The successful TIGER grant can be considered a potential model for future coordinated planning activities and project selection at the TPB. The grant demonstrated the usefulness of the scenario study, which established the underlying bus priority network that our grant proposal was built upon.

- Other grant applications, including the bus stop improvement project and the value pricing grant application, are pending.

## Third Presentation: Muriel Bowser, TPB First Vice Chair and Member of the DC Council

Slide 31

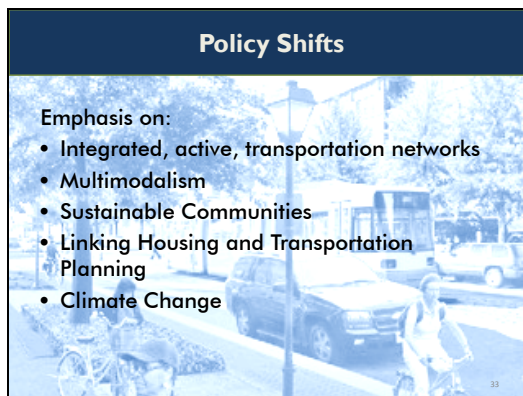


The TPB has been called upon to conduct expanded long-range planning activities, but the larger policy context is changing.

Slide 32



Slide 33



- Emerging policy shifts over the last 17 months
- Emphasis on fully integrated active transportation networks
- Recent example: DOT Secretary LaHood policy statement on Bicycle and Pedestrian Accommodations: emphasis on incorporating safe, convenient walking and bicycling facilities into transportation projects (March 2010).



Slide 34

### Multimodal Initiatives

- ARRA – American Recovery and Reinvestment Act
- TIGER – Transportation Investment Generating Economic Recovery
- TIGER II opportunities



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•Cross-cutting initiatives promoting multimodalism in transportation planning.

Slide 35

### Cross-Cutting Initiatives

**Federal Livability Initiative**

- DOT-HUD-EPA Interagency Partnership
- Congressional Livable Communities Task Force
- HUD Office of Sustainable Housing and Communities



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Six Livability principles:


- Provide more transportation choices.
- Promote equitable, affordable housing.
- Increase economic competitiveness.
- Support existing communities.
- Leverage federal investment.
- Value communities and neighborhoods.

Slide 36

### Cross-Cutting Program Initiatives

**Federal Livability Initiative**

- HUD Sustainable Communities Grant Program
- FTA Livability Bus Program
- FTA Urban Circulator Program




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\*Artwork courtesy of Easter Seals Action

- Variety of opportunities result from this policy shift
- HUD, DOT, EPA all part of programmatic evaluation

Slide 37

### Funding



Several federal funding prospects:

- SAFETEA-LU authorized through December
- New transportation bill under development
- Climate bills may provide transportation funding
- Possible funding at metropolitan level

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- How do we provide a planning framework that both fulfills our regional goals and is realistic given funding constraints?
- Authorization opportunity: Long-term funding solution needed. Extension provides time for thoughtful deliberation.
- Congressman Oberstar – proposed authorization bill in Congress (June 2009). Emphasis on program and funding for metropolitan areas.

Slide 38

### Emphasis on Performance



Federal proposals calling for focus on:

- PERFORMANCE MEASURES
- OUTCOMES
- PERFORMANCE-BASED PLANNING
  - TIGER, TIGER II (benefit/cost analysis)
  - Reauthorization proposals (Oberstar bill, industry recommendations)


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- Emphasis on Performance measures, using performance to drive policy decisions.
- Examples in grant opportunities and legislation
- Oberstar bill includes section on performance targets for state of good repair.
- Benefit/cost analysis required in TIGER applications.

