

ITEM 9 - Action

June 15, 2011

Approval of a Scope and Process to Develop a TPB Regional
Transportation Priorities Plan

Staff Recommendation: Receive briefing on the enclosed final scope and process to develop a TPB Regional Transportation Priorities Plan and approve the scope for incorporation into the FY 2012 UPWP.

Issues: None

Background: At the May 18 meeting, the Board was briefed on a draft scope and process to develop a TPB Regional Transportation Priorities Plan, which was approved by the TPB Priorities Plan Scoping Task Force

National Capital Region Transportation Planning Board

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MEMORANDUM

Date: June 9, 2011

To: Transportation Planning Board

From: Ronald F. Kirby
Director, Department of
Transportation Planning

Re: Responses to CAC Questions Regarding the May 12, 2011
Draft Scope and Process to Develop a Regional Transportation
Priorities Plan for the National Capital Region

Item 10 of the May 18, 2011 TPB Agenda provided a draft scope and process dated May 12, 2011 to develop a regional transportation priorities plan based on the TPB's May 26, 2010 Conversation on Setting Regional Transportation Priorities and on four meetings of a TPB Priorities Plan Scoping Task Force held between October 2010 and April 2011. This draft scope and process was released for public comment at the May 12, 2011 TPB Citizens Advisory Committee meeting, and a final version will be presented to the TPB for approval at its June 15, 2011 meeting.

At the May 18, 2011 meeting, the TPB Citizens Advisory Committee presented the attached list of questions regarding the draft scope and process, organized under four bullet points. The following responses to the CAC questions have been prepared for consideration as part of the TPB approval action scheduled for the June 15, 2011 TPB meeting.

(1) The Relationship Between Process and Products

The work activities outlined in the draft scope and process will be carried out under a continuing process of planning activities over a two-year period, with interim reports or products scheduled at the end of each of fiscal years 2011, 2012, and 2013, and a final report or product providing the regional priorities plan at the beginning of fiscal year 2014. The final report will be available as a resource at the beginning of the next four year update of the TPB's Constrained Long Range Plan (CLRP), due to be adopted by the end of calendar year 2014. The TPB will be responsible for oversight of the process and for review and approval of the products, with input from its committees and subcommittees and through its public involvement process.

(2) The Design and Prioritization of Strategies

Strategies to address regional challenges can be designed and suggested throughout the two-year process by many different agencies, groups, and processes: ongoing planning studies conducted at the state, regional, sub-regional, and local levels; priority development processes of TPB Technical Subcommittee and Advisory Committees; and ideas generated by citizen groups and advanced through the public involvement process. Those strategies that involve integrated transportation and land use initiatives to be implemented over a twenty to thirty year planning period can be assessed through comprehensive transportation/land use scenario studies using the TPB's new Version 2.3 travel demand model and EPA's new MOVES mobile emissions model. Strategies will be prioritized through benefit-cost analysis, which can be used to assess short-range program or project proposals as well as to evaluate long-range integrated scenarios against the adopted CLRP baseline.

(3) Public Participation in the Development of Performance Measures (Task 1), Strategies (Task 2), and Benefit-Cost Analysis (Task 3)

Public participation will be sought at each and every stage of the two-year process, including in particular the development of performance measures, strategies, and benefit-cost analysis. An initial list of performance measures and challenges has been provided in the draft scope and process, as have example strategies and benefit-cost procedures. Public input and suggestions are invited on these topics through the various components of the TPB's existing public involvement process, including public comment at TPB meetings, written comments and suggestions, and the regular CAC meeting schedule. Suggestions for additional public involvement activities will also be welcomed and considered throughout the two-year process.

(4) The Role of Public Involvement at Each Stage of the Process

The draft scope and process includes a proactive public involvement component utilizing the best public involvement techniques available. Public involvement will be woven into the entire two-year process, including at key milestones where interim and final products will be provided for public review and comment. The CAC is invited to suggest specific public involvement ideas or techniques that could be included in the work activities as the process continues over the two-year period.

The attached final scope and process dated June 9, 2011 includes revisions to the draft presented at the May 28, 2011 TPB meeting which address the CAC comments. The primary revisions are to the discussion in Task 3 on how candidate priorities will be developed, to the public involvement section, and to the proposed schedule. The Board will be briefed on these revisions at its June 15, 2011 meeting.

TO: Transportation Planning Board

FROM: Zach Dobelbower, Chair of the TPB Citizens Advisory Committee

SUBJECT: Questions regarding the Draft Scope for the Regional Transportation Priorities Plan

DATE: May 18, 2011

Upon receipt of the latest iteration of the Priorities scope at our meeting last week, and with anticipation the scope was nearing its conclusion, the CAC developed a set of questions we hope will benefit the Taskforce's effort in finalizing the scope. The ingredients for a successful priorities plan are in place; we believe that additional clarity will only strengthen the process moving forward and reinforce the good work that's already there. Please find our comments and questions below.

CAC questions:

- Is this a plan or a process? Can the proposed scope be revised to clarify what parts are an ongoing process (who are the participants and what is the process cycle), and how and when do the processes yield products? Will all prospective projects with regional significance be evaluated? Which group will be responsible for oversight of the plan and/or the ongoing use of the tool?
- We believe the scope will benefit with more direction and clarification on the 'strategy development' and 'candidate selection' processes. How they are designed, who designs them, and what process guides that? Will these processes be transparent and involve the public? More specifically, as part of Task 2, will the TPB identify and approve a limited number of key strategies that will be combined into a synergistic and aspirational regional system (essentially a preferred scenario)? And will such a system be used as the basis for identifying a limited number of priorities (numbering 10-15, as the scope suggests)? The draft scope alludes to a connection between strategies and priorities, but it does not clearly explain it.
- What provisions are there for public participation in the selection and final design of the performance measures in task 1, the selection of strategies in task 2, and the design of benefit-cost analysis in task 3? How will differences of opinion be resolved to ensure transparency and sound rationale in the outcomes? What happens after the projects are selected? Who will use the plan and priorities, and how?
- The CAC would like to ensure an appropriate role at each stage for public involvement, and we encourage the TPB to develop staff capacity and seek external professional support to conduct a multi-faceted public involvement strategy.

**SCOPE OF WORK AND PROCESS TO DEVELOP
A REGIONAL TRANSPORTATION PRIORITIES PLAN
FOR THE NATIONAL CAPITAL REGION**

June 9, 2011

Introduction

This document establishes the scope of work and process for developing a Regional Transportation Priorities Plan for the National Capital Region. The development of this plan will commence in July 2011 and is expected to last approximately two years. The National Capital Region Transportation Planning Board (TPB) will oversee the development of this regional plan, in collaboration with the TPB's member jurisdictions, other stakeholders and citizens.

Purpose of a Regional Priorities Plan

Under federal law, the TPB is required to develop and adopt a financially constrained long-range transportation plan (CLRP) based on revenues "reasonably expected to be available" for the maintenance, operation, and expansion of the region's transportation system over a planning period of at least 20 years. The CLRP must be updated every four years through a comprehensive assessment of revenue forecasts, land use projections, financially feasible transportation strategies and facilities, and expected system performance relative to regional goals. The most recent four-year CLRP update, adopted by the TPB in November of 2010, reveals a number of continuing challenges in meeting adopted regional goals, due in large part to the constraints placed on transportation system operations, maintenance, and expansion by available revenues.

The purpose of a Regional Transportation Priorities Plan is to identify those transportation strategies that could be recognized throughout the region as offering the greatest potential contributions to addressing continuing regional challenges, and to provide support for efforts to incorporate those strategies into future updates of the CLRP in the form of specific programs and projects. The high priority strategies identified in the Priorities Plan will also provide a source of specific programs and projects that could be advanced in response to particular discretionary funding opportunities, such as the federal TIGER grant program for which the TPB submitted a successful \$59 million regional priority bus project application in September of 2009. As for the successful TIGER application, matching regional priorities to the specific parameters and requirements of particular funding opportunities will require careful

review of these parameters and requirements in order to maximize the likelihood that TPB applications will be successful.

The term “regional” is used throughout this document to refer to the National Capital Region. While many worthwhile transportation strategies are developed in response to state, sub-regional or local challenges, not all of these latter strategies will contribute significantly to addressing regional challenges. Similarly, some strategies for providing facilities and services across regional or jurisdictional boundaries, such as adding “missing links” in the bicycle trail network, for example, may contribute significantly to addressing regional challenges while not being the highest priority for addressing individual state, sub-regional, or local challenges.

The TPB Regional Priorities Plan will articulate regional priorities above and beyond the adopted CLRP for ensuring that the transportation system contributes to meeting regional goals for economic opportunity, environmental stewardship and quality of life. Building upon the region’s successes and learning from its shortcomings, the process for developing this new plan will help build consensus around key strategies that people from all corners of the region can get behind. The priorities plan will outline long-range strategies for the region’s transportation system, and will also identify more immediate initiatives which the region should aggressively pursue in the near future. These strategies and initiatives will draw upon ongoing planning activities at the state, regional, sub-regional and local levels, which will be thoroughly documented through the TPB Citizens Guide and links to other related web-sites, as well as on comments and ideas generated through an extensive public involvement process.

The TPB Priorities Plan is expected to focus on identifying a limited number of regional priorities, perhaps ten to fifteen in total at any one time, in order to encourage concentrated regional efforts on addressing the most pressing regional challenges at the time. The Priorities Plan should also provide for prompt regional responses to new policy priorities which may arise on relatively short notice, such as the need to address greenhouse gas emissions from the transportation sector, or the need for improved regional incident management strategies following the September 11, 2001 terrorist attacks.

Background

The concept of a priorities plan has its roots in more than a decade of TPB planning, including the establishment of regional goals through the *TPB Vision and Region Forward*, analysis of transportation and land-use scenarios using the adopted CLRP as a baseline, and various studies of the region’s transportation funding challenges. In 2010, the TPB extensively discussed how these activities might be better integrated.

On May 26, 2010 the TPB hosted an event called the Conversation on Setting Regional Transportation Priorities, which addressed the possibilities for enhancing the process of more explicitly establishing regional priorities. The impetus for that event was a

request by the TPB's Citizens Advisory Committee (CAC) for the TPB to develop a "Regional Priorities Plan" that would serve as a "financially unconstrained" regional vision for transportation operations and investment.

The Conversation generated broad interest among TPB stakeholders in developing a priorities plan. As a result, on July 21, 2010, the TPB voted to form a task force to determine the scope and process for developing such a plan. The task force included approximately 20 stakeholders in the TPB process – members of the TPB, CAC, Access for All Committee and the Technical Committee. All task force members were participants in the Conversation.

Between October 2010 and April 2011 the TPB Priorities Plan Scoping Task Force met four times and discussed planning processes and activities in the region, reasons for enhancing the current process, and options for change. At its first meeting, the task force also learned about the priorities planning activities of other Metropolitan Planning Organizations (MPOs) around the country.

