

**TPB Long Range Plan Task Force:  
Regional Criteria to Select a Limited Set of Unfunded Priority Projects  
to Improve Performance at a Regional Scale**

The Draft Regional Criteria and Project Assessment information in the table below are drawn from a memo to the Long-Range Plan Task Force dated May 12, 2016. This table also includes information (3<sup>rd</sup> column) linking the draft criteria with the goals from the Regional Transportation Priorities Plan.

Staff has proposed that project selection would occur in two phases. In the first phase, a full inventory of unfunded projects (the basis for the All-Build Scenario) would be screened to identify those projects that are deemed to be part of a *Regionally Significant Transportation Network*. Staff has proposed that the Regionally Significant Transportation Network be comprised of: 1) Interstate highways and roadways on the National Highway System; 2) all fixed-guideway transit systems, WMATA’s Priority Corridor Network and bus rapid transit projects; 3) roadways on the TPB’s Regional Freight-Significant Network.

In the second phase, *Regional Criteria* would be used to guide the selection of a limited number of unfunded projects that will represent the TPB’s Regional Priority Projects. The Regional Criteria will be multi-modal and will be grounded in the TPB’s Vision and Regional Transportation Priorities Plan. Unfunded projects that are on the Regionally Significant Transportation Network will be qualitatively assessed (see 4<sup>th</sup> column) and selected based on their potential to serve one or more Regional Criteria. These priority projects will be anticipated to positively affect the transportation system’s performance at a regional level.

No.	Draft Regional Criteria	RTPP Goal Served	Project Assessment
1	Increase Person Throughput	1. Provide a Comprehensive Range of Transportation Options 4. Maximize Operational Effectiveness and Safety of the Transportation System	<ul style="list-style-type: none"> <li>• Tool: Maps of congested travel corridors with low person-throughput.</li> <li>• Assessment: Projects deemed likely to increase person throughput in the above key corridors will be given credit in the selection system.</li> </ul>
2	Provide Targeted Congestion Relief	1. Provide a Comprehensive Range of Transportation Options 4. Maximize Operational Effectiveness and Safety of the Transportation System 6. Support Inter-Regional and International Travel and Commerce	<ul style="list-style-type: none"> <li>• Tool: Maps identifying facilities/corridors with the heaviest congestion – separate maps for vehicle hours or delay (VHD) and auto person hours of delay (PHD). Comparable measure(s) will be used to identify congested transit facilities/services.</li> <li>• Assessment: Projects deemed likely to relieve congestion in highlighted corridors will be given credit in the selection system.</li> </ul>

No.	Draft Regional Criteria	RTPP Goal Served	Project Assessment
3	Increase Non-SOV Travel Mode	<ol style="list-style-type: none"> <li>1. Provide a Comprehensive Range of Transportation Options</li> <li>2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers</li> <li>5. Enhance Environmental Quality, and Protect Natural and Cultural Resources</li> </ol>	<ul style="list-style-type: none"> <li>• Tool: None (Yes/No)</li> <li>• Assessment: Projects aimed at increasing non-SOV travel will be given credit in the selection system.</li> </ul>
4	Connect Activity Centers	<ol style="list-style-type: none"> <li>2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers</li> </ol>	<ul style="list-style-type: none"> <li>• Tool: Maps of Activity Centers with current and planned road and transit connections.</li> <li>• Assessment: Projects that connect two or more Activity Centers will be given credit in the evaluation system.</li> </ul>
5	Improve Access to Environmental Justice Communities	<ol style="list-style-type: none"> <li>1. Provide a Comprehensive Range of Transportation Options</li> <li>2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers</li> </ol>	<ul style="list-style-type: none"> <li>• Tool: Maps of Communities of EJ Concern that will also include current and planned road and transit connections.</li> <li>• Assessment: Projects that address transportation challenges of the Community of EJ Concern will be given credit in the evaluation system.</li> </ul>
6	Improve Safety	<ol style="list-style-type: none"> <li>3. Ensure Adequate System Maintenance, Preservation, and Safety</li> </ol>	<ul style="list-style-type: none"> <li>• Tool: Maps identifying locations with high rates of safety incidents.</li> <li>• Assessment: Projects that specifically alleviate a safety issue identified by member jurisdictions will be given credit in the evaluation system.</li> </ul>
7	Address Freight Needs	<ol style="list-style-type: none"> <li>6. Support Inter-Regional and International Travel and Commerce</li> </ol>	<ul style="list-style-type: none"> <li>• Tool: Map of the Regionally Freight-Significant Network</li> <li>• Assessment: Projects designed to enhance and/or improve freight movement on the Regionally Freight-Significant Network will be given credit in the evaluation system.</li> </ul>
8	Improve Non-Motorized Connectivity	<ol style="list-style-type: none"> <li>1. Provide a Comprehensive Range of Transportation Options</li> <li>2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers</li> <li>5. Enhance Environmental Quality, and Protect Natural and Cultural Resources</li> </ol>	<ul style="list-style-type: none"> <li>• Tool: Under the guidance of the TPB Bicycle and Pedestrian Subcommittee, staff will provide: 1) a map of a regional trail network (currently under development) with built and unbuilt facilities and 2) a map of transit stations with constrained walksheds (WMATA's station access improvement study).</li> <li>• Assessment: Projects (packaged in groups) that are deemed likely to increase access to transit stations or close gaps in the regional trail network will be given credit in the evaluation system.</li> </ul>