Slide 39

### Conclusion

- TPB – a regional planning body in a larger policy context
- Federal funding and program structure is changing



**How can the TPB best advance transportation planning in the region within this changing policy context?**

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**Presentation of the TPB Citizens Advisory Committee (CAC)**  
Maureen Budetti, 2010 CAC Chair  
TPB Conversation on Setting Regional Transportation Priorities  
May 26, 2010

Slide 1

**A Conversation  
On Setting Regional  
Transportation Priorities:  
*Laying the Foundation***

Maureen Budetti, Chair  
TPB Citizens Advisory Committee  
May 26, 2010

Slide 2

**Welcome**

*Why are we here?*

The CAC believes there is a need for an improved process of regional priority-setting.

The CAC wants to express its appreciation to the TPB for its decision to hold this event, to the staff for their work in putting it together, and to all the attendees. We want to encourage participants to be open-minded about the possibilities for our region.

We are very excited about the potential of this event!

Slide 3

**The CAC's position**

"The TPB should develop a long-range regional transportation priorities plan that will identify unfunded priority projects and provide a big-picture context for understanding the TPB's Constrained Long-Range Plan."

The CAC first called for the TPB to develop a regional priorities plan in 2006. We believed – and we still do – that such a plan would be a natural next step following from the TPB's scenario analysis.

Slide 4

### What we mean...

**Not** talking about:

- TPB controlling funding streams
- TPB imposing strict criteria on project submissions

**Are** talking about:

- More than a "bucket list" of unfunded projects

We believe there are ways in which we can incorporate an "unconstrained" or "vision" element to the CLRP. In order to do this, we do not believe the TPB would need to wrest control of funding from its member jurisdictions or states. We, in fact, realize that such a change in authority is extremely unlikely – and most of us would not find it desirable.

On the other hand, we believe the priorities plan must be something more than a "bucket list" of unfunded projects that sits on a shelf.

We understand that other MPOs across the nation have developed long-range plans that incorporate unfunded priorities. They have found such planning to be valuable.

Slide 5

### Let's get out of the CLRP box

*Over past decade, we have called for:*

- 2000: Scenario analysis
- 2004: Scenario outreach
- 2006: A regional priorities plan
- 2009: A forum (this "Conversation") on setting regional priorities

As a committee with a mission to promote public involvement, the CAC has been trying for the past decade to promote a regional discussion of transportation priorities. Last year, we decided to push the issue a little harder by asking the TPB to host the event we are participating in today.

Slide 6

### Our goal: Tie the Vision to the CLRP



The scenario study is not designed to affect decision-making

The Committee's position over the last decade boils down to a desire to see greater consideration of the TPB Vision and regional goals in development of the CLRP and TIP.

Despite extensive and useful work on the scenario study and other regional activities, no systematic method has yet emerged for using those activities to identify and assert regional priorities.

Slide 7

### We understand the limitations the TPB faces

In this region:

- Funding is controlled at the state and local levels
- States and localities have their own priorities

*This complexity is even more reason to enhance regional planning.*

The Washington Region certainly poses a greater degree of complexity compared with most other metropolitan areas around the country. The transportation planning and project development process takes place at many different levels and in many different ways. We understand and respect the right of each jurisdiction to set its own priorities for the use of its own funds. The complexity of the region's jurisdictional structure means we have to work even harder to make sure that our common interests are addressed in a comprehensive regional planning process. We believe the region's complexity provides more reason, not less, for the region to make the extra effort to identify transportation priorities in a new regional plan.

Slide 8

### But we have positive experiences to build upon




The TPB and its members have a lot to be proud of. Certainly, the TPB, through its scenario analysis and other numerous planning activities, has laid the groundwork for developing a regional plan. In addition, there are examples of long-term planning efforts throughout the region, such as Northern Virginia's TransAction 2030 Plan. We think there are possibilities for the TPB to play a greater role in coordinating these efforts and ensuring that everyone is on the same page, regionally -- working toward the same regional goals in a concerted, coordinated effort.

Slide 9

**Concerns about the current process:**  
*How does this CLRP funnel work?*

It's hard to tell ...

- How and when are projects selected?
- What "master list(s)" do they come from?