The task force reached general consensus that the priorities plan should describe goals and performance measures, assess challenges, and develop priorities for addressing those challenges – both funded and unfunded. The work scope, tasks and schedule presented below follow that general sequence of steps.

Scope of Work

The attached chart illustrates the three major tasks prepared for the work scope, as discussed below.

Task 1: Reaffirm Regional Goals and Agree Upon Performance Measures

This task begins with a careful review and discussion of the *TPB Vision* goals, the goals identified in COG's *Region Forward* Planning Guide, and the relationship between them.

Appendix A of this document provides a one-page comparison of the *TPB Vision* goals with *Region Forward*. This comparison shows that the goals of the *TPB Vision* and *Region Forward* are consistent. As a broad multi-sectoral planning guide, *Region Forward* provides two transportation goals that essentially consolidate a number of more detailed goals and strategies from the *TPB Vision*, while the *TPB Vision* provides a number of additional, detailed goals and objectives. The *TPB Vision* is identified in *Region Forward* as one of its four major "building blocks." Specifically, the *TPB Vision* was the source of the regional activity center concept which led to the COG Regional Activity Center maps developed in 2002 and updated in 2007.

Proposed Tasks

Task 1

Regional Goals
(TPB Vision and Region Forward)
(e.g. Improve Safety of All Modes)



Performance Measures quantify progress toward regional goals
(e.g. Traffic Fatalities in the Washington Region; bicycle and pedestrian fatalities are now over 30 percent of the total, a percentage which has been growing)



Task 2

Regional Challenges identify actions the region needs to take in order to meet regional goals
(e.g. Reduce bike and pedestrian fatalities, as well as motorized fatalities)



Regional Strategies are designed to address regional challenges
(e.g. Support the implementation of effective safety measures for bicyclists and pedestrians)



Task 3

Regional Priorities are those initiatives offering the greatest potential to address regional challenges as demonstrated through Benefit/Cost Analysis
(e.g. Promote public awareness of pedestrian and bicycle safety at the regional level)



Specific Programs and Projects
implement regional priorities through inclusion in the CLRP
(e.g. Street Smart Campaign)

Region Forward contains a number of performance measures and targets for transportation and other sectors. In combination with other key performance measures which have been developed in the TPB process, they provide a starting point for a baseline analysis of transportation and transportation-related measures.

Appendix B of this document provides an initial list of regional performance measures.

Task 2: Determine Regional Challenges and Strategies to Address Them

Once a comprehensive and clearly understandable set of performance measures has been developed, regional challenges are determined by identifying actions the region needs to take in order to meet regional goals.

Appendix B provides an initial list of regional challenges derived from performance measure analysis, including, for example, 1) identifying funding and management strategies to eliminate projected Metrorail capacity constraints; 2) mitigating negative impacts of travel delays and unpredictable travel times on quality of life and the economy by reducing congestion; 3) identifying sufficient revenues to adequately maintain and operate the existing system; 4) dedicating sufficient resources to managing incidents; 5) reducing bike and pedestrian fatalities, as well as motorized fatalities; and 6) improving reliability, coverage and efficiency of transit services for people with disabilities.

As discussed in the introductory text for Appendix B, some of the performance measures presented are based solely on observed data from recent years, while others also forecast expected performance over the thirty-year time frame for the Constrained Long-Range Plan (CLRP) adopted by the TPB in November 2010. Challenges based on measures of current performance of the transportation system (such as reducing bike and pedestrian fatalities) call for priorities which can be implemented over the short-term, within the next few years. Other challenges based on both current and forecasted performance of the transportation system (such as reducing congestion) call for both short-term priorities (such as incident management and teleworking) and longer-term priorities (such as better coordination of transportation and land use). Consequently, the priorities plan should include strategies that can be implemented as needed throughout the planning period, not solely over the long-term.

The final section of Appendix B notes that many of the regional challenges derived from the performance measure analysis cannot be addressed through transportation strategies alone, but will require supportive strategies from other sectors such as land use, technology, education, and enforcement. Reducing congestion, for example, requires a synergistic combination of transportation, land use, and technology strategies over both the short-term and the longer-term. Meeting air quality and climate change challenges also requires a combination of transportation, land use, and technology strategies, with a heavy emphasis on vehicle and fuel technologies that can reduce emissions and fuel consumption by both passenger and commercial vehicles. The priorities plan should identify where such supportive strategies are required from other sectors and agencies, and recommend coordinated actions across sectors when appropriate.

Task 3: Develop Regional Priorities, Both Funded and Unfunded

Once a set of regional challenges has been clearly articulated, regional priorities can be developed which will address these challenges and which the TPB and the region can “get behind”. Candidate priorities can be obtained from the various planning studies that have been conducted at the state, regional, sub-regional, and local levels throughout the region, such as the WMATA Priority Corridor Network study presented at the January 19, 2011 TPB meeting, and the TPB Transportation /Land-Use Scenario studies (the most recent of which is the CLRP Aspirations Scenario). These activities will be thoroughly documented through the TPB Citizens Guide and links to related web-sites. Several TPB Technical Subcommittees have also developed priorities for their areas of responsibility, including bicycle and pedestrian, regional bus, airport access, freight, and management, operations and intelligent transportation systems (MOITS). Finally, candidate priorities may be suggested from comments and ideas generated through the public involvement activities to be conducted throughout the process.

Candidate priorities can be organized in accordance with the particular regional goals, performance measures, and challenges which they are designed to address, and then evaluated using a comprehensive benefit-cost approach. A good model for the benefit-cost approach is the process defined by the USDOT in the TIGER project solicitation. This approach provides for a comprehensive assessment of both benefits and costs, recognizing that some initiatives may generate multiple benefits: bike-sharing, for example, generates direct benefits to the users as well as indirect benefits in terms of reductions in greenhouse gases. Those initiatives that perform best in this analysis would be incorporated into the Regional Priorities Plan and advanced for consideration in future updates of the CLRP in the form of specific programs and projects.

Recognizing that improving regional performance will require combining transportation and land use strategies in a synergistic manner, candidate priorities should be incorporated into comprehensive land use / transportation scenarios which can be compared to the adopted CLRP baseline with respect to individual regional performance measures as well as in terms of a comprehensive assessment of regional benefits and costs. This can be accomplished by developing and evaluating an initial land use / transportation scenario, and then specifying and evaluating variations on the scenario that might improve its performance or increase its feasibility.

Beginning in FY 2012, TPB staff will be able to use the new TPB Version 2.3 travel demand model and the latest version of the EPA Motor Vehicle Emissions Model (MOVES) to quantify the performance of alternative land use / transportation scenarios, and analyze changes in their performance relative to regional goals as well as in terms of regional benefits and costs.

A number of regional priority strategies, programs, and projects have already been identified and implemented through prior planning activities conducted by the TPB and other agencies in the National Capital Region. The Street Smart Campaign noted in the chart described earlier is one example of such a regional program; the Metropolitan Area Transportation Operations Coordination Program (MATOC) is another. The 2009 TIGER grant has given added impetus to a number of inter-related efforts to advance bus priority strategies throughout the region.

The FY2011 TIGER III program announcement anticipated in June or July of 2011 is likely to provide a near-term opportunity for the TPB to pursue priority strategies, programs, and projects addressing other important goals, such as promoting accessibility of activity centers through strategic transportation investments (some of which have been identified through the TPB's TLC Program). In this respect, the Regional Priorities Plan Work Scope will build upon recent and ongoing planning activities to help identify near-term opportunities for advancing priority strategies, programs, and projects, as well as providing an opportunity to identify additional priorities through further scenario studies and analyses conducted over a two-year period leading up to the next formal update of the CLRP.

Public Involvement

Public participation will be sought at each and every stage of the two-year process, including in particular the development of performance measures, strategies, and benefit-cost analysis. Through a variety of public outreach activities, citizens will discuss the benefits, desirability and feasibility of potential projects and plan components.

The public involvement process will incorporate the following features:

- Use the best public involvement techniques available, including a variety of tools and media, ranging from social media to public forums, including presentations at regular meetings of citizen organizations. The TPB will consider using innovative visualization techniques to allow the public to better understand the concepts under consideration.
- Reach out to a variety of constituencies, including community leaders and ordinary citizens not normally involved in the TPB process, as well as citizen partners such as members of the Citizen Advisory Committee and Access for All Advisory Committee.
- Ensure public involvement is woven into the entire process for developing the Priorities Plan, including at key milestones identified over the two-year period of plan development.

Schedule and Deliverables

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

Deliverables will include interim reports on progress achieved by the end of fiscal years 2011, 2012, and 2013, followed by a final report at the beginning of fiscal year 2014 reflecting public comment on previous interim reports. Regular progress reports will be given to the TPB, the CAC and other regional agencies and groups throughout the two-year period.

Incorporation of Work Scope and Schedule into FY 2012 UPWP

Appendix C of this document provides current text for the Regional Studies work element of the TPB's FY2012 UPWP, as adopted by the TPB at its March 16, 2011 meeting. This text may need to be revised to reflect the work scope and process for the Regional Priorities Plan, once they have been finalized. The work scope and process scheduled to be approved by the TPB Priorities Plan Scoping Task Force at its April 20 meeting will be presented to the TPB at its May 18 and June 15 meetings, along with any amendments that may be needed to the FY2012 UPWP. The TPB will be asked to approve these UPWP amendments at its June 15 meeting.

| Proposed Schedule | | | | | | | | | | | |
|--|------------|------------|-------------------|--|--|------------|-------------------|--|--|-------------------|--------------|
| Tasks | FY2011 | | FY2012 | | | | FY2013 | | | | FY2014 |
| | Jan | June | July | | | June | July | | | June | August |
| Task 1 | | | | | | | | | | | |
| Reaffirm Regional Goals and Agree Upon Performance Measures | [Blue bar] | | | | | [Blue bar] | | | | | |
| Task 2 | | | | | | | | | | | |
| Determine Regional Challenges and Strategies to Address Them | | [Blue bar] | | | | [Blue bar] | | | | | |
| Task 3 | | | | | | | | | | | |
| Develop Regional Priorities, both Funded and Unfunded | | [Blue bar] | | | | | [Blue bar] | | | | |
| Interim Reports | | | [Orange triangle] | | | | [Orange triangle] | | | [Orange triangle] | |
| Public Outreach and Comment | | | [Purple circle] | | | | [Purple circle] | | | [Purple circle] | |
| Final Report | | | | | | | | | | | [Red square] |

Appendix A

Comparison of the TPB Vision and Region Forward

At the task force's meeting on December 15, Chairman Turner requested a document comparing the *TPB Vision* with *Region Forward*.

Overview and Comparison of the Two Documents

The *TPB Vision* was adopted in 1998 following a three-year process that included public outreach and consensus building. The *Vision* comprises a policy statement, eight overarching policy goals, and objectives and strategies for reaching those goals. In total, it contains 84 goals, objectives and strategies, which touch upon a full spectrum of transportation challenges facing the region. The *Vision* is policy-oriented and in general, it does not provide targets that can be quantitatively measured.

The *Vision* has influenced TPB activities over the past decade on numerous levels. In particular, the *Vision* was the first regional policy statement to call for a focus on activity centers as the primary means to improve transportation and land-use coordination in the region. As followup to the *Vision*, COG developed and approved the regional activity centers maps in 2002 and updated them in 2007. The activity centers have been an essential component of the scenario analyses that the TPB has been conducting over the past decade.

Since the *Vision* was approved in 1998, two international concerns – terrorism and climate change – have been pushed to the top of the global agenda. These challenges have obvious transportation implications, which the TPB has been working to address.

Region Forward was overseen by the Greater Washington 2050 Coalition, which included community stakeholders, representatives from COG's member jurisdictions and participation from all of COG's departments. *Region Forward* explicitly builds upon past planning activities. According to the final report, "rather than launch a new visioning process that could take several years, the Coalition's challenge was to tie together earlier work in a comprehensive way." For transportation, the primary building block for *Region Forward* was the *TPB Vision*.

The *Region Forward* document was approved in 2010 following a two-year development process. It includes goals, targets, and a compact agreement to guide future planning and help measure progress in the areas of housing, transportation, the environment, health and the economy. The goals and targets relate to accessibility, sustainability, prosperity and livability. By the end of 2010, all of COG's member jurisdictions had signed the regional compact established in *Region Forward*.

Unlike the *TPB Vision*, *Region Forward* is multi-sectoral, covering a range of issues such as education and public safety. *Region Forward* includes transportation components, largely focused on promoting alternative modes, which are a subset of goals from the *TPB Vision*. Unlike the *Vision*, *Region Forward* includes a range of targets and indicators to evaluate progress toward its goals, including transportation. Regarding transportation specifically, the *Vision* is more comprehensive, including issues such as safety, freight, and the use of technology, which were not addressed in *Region Forward*.

From *Region Forward*:

We seek a broad range of public and private transportation choices for our Region which maximizes accessibility and affordability to everyone and minimizes reliance upon single occupancy use of the automobile.

From the *TPB Vision*:

- A comprehensive range of choices for users of the region's transportation system.
- Reasonable access at reasonable cost to everyone in the region.
- Reduction in reliance on the single-occupant vehicle (SOV) by offering attractive, efficient and affordable alternatives.

From *Region Forward*:

We seek a transportation system that maximizes community connectivity and walkability, and minimizes ecological harm to the Region and world beyond.

From the *TPB Vision*:

- A web of multi-modal transportation connections.
- Dynamic regional activity centers with a mix of jobs, housing and services in a walkable environment.
- A transportation system that enhances and protects the region's natural environmental quality, cultural and historic resources, and communities.

The boxes above compare *Region Forward's* transportation goals with language taken from the *Vision*. This comparison demonstrates the consistency between the two documents.

Appendix B

Initial List of Performance Measures

There are a multitude of different performance measures that can be developed and used to evaluate progress toward meeting regional transportation goals. The following presentation, *Measuring Progress Toward Meeting Regional Goals (April 20, 2011)*, includes a number of examples of transportation performance measures that can be used to assess current and expected performance of the regional transportation system.

Many of the measures presented here have been used by the TPB over the years, while others are new performance measures developed to support the TPB's priorities planning effort. Some measures are based on historical or current data sources, which can be used to identify current system performance and what trends exist, but cannot be readily calculated for the future (e.g. accident data). Expected future performance is assessed through measures derived from the outputs of the TPB Travel Forecasting Model, which allows for some measures to be forecast into the future (e.g. vehicle miles travelled).

In the priority planning process, performance measures will be used for two purposes:

- 1) to identify whether the region is meeting its transportation goals or falling short, and what regional transportation challenges exist and need to be addressed through the priorities planning process, and
- 2) to help assess the value of projects and programs that are recommended for inclusion in the priorities plan.

Below is an initial listing of regional challenges identified based on the performance measures that have been developed thus far, organized under seven regional transportation goals:

I. Provide a Range of Transportation Options

- Further reduce the percentage of commuters driving alone to work
- Continue to reduce the percentage of people driving alone to meet their daily transportation needs
- Continue to promote transit and other transportation alternatives for residents and workers
- Further reduce VMT per capita by shifting more short trips to non-auto modes
- Accelerate the rate of construction for the TPB's Bike and Ped Plan

II. Improve Access and Mobility

- Recognize the importance of time of day and time of year as factors influencing travel and congestion
- Mitigate negative impacts of travel delays and unpredictable travel times on quality of life and the economy by reducing congestion
- Identify funding and management strategies to eliminate projected Metrorail capacity constraints
- Address the significant unmet freight transportation needs identified in the TPB Freight Plan
- Improve reliability, coverage and efficiency of transit services for people with disabilities

III. Prioritize Maintenance and Preservation

- Identify sufficient revenues to adequately maintain and operate the existing system

IV. Maximize System Effectiveness

- Dedicate sufficient resources to managing regional incidents
- Consider causes of incidents in designing incident response strategies

V. Improve Safety of All Modes

- Reduce bike and pedestrian fatalities, as well as motorized fatalities
- Continue to focus on operating a safe transit system

VI. Promote Accessibility of Activity Centers

- Continue to focus employment and housing in Activity Centers to promote an efficient transportation system
- Improve the jobs and housing balance in Activity Centers
- Seek opportunities for improving the match of rail transit and Activity Centers
- Increase bus stop coverage in the Activity Centers
- Increase walkability in Activity Centers
- Increase accessibility to and from Activity Centers

VII. Enhance Environmental Quality

- Continue to meet federal air quality conformity requirements and address rising levels of some emissions beyond 2030
- Reduce CO2 emissions, which accumulate in the atmosphere over time

The roster of performance measures included in the following presentation can be revised and expanded in the future in order to identify and utilize the measures that are most appropriate to the priorities planning process.



National Capital Region
Transportation Planning Board

Measuring Progress Toward Meeting Regional Goals

TPB Priorities Plan Scoping Task Force
April 20, 2011

1

Background

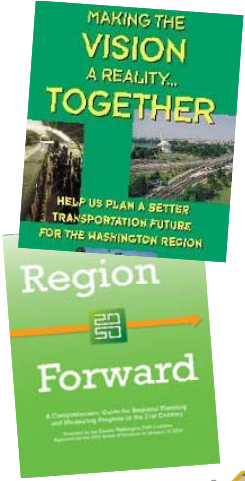
- Regional transportation goals based on the **TPB Vision** and **COG's Region Forward**
- Examples of transportation **performance measures** that can be used to evaluate CLRP performance and regional priorities
- Performance measures quantified using the **2010 CLRP**
- Initial presentation on performance measures to **Priorities Plan Scoping Task Force** on Feb 16, 2011


2 

Regional Transportation Goals

Based on the TPB Vision and COG's Region Forward

1. Provide a comprehensive range of transportation options
2. Improve access and mobility
3. Prioritize maintenance and preservation of the existing system
4. Maximize system effectiveness through management and operations
5. Improve safety of all transportation modes and facilities
6. Promote transportation connections, walkability and mixed use development in activity centers
7. Enhance environmental quality, protect human health and improve energy efficiency
8. Contribute to the reduction of regional climate change impacts



3 

Provide a Range of Transportation Options


Commute Mode Share, 2009

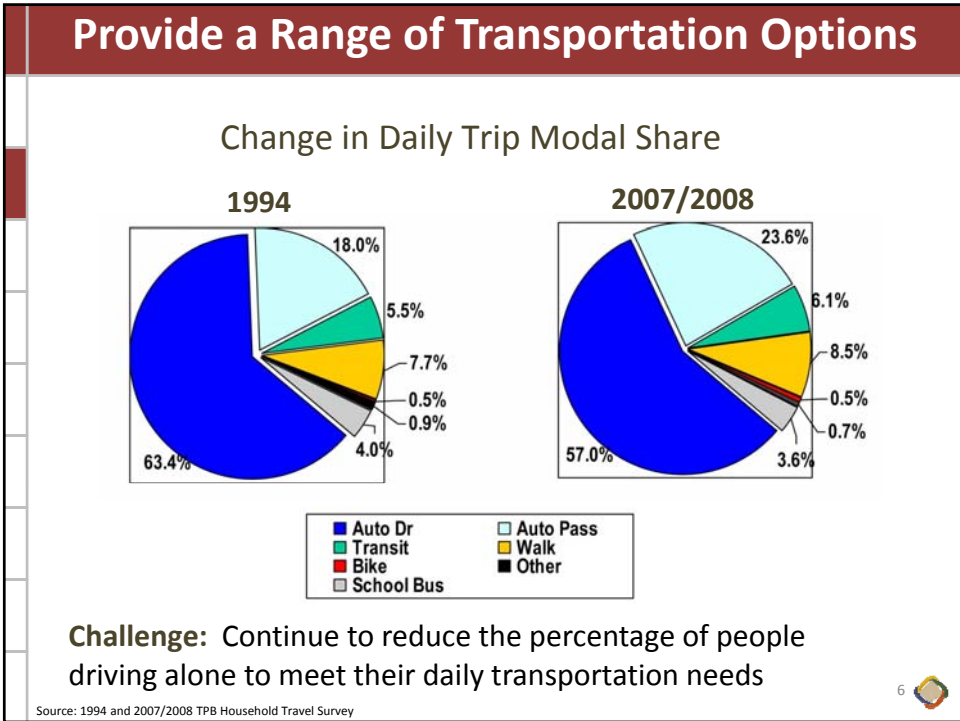
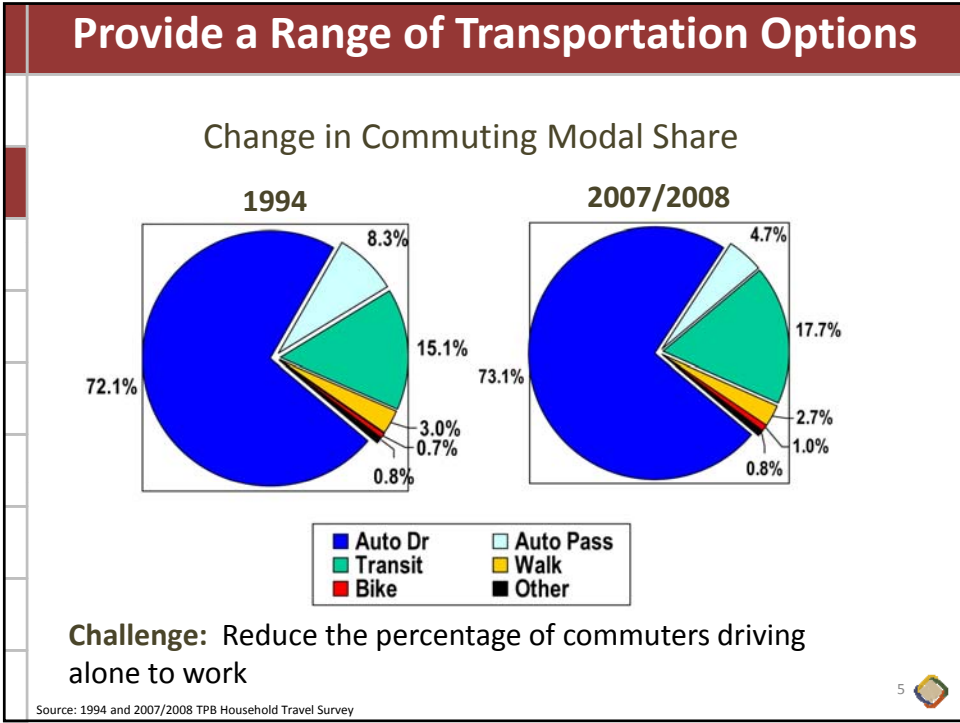
D.C. region is 3rd lowest for % Drive Alone