The funnel in this slide represents the financial constraint process that defines the CLRP. But we believe it also represents a prioritization process that is not very transparent. By the time projects come before the TPB, they are already in such an advanced stage that it is almost too late for them to be shaped by public input. Because the early stages of project development occur at so many levels and in so many different ways, it is difficult for members of the general public to see how the pieces fit into the regional puzzle.

Slide 10

**The current process is missing a "regional lens"**

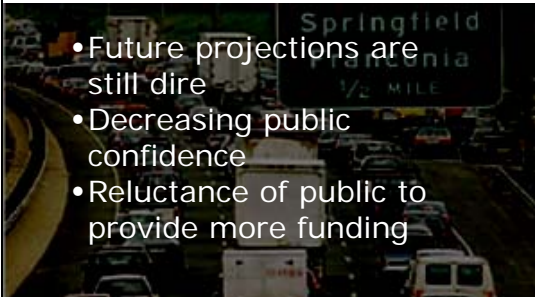
Not enough:

- debate on the regional merits of projects
- opportunity for regional public involvement

We believe the current CLRP process does not offer enough opportunities for a true regional dialogue on the merits of proposed projects and how they fit in with regional goals and priorities.

Slide 11

**The current process is not getting us where we want to go**




- Future projections are still dire
- Decreasing public confidence
- Reluctance of public to provide more funding

This is not just a bureaucratic issue. We believe the lack of a compelling regional vision for transportation shapes the public's view of the ability of leadership to bring about positive change. We believe it also influences the public's willingness to fund transportation improvements.

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**The time is right for change**

- New federal opportunities.
- The TIGER grant is a success story.
- **BUT** the TIGER grant also demonstrated the ad hoc nature of the current process.



All indications are that the federal government is moving toward more region-oriented funding programs. We all want to be ready to compete for funding as new opportunities emerge.

We congratulate the TPB on the successful TIGER grant application. It truly demonstrated strong regional coordination and cooperation. In addition, it was a positive example of using the Scenario Study as a tool.

However, we believe the TIGER application process also was evidence of the current ad hoc nature of determining and advancing regional priorities. Participants who worked on the developing the TIGER application have observed that it was essentially a collection of inputs from various plans and jurisdictions. It did not arise from any existing regional plan that the general public had a chance to weigh in on.

Slide  
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**Our request:**

The TPB should:

- Develop a workplan that would initiate a process to develop a regional transportation priorities plan.

*We would ask the TPB to respond to this request at the July board meeting.*

The CAC is not in a position to put forward a detailed, specific proposal. We are not planners; we are simply a group of citizens who have, over time, observed a need for enhanced regional leadership.

However, we do believe it is our responsibility to keep pushing the TPB to build upon its past efforts and take an important step forward. Today, we are asking the TPB to begin the process of developing a workplan for a new planning process. We are hoping the TPB can respond to this request by July.

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## Essential components

Key aspects of a new plan:

- A process for identifying the region's priority projects
  - Better use of analysis from the scenario study to inform project selection
- A public involvement process -- a regional conversation

As we noted earlier, we are not calling for the TPB to control funding streams or impose strict regional criteria for project selection. But on the other hand, we do want to be sure a new priorities plan is not too undisciplined, trying to provide something for everyone. A regional transportation priorities plan must provide a clear vision and a focused statement of priorities.

This slide provides some key elements that we believe should be incorporated into a new planning process. We believe this plan will pick up where the TPB Vision leaves off. This process would facilitate an open, productive regional conversation about transportation needs that could help our region's leaders make the case for more funding. It would also make better use of the TPB's abundance of regional analysis, including the scenario study, to inform project selection.

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## Moving Forward

Let's start the conversation...  
today and in a continuing process!



We hope that today's conversation will move us toward two things: defining a process for developing a Regional Priorities Plan and defining how that plan would inform CLRP development.

Thank you.