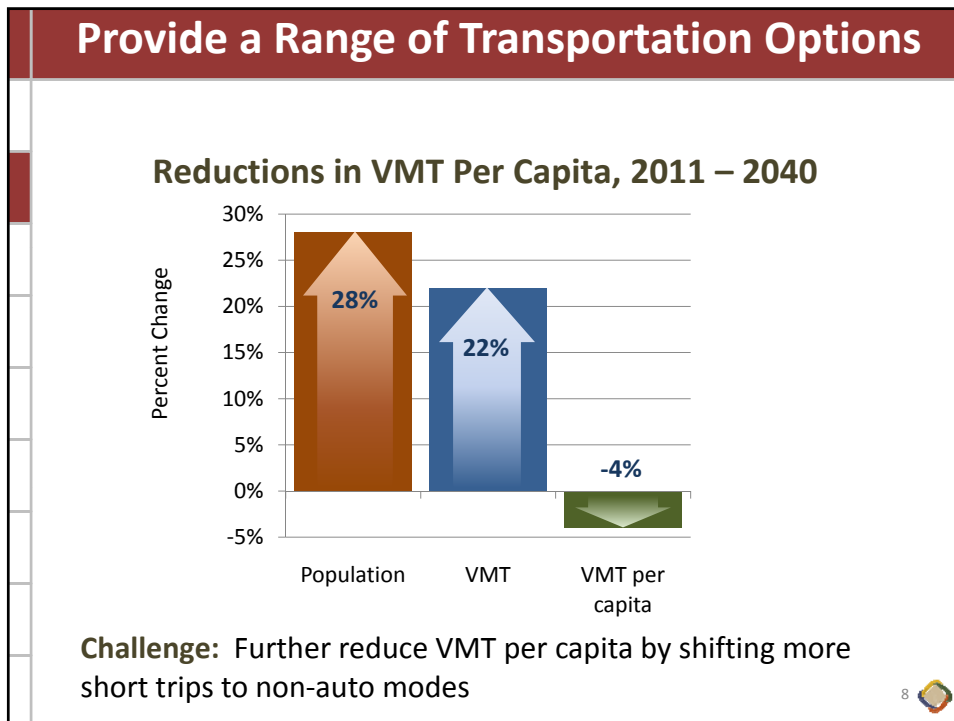
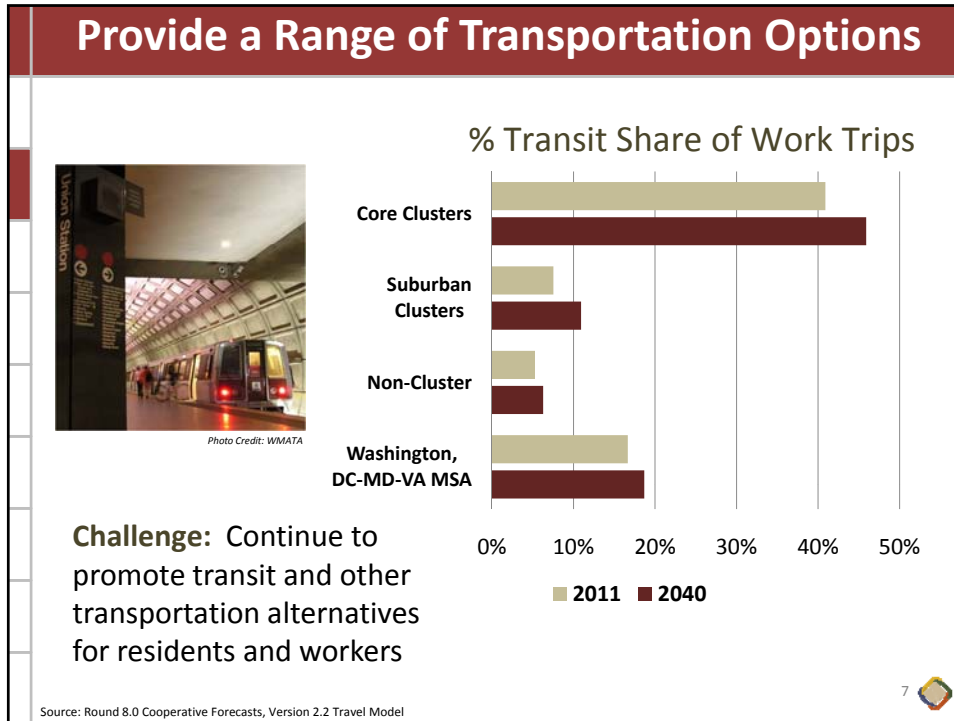
| Metropolitan Statistical Areas | Total Workers | % Drove Alone | % Carpool | % Transit | % Bike or Walk | % Work at Home |
|---|------------------|---------------|--------------|--------------|----------------|----------------|
| New York-Northern New Jersey-Long Island, NY-NJ-PA | 8,719,316 | 50.4% | 7.4% | 30.3% | 6.5% | 3.7% |
| Los Angeles-Long Beach-Santa Ana, CA | 5,816,255 | 73.5% | 11.4% | 6.1% | 3.4% | 4.4% |
| Chicago-Naperville-Joliet, IL-IN-WI | 4,422,844 | 70.9% | 9.1% | 11.5% | 3.6% | 3.8% |
| Dallas-Fort Worth-Arlington, TX | 2,945,976 | 80.1% | 11.4% | 1.6% | 1.5% | 4.0% |
| Washington-Arlington-Alexandria, DC-VA-MD-WV | 2,795,375 | 66.2% | 11.1% | 13.9% | 3.5% | 4.4% |
| Philadelphia-Camden-Wilmington, PA-NJ-DE-MD | 2,751,491 | 73.3% | 8.9% | 9.2% | 4.3% | 3.5% |
| San Francisco-Oakland-Fremont, CA | 2,056,454 | 62.3% | 10.4% | 14.5% | 5.7% | 5.5% |

Source: American Community Survey, 2005-2009

Challenge: Further reduce the percentage of commuters driving alone

4 





Provide a Range of Transportation Options

Progress in Implementing the TPB's Bicycle and Pedestrian Plan

| Facility Type (in miles) | Existing Facilities in 2010 | Planned New Facilities & Upgrades in 2010 Bike-Ped Plan | Total Planned Network for 2040 |
|--------------------------|-----------------------------|---|--------------------------------|
| Bicycle Lane | 91 | 450 | 541 |
| Shared-Use Path | 543 | 630 | 1173 |
| Total | 634 | 1080 | 1714 |

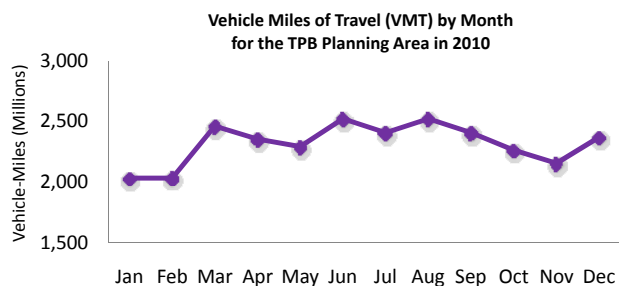
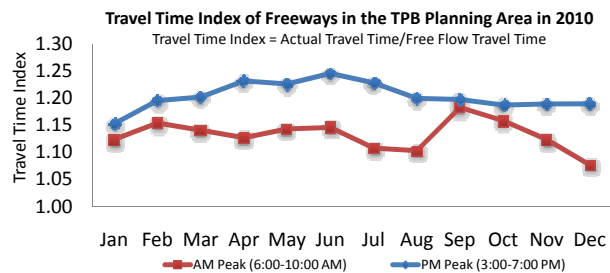
Challenge: Accelerate the rate of construction for TPB's Bike and Ped Plan, since at the current rate only 60% of the planned facilities will be built by 2040



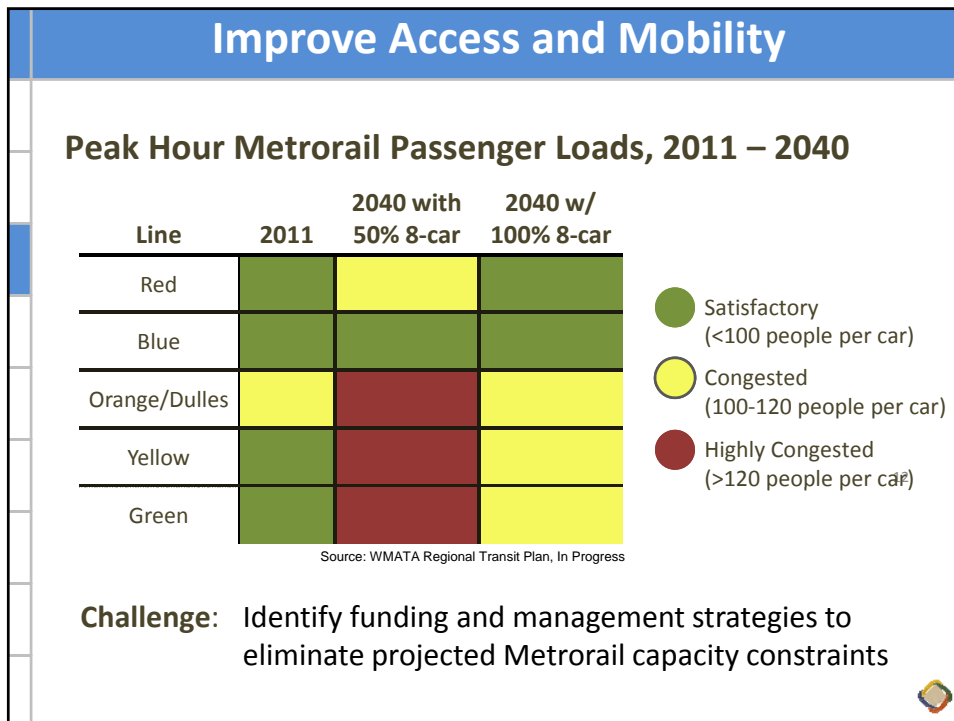
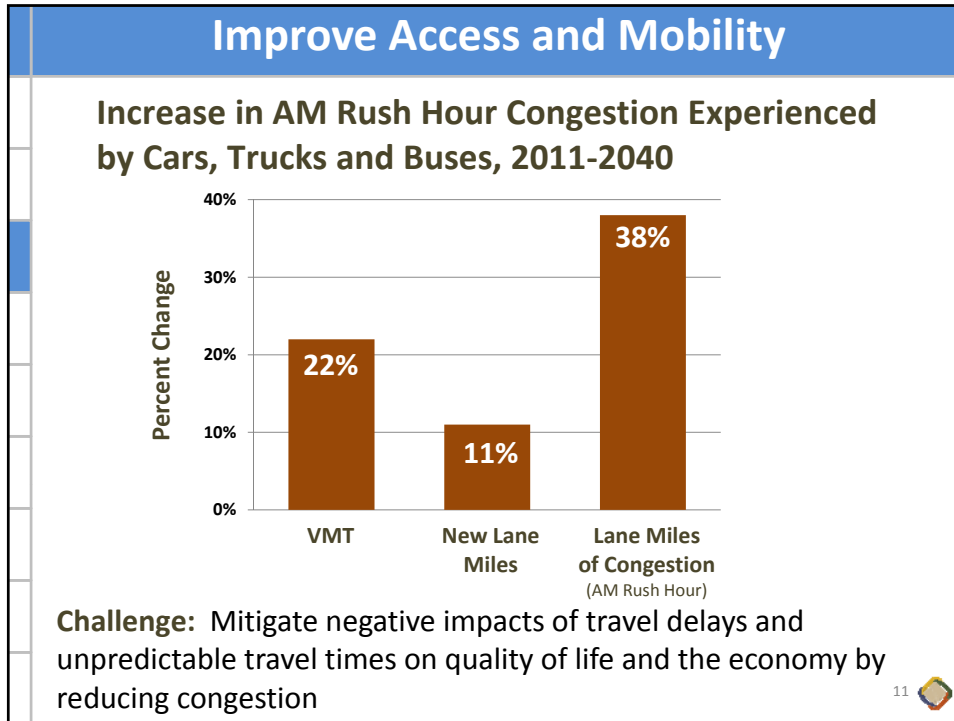
Improve Access and Mobility

Congestion by time of day and time of year in 2010

Challenge: Recognize the importance of time of day and time of year as factors influencing travel and congestion



Source: I-95 Corridor Coalition Vehicle Probe Project /INRIX, Inc. and expansions from MDOT and VDOT; TPB Air Quality Conformity Analysis



Improve Access and Mobility

Total Value of Goods Movement by all modes in the Region
forecast to grow 88% by 2040

Growth in Truck Trips 2011 to 2040

| Category | Growth (%) |
|---------------------|------------|
| Total Vehicle Trips | 27% |
| Truck Trips | 35% |

Challenge: Address the significant unmet freight transportation needs identified in the TPB Freight Plan

13

Improve Access and Mobility

Access for People with Disabilities

Access to bus, rail and taxis has improved but challenges remain:


- Reliability of bus lifts and elevators
- Demand and cost of paratransit
- Many bus stops and sidewalks need improvements
 - About 40 % of the region’s 20,000 bus stops are not fully accessible

Challenge: Improve reliability, coverage and efficiency of transit services for people with disabilities

14

Prioritize Maintenance & Preservation

Numerous national reports find that America's roads, bridges and rails are deteriorating because of deferred maintenance



REPORT CARD

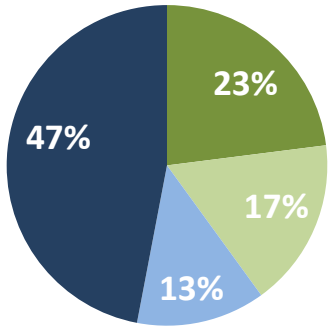
| 2009 NATIONAL INFRASTRUCTURE CONDITIONS | |
|---|----|
| Roads | D- |
| Rail | C- |
| Bridges | C |

Source: American Society of Civil Engineers

15

Prioritize Maintenance & Preservation

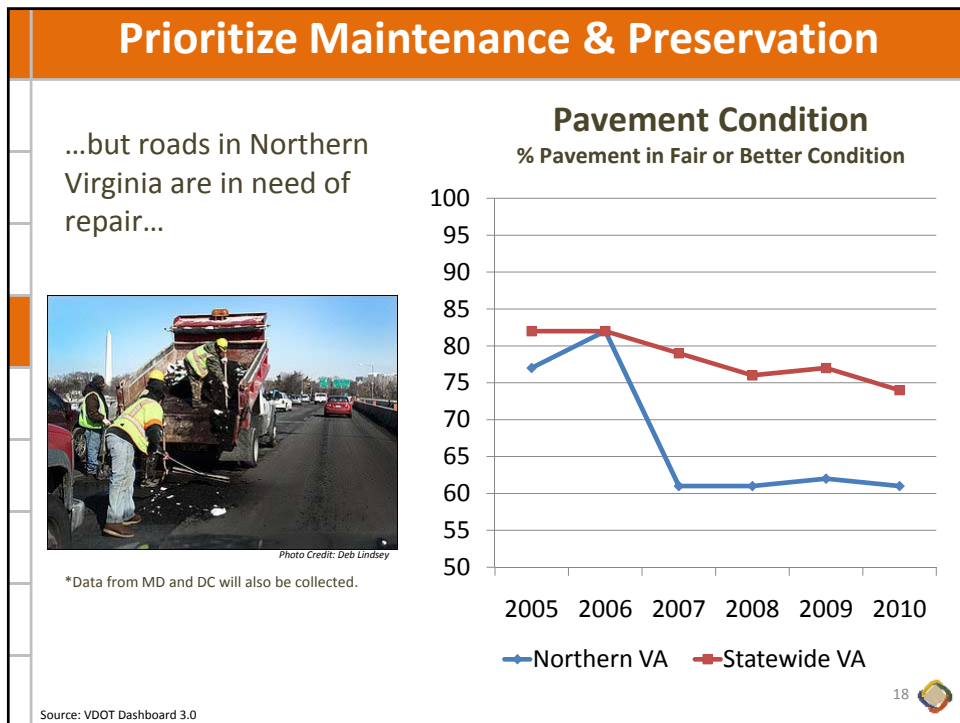
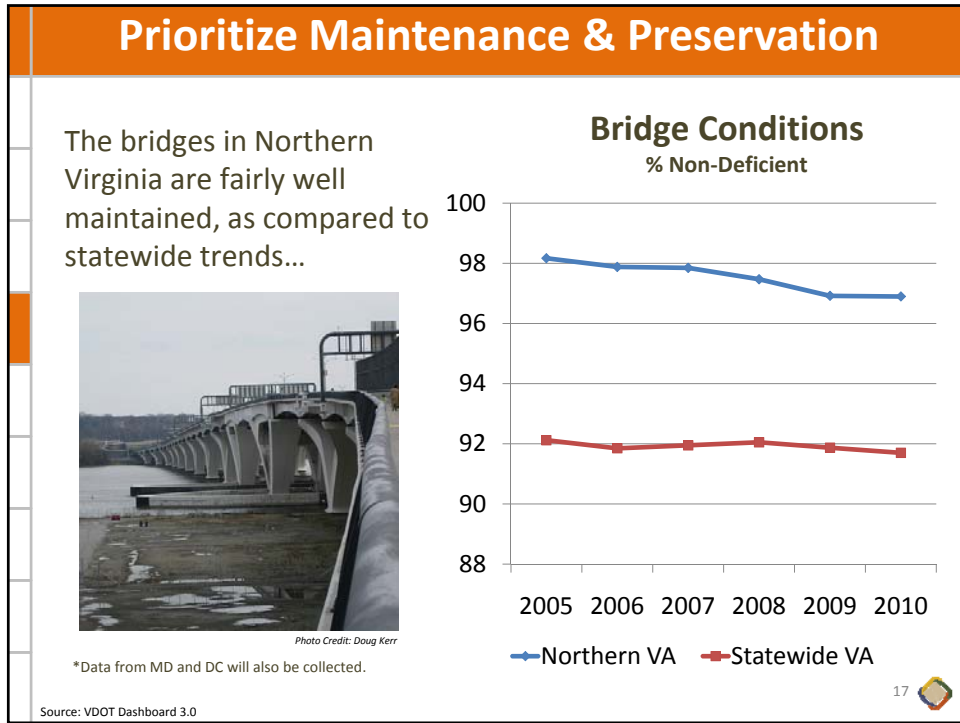
CLRP Projected Expenditures, 2011 – 2040

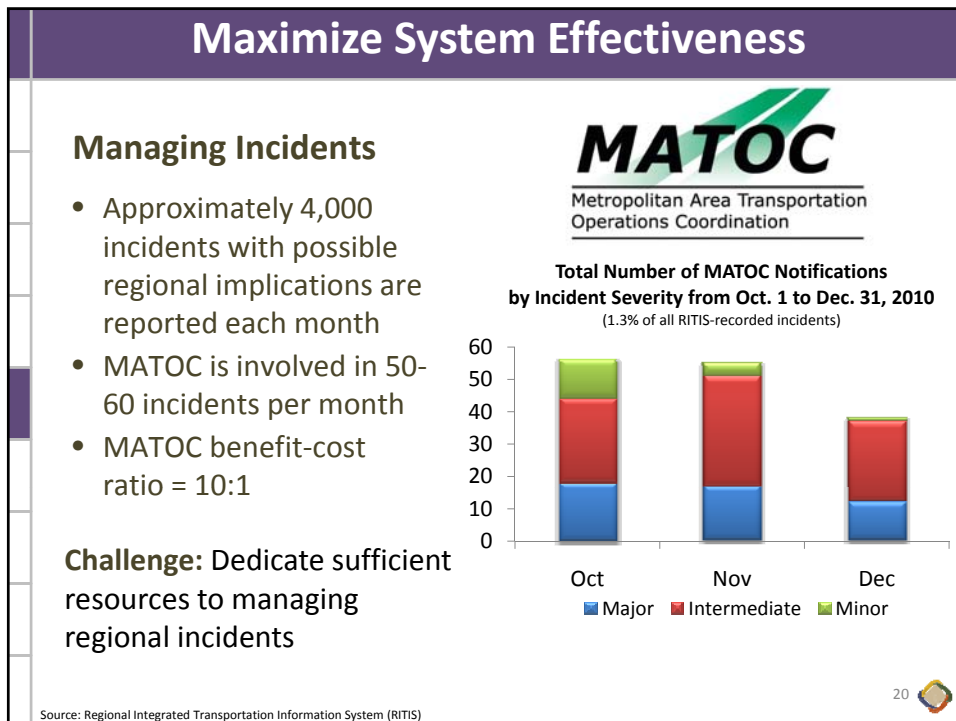
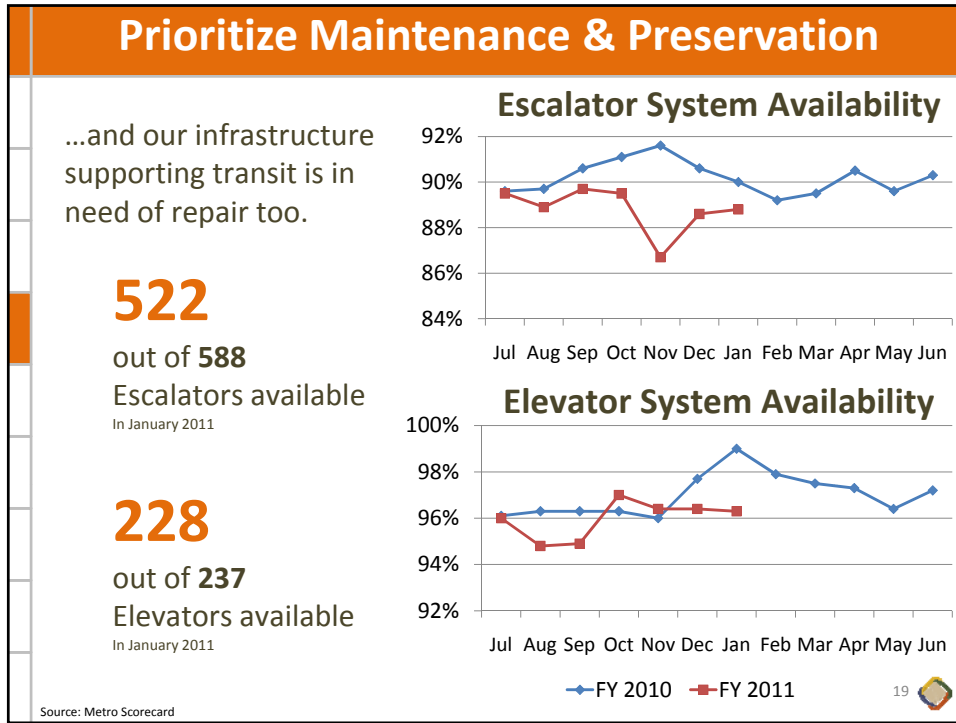


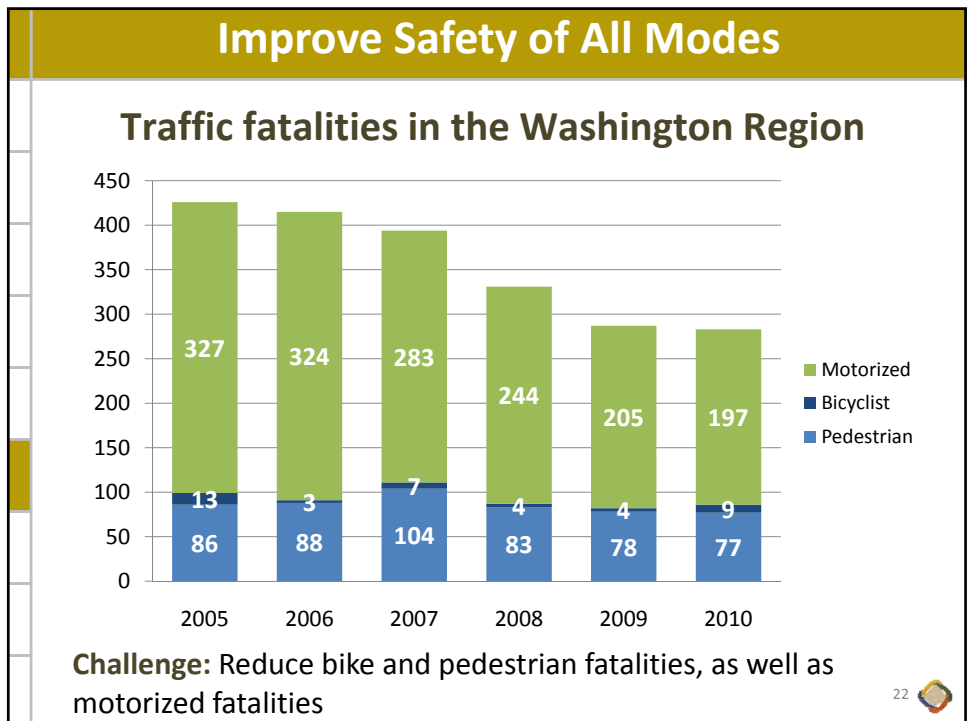
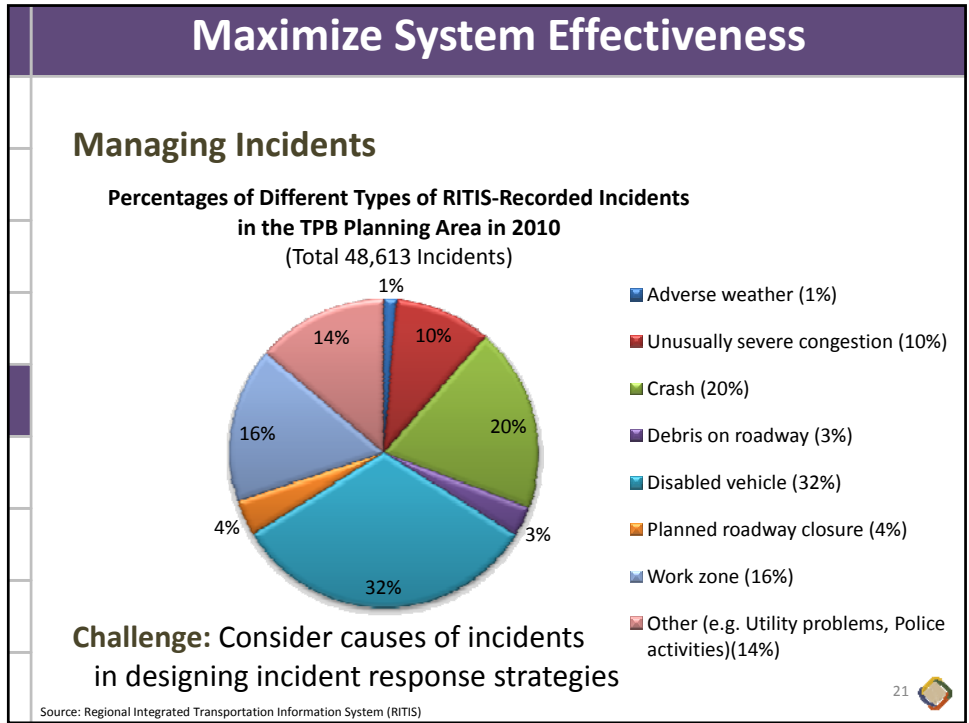
- Transit Operations/Preservation (23%)
- Highway Operations/Preservation (47%)
- Transit Expansion (17%)
- Highway Expansion (13%)

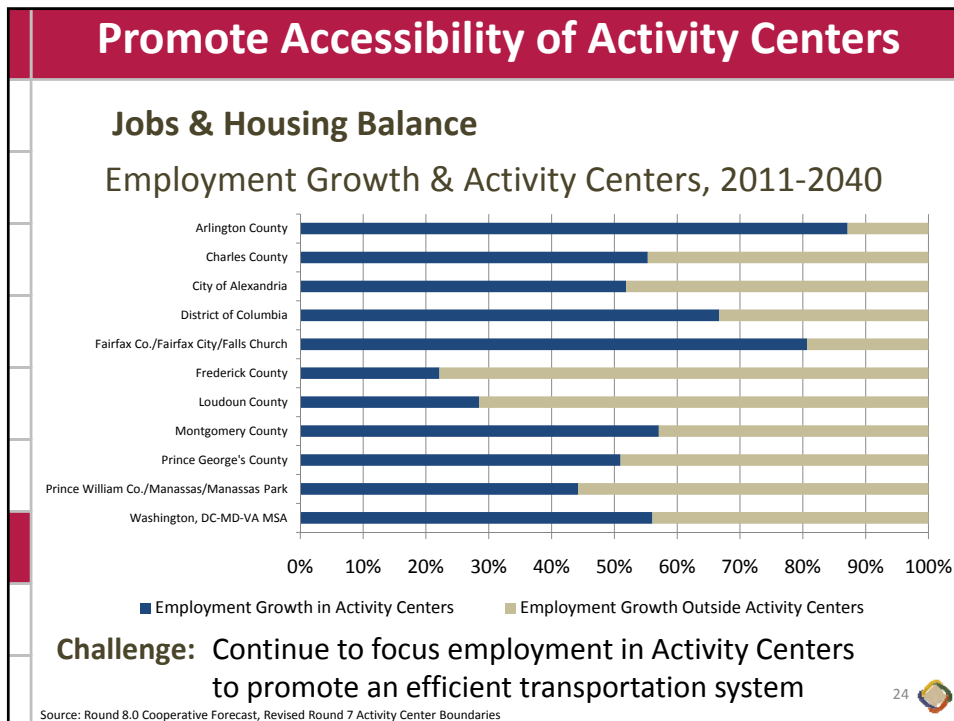
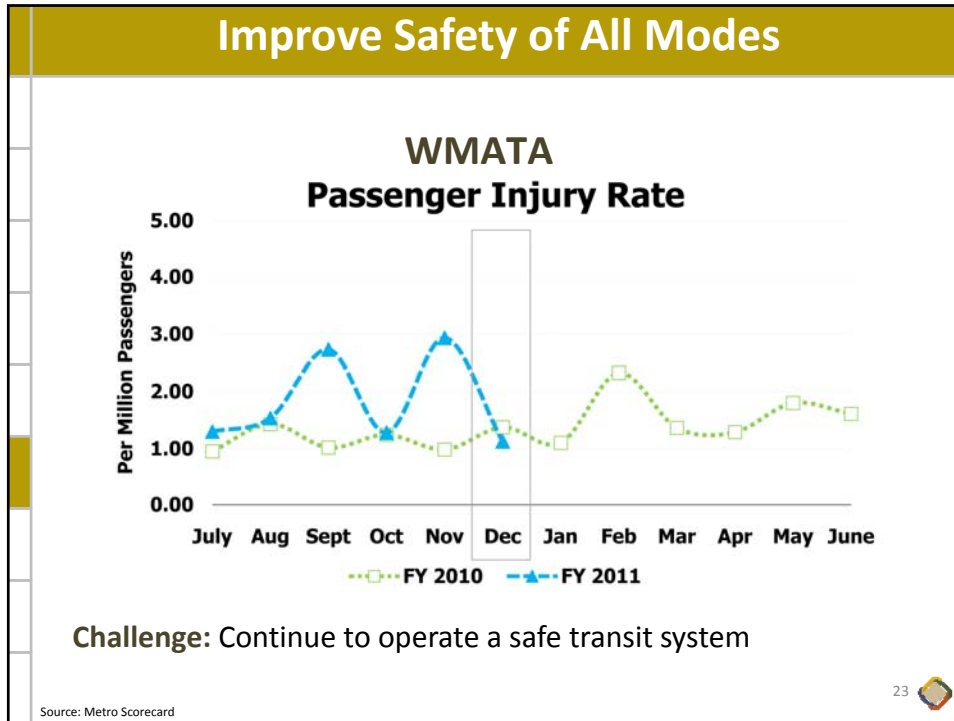
Challenge: Identify sufficient revenues to adequately maintain and operate the existing system

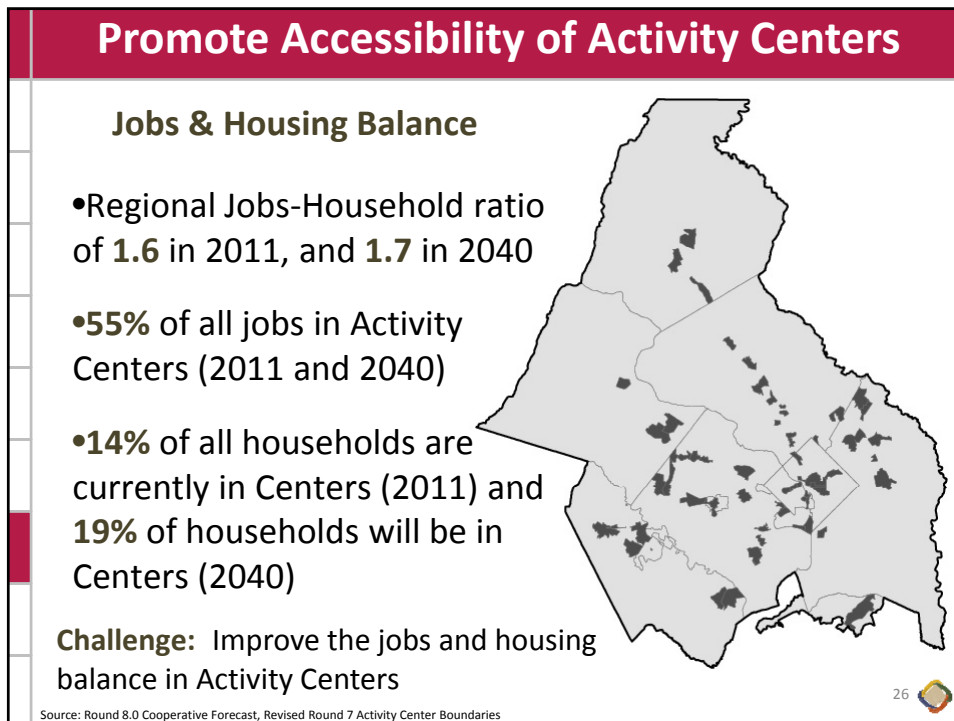
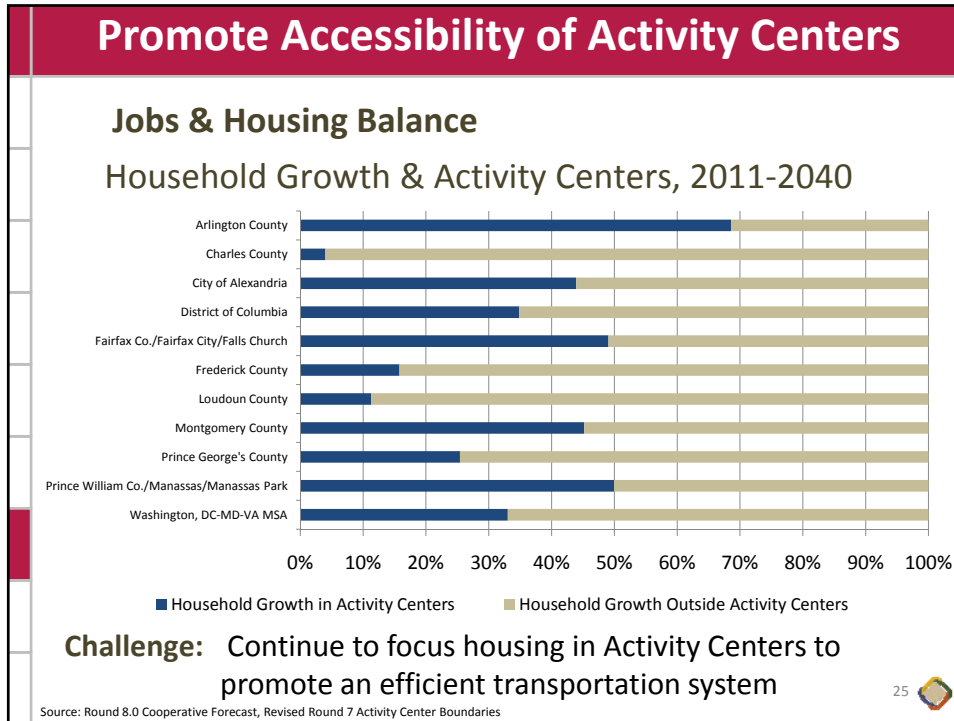
16











Promote Accessibility of Activity Centers

Jobs & Housing Balance

Jobs to Household Ratio in Activity Centers

| Activity Center | Jobs 2011 | Households 2011 | 2011 Jobs to HH Ratio | Jobs 2040 | Households 2040 | 2040 Jobs to HH Ratio | 2011-2040 Ratio Change |
|-----------------------------|-----------|-----------------|-----------------------|-----------|-----------------|-----------------------|------------------------|
| DC Core | 596,798 | 61,284 | 9.7 | 718,492 | 84,990 | 8.5 | (1.3) |
| Mixed-Use Centers | 342,578 | 85,126 | 4.0 | 467,970 | 134,022 | 3.5 | (0.5) |
| Employment Centers | 295,681 | 22,400 | 13.2 | 401,778 | 51,520 | 7.8 | (5.4) |
| Suburban Employment Centers | 482,617 | 86,057 | 5.6 | 737,925 | 154,578 | 4.8 | (0.8) |
| Emerging Employment Centers | 85,337 | 28,375 | 3.0 | 152,610 | 67,491 | 2.3 | (0.7) |
| All Activity Centers | 1,803,010 | 283,241 | 6.4 | 2,478,775 | 492,601 | 5.0 | (1.3) |

Challenge: Improve the jobs and housing balance in Activity Centers

Source: Round 8.0 Cooperative Forecast, Revised Round 7 Activity Center Boundaries

27

Promote Accessibility of Activity Centers

| | 2011 | 2040 |
|--|--|--|
| Regional Activity Centers | 59 | 59 |
| Metrorail Stations | 86 | 98 |
| Commuter Rail Stations | 52 | 53 |
| Regional Activity Centers with Rail Transit | 31 with rail 25 Metrorail 15 Commuter Rail | 37 with rail 31 Metrorail 15 Commuter Rail |
| Regional Activity Centers without Rail Transit | 28 | 22 |
| Rail Stations Not Located in Regional Activity Centers | 73 37 Metrorail 36 Commuter Rail | 76 39 Metrorail 37 Commuter Rail |

Challenge: Seek opportunities for improving the match of rail transit and Activity Centers

28

Promote Accessibility of Activity Centers

In 2011, most Activity Centers are served by bus transit, and about 2/3 have a high level of access to bus stops.

| | within 1/4 mile of a bus stop |
|--|-------------------------------|
| Centers with High Bus Stop Coverage (>75% Area) | 38 (65%) |
| Centers with Medium Bus Stop Coverage (50%-75% Area) | 9 (15%) |
| Centers with Low Bus Stop Coverage (<50% Area) | 9 (15%) |
| Centers with No Bus Stop Coverage | 3 (5%) |
| <i>(59 Activity Centers in Total)</i> | |

Challenge: Increase bus stop coverage in the Activity Centers


29

Promote Accessibility of Activity Centers

Higher Street Block Density Means Greater Walkability (# of blocks per sq. mile)

Street Block Density in Activity Centers

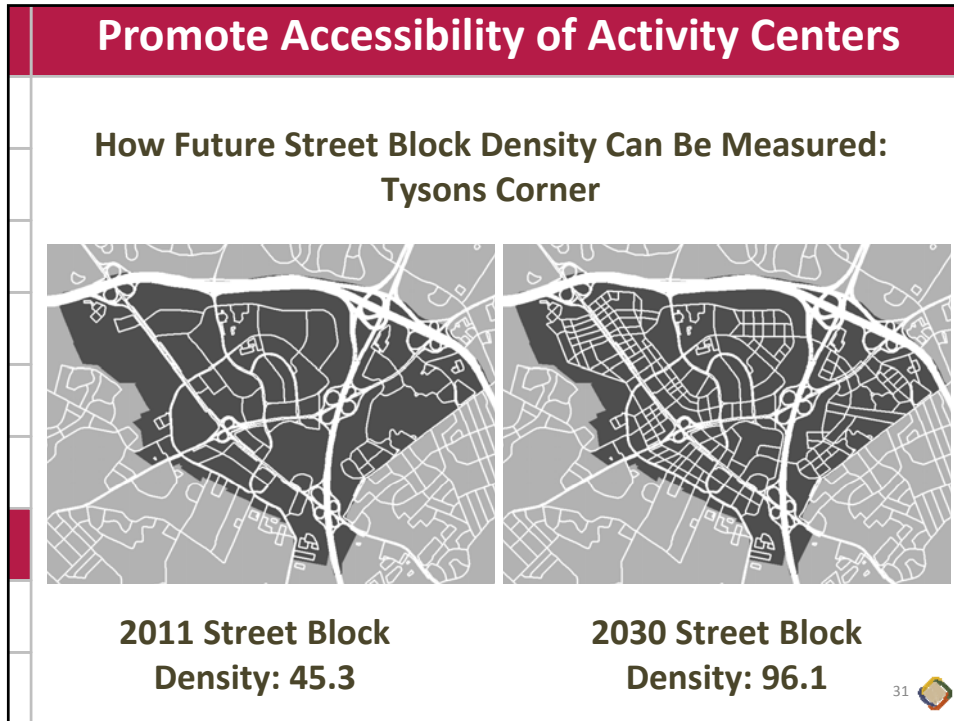
| Activity Center Type | Street Block Density |
|-----------------------------|----------------------|
| DC Core | 131 |
| Mixed-Use Centers | 104 |
| Employment Centers | 41 |
| Suburban Employment Centers | 25 |
| Emerging Employment Centers | 16 |



Within the **2.2 sq miles** of Downtown Alexandria there are **303 blocks**, resulting in a street block density of **137.7 blocks per sq mile**.

Challenge: Increase walkability in Activity Centers

30



Promote Accessibility between Activity Centers

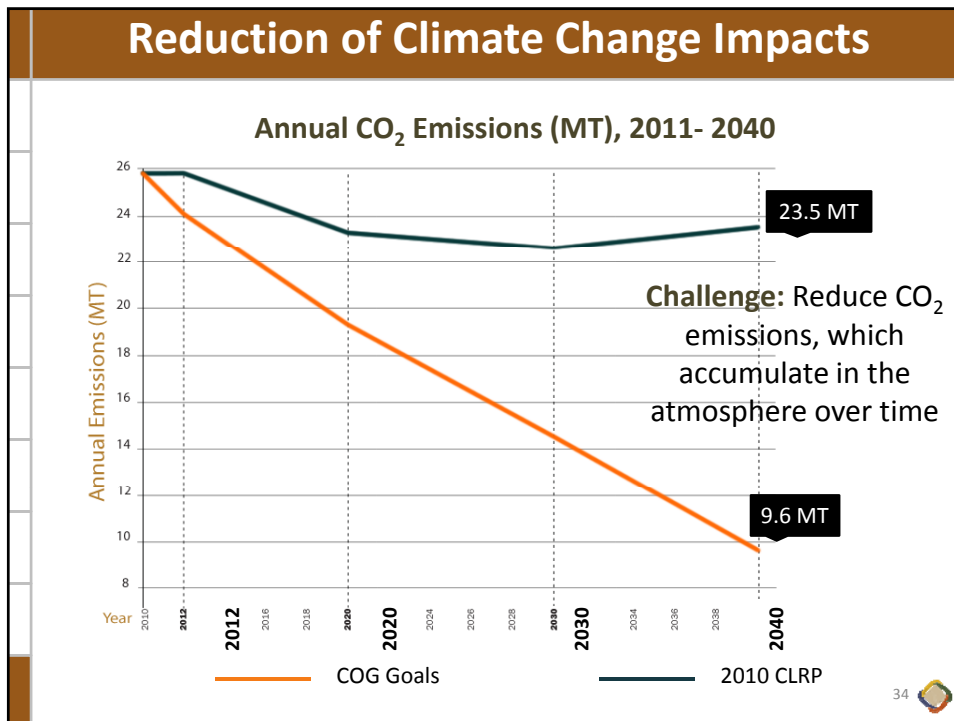
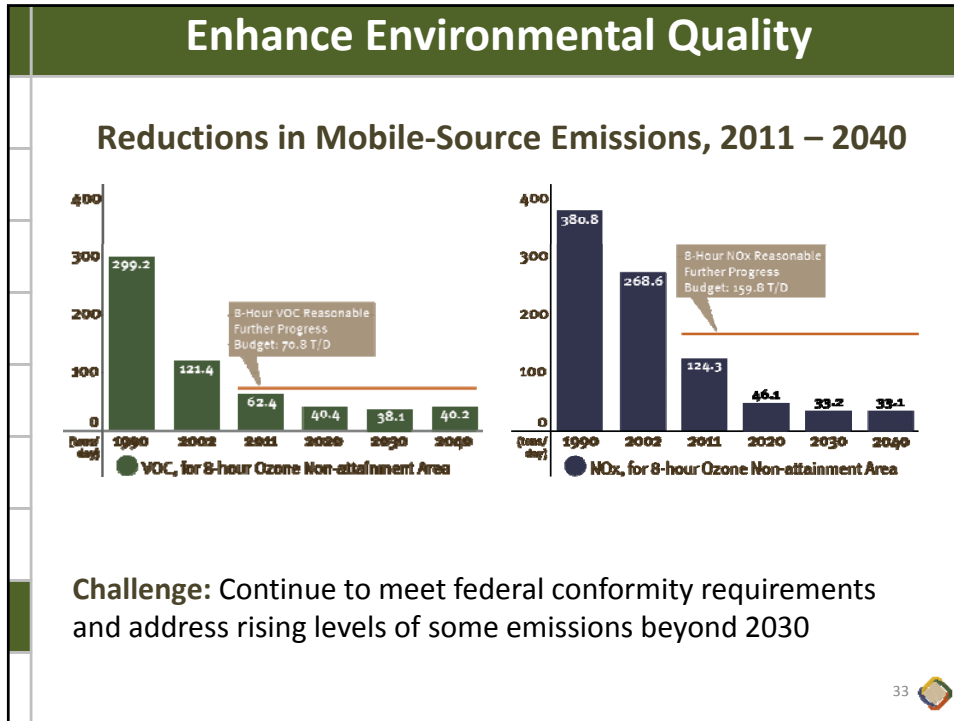
Average number of other Activity Centers accessible within 45 minutes of a given Activity Center by Transit and Highway

| | 2011 | | 2040 | | Change | |
|----------------------|------|-----|------|-----|--------|-----|
| | HWY | TRN | HWY | TRN | HWY | TRN |
| DC Core | 25 | 18 | 21 | 18 | -4 | 0 |
| Mixed Use | 17 | 14 | 14 | 15 | -3 | 1 |
| Employment | 14 | 9 | 10 | 9 | -4 | 0 |
| Suburban Emp. | 9 | 4 | 7 | 5 | -2 | 1 |
| Emerging Emp. | 6 | 2 | 4 | 3 | -2 | 1 |

Challenge: Increase accessibility to and from Activity Centers


Source: Round 8.0 Cooperative Forecasts, Version 2.2 Travel Model

32



Addressing the Challenges


- Many of the challenges cannot be met through transportation strategies alone but **will require supportive strategies** from other sectors such:
 - Land Use
 - Technology
 - Education & Enforcement

35 

Summary of Challenges


| Challenge | Types of Strategies Needed | | | |
|---|----------------------------|----------|------------|-------------------------|
| | Transportation | Land Use | Technology | Education & Enforcement |
| Further reduce the percentage of commuters driving alone | ● | ● | | |
| Continue to reduce the percentage of people driving alone to meet their daily travel needs | ● | ● | | |
| Continue to promote transit and other transportation alternatives for residents and workers | ● | ● | | |
| Further reduce VMT per capita by shifting more short trips to non-auto modes | ● | ● | | |
| Accelerate the rate of construction for the TPB's Bike and Ped Plan | ● | ● | | |

Provide a range of choices

36 


Summary of Challenges, cont.


| Challenge | Types of Strategies Needed | | | |
|--------------------------------------|---|----------|------------|-------------------------|
| | Transportation | Land Use | Technology | Education & Enforcement |
| Improve Access & Mobility | Recognize the importance of time of day and time of year as factors influencing travel and congestion | ● | ● | |
| | Mitigate negative impacts of travel delays and unpredictable travel times on quality of life and the economy by reducing congestion | ● | ● | ● |
| | Identify funding and management strategies to eliminate projected Metrorail capacity constraints | ● | | |
| | Address the significant unmet freight transportation needs identified in the TPB Freight Plan | ● | | |
| | Improve reliability, coverage and efficiency of transit services for people with disabilities | ● | ● | ● |

37 

Summary of Challenges, cont.



| Challenge | Types of Strategies Needed | | | |
|--|---|----------|------------|-------------------------|
| | Transportation | Land Use | Technology | Education & Enforcement |
| Prioritize Maintenance and Preservation | Identify sufficient revenues to adequately maintain and operate the existing system | ● | | |
| Maximize System Effectiveness | Consider causes of incidents in designing incident response strategies | ● | ● | ● |
| | Dedicate sufficient resources to manage incidents | ● | ● | ● |






Summary of Challenges, cont.

| | Challenge | Types of Strategies Needed | | | |
|---|---|----------------------------|----------|------------|-------------------------|
| | | Transportation | Land Use | Technology | Education & Enforcement |
| Improve Safety | Reduce bike and pedestrian fatalities, as well as motorized fatalities | ● | ● | ● | ● |
| | Continue to operate a safe transit system | ● | ● | ● | ● |
| Promote Accessibility in Activity Centers | Seek opportunities for improving the match of rail transit and Activity Centers | ● | ● | | |
| | Increase bus stop coverage in the Activity Centers | ● | ● | | |
| | Increase walkability in Activity Centers | ● | ● | | |


Summary of Challenges, cont.

| | Challenge | Types of Strategies Needed | | | |
|---|--|----------------------------|----------|------------|-------------------------|
| | | Transportation | Land Use | Technology | Education & Enforcement |
| Promote Accessibility in Activity Centers | Continue to focus employment and housing in Activity Centers to promote an efficient transportation system | | ● | | |
| | Improve the jobs and housing balance in Activity Centers | | ● | | |
| | Increase accessibility to and from Activity Centers | ● | ● | | |

40 

Summary of Challenges, cont.


| | Challenge | Types of Strategies Needed | | | |
|-----------------------|--|----------------------------|----------|------------|-------------------------|
| | | Transportation | Land Use | Technology | Education & Enforcement |
| Environmental Quality | Continue to meet federal conformity requirements and address rising levels of some emissions beyond 2030 | ● | ● | ● | |
| Climate Change | Reduce CO2 emissions, which accumulate in the atmosphere over time | ● | ● | ● | |

41 

Next Steps

- Complete performance analysis of the 2010 CLRP
- Measures presented today show key challenges the region is facing
- These challenges should be considered when developing a Priorities Plan
- Priorities Plan “scenarios” can be examined with the same measures



42 

Alternative formats of this document and all meeting materials are available upon request. Contact Rex Hodgson at (202) 962-3275, TDD (202) 962-3213 or rhodgson@mwkog.org and allow 7 days for preparation of the materials.

**NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD**

FY 2012

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

March 16, 2011

The preparation of this program was financially aided through grants from the District of Columbia Department of Transportation; Maryland Department of Transportation; Virginia Department of Transportation; U.S. Department of Transportation, Federal Highway Administration; and the U.S. Department of Transportation, Federal Transit Administration, under the Federal Transit Act.

C. REGIONAL STUDIES

Regional Transportation Priorities Plan

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

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

The following activities are proposed for FY 2012:

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

Support for COG's Region Forward

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

Prepare Grant Applications for US DOT Grant Funding Programs

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

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