

# LONG-RANGE PLAN TASK FORCE UPDATE

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TPB Access for All Committee  
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National Capital Region  
**Transportation Planning Board**

# Status Report

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- Recap on Activities and Actions
- 10 Initiatives
- Task Force Next Steps
- Opportunity for AFA Comment



# Recap on Activities and Actions

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- What is the Long-Range Plan Task Force?
  - Who: Members are TPB members as well as a representative from the AFA and a member of the Citizens' Advisory Committee
  - Why: Task force was formed in response to examine projects, programs and policies that are not in our long-range plan but that have the potential to address regional challenges

# Recap on Activities and Actions

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Choosing projects, programs and policies to study

- The task force recommended 10 initiatives to study based on three months of work, and over 80 ideas of projects, programs and policies
- Initiatives were all considered “regional”
- AFA feedback from May 2017 meeting was taken into consideration
- TPB passed resolution on July 19 accepting the task force’s recommendations to do sketch planning analysis on 10 initiatives to see if and how they could make progress toward achieving the region’s goals and challenges



# Recap on Activities and Actions

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- TPB action approved the study to go forward
- TPB action does NOT:
  - Reflect an endorsement by the TPB
  - Guarantee that any of these initiatives will ever be endorsed OR be added to the Long-Range Plan
  - Cannot require any jurisdiction to alter their own plans, policies or programs



# The 10 Initiatives Being Studied

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- The following three slides display overview descriptions of the 10 initiatives that are being studied
- This study is being done at a high-level, with “sketch planning” analysis methods, which will allow us to compare how each initiative performs relative to each other and relative to the projected future according to the current CLRP
- From the comparative analysis, the task force will determine if some initiatives perform particularly well and therefore should be considered for further TPB action
- NOTE: Since analysis is underway, no changes can be made to the elements of the initiatives



# The 10 Initiatives Being Studied

INITIATIVE	COMPONENTS
<b>Multimodal Initiatives</b>	
<b>1. Regional Express Travel Network</b>	<ul style="list-style-type: none"> <li>Express toll lanes network (free to HOV and transit) with added lanes where feasible on existing limited access highways (including remaining portion of the Capital Beltway, I-270, Dulles Toll Road, U.S. 50); includes expanded American Legion Bridge.</li> <li>New express bus services on network (paid in part through tolls) connecting major Activity Centers.</li> </ul>
<b>2. Regional Congestion Hotspot Relief Program</b>	<ul style="list-style-type: none"> <li>Application of technology and enhanced system operations strategies, such as ramp metering, active traffic management, and integrated corridor management (including transit signal priority and enhanced multimodal travel information), plus targeted capacity enhancements where feasible to address top regional congestion hotspots and adjoining connections.</li> <li>Improved roadway design (such as treatments of turning movements) and reversible lanes on major roadways, as appropriate (to be identified based on strong directional flows).</li> <li>Expanded regional incident management where appropriate.</li> <li>Technological integration of demand-responsive services for persons with disabilities and others with limited mobility to create efficiencies of scale and improve mobility of traditionally underserved populations.</li> </ul>
<b>3. Additional Northern Bridge Crossing / Corridor</b>	<ul style="list-style-type: none"> <li>New northern bridge crossing of Potomac River, as a multimodal corridor.</li> <li>New express bus services connecting existing Activity Centers in this multimodal corridor.</li> </ul>



# The 10 Initiatives Being Studied

INITIATIVE	COMPONENTS
<b>Transit Initiatives</b>	
<b>4. Regionwide High-Capacity Transitways (such as Bus Rapid Transit)</b>	<ul style="list-style-type: none"> <li>• High-capacity transit networks (such as bus rapid transit (BRT)) in Montgomery County, Prince George’s County, Northern Virginia (TransAction 2040), DC (moveDC), and transitway from Branch Ave to Waldorf, specifications according to jurisdiction plans.</li> <li>• Improved bicycle and pedestrian connections and access improvements to transit stations.</li> </ul>
<b>5. Regional Commuter Rail Enhancements</b>	<ul style="list-style-type: none"> <li>• VRE System Plan 2040 and MARC Growth and Investment Plan (including run-thru and two-way service on selected lines, increased frequency and hours of service).</li> <li>• Long Bridge corridor improvements including at least 4 tracks and bicycle-pedestrian facilities.</li> <li>• Improved bicycle and pedestrian connections and access improvements to rail stations.</li> </ul>
<b>6. Metrorail Regional Core Capacity Improvements</b>	<ul style="list-style-type: none"> <li>• 100% 8-car trains</li> <li>• Metrorail station improvements at high-volume stations in system core.</li> <li>• Second Rosslyn station to reduce interlining and increase frequency.</li> <li>• New Metrorail core line to add capacity across Potomac River (new Rosslyn tunnel) between Virginia and DC through Georgetown to Union Station toward Waterfront.</li> <li>• Improved bicycle and pedestrian connections and access improvements to rail stations.</li> </ul>





# The 10 Initiatives Being Studied

INITIATIVE	COMPONENTS
<b>Transit Initiatives</b>	
<b>7. Transit Rail Extensions</b>	<ul style="list-style-type: none"> <li>• Metrorail extensions to Centreville/Gainesville, Hybla Valley/Potomac Mills.</li> <li>• Can consider an extension(s) in MD, such as to National Harbor or north of Shady Grove (to be defined later).</li> <li>• Purple line extension to Tysons (west) and Eisenhower Avenue (east).</li> <li>• Improved bicycle and pedestrian connections and access improvements to rail stations.</li> </ul>
<b>Policy-Focused Initiatives</b>	
<b>8. Optimize Regional Land-Use Balance</b>	<ul style="list-style-type: none"> <li>• Optimize jobs/housing balance regionwide.</li> <li>• Increase jobs and housing around underutilized rail stations and Activity Centers with high-capacity transit.</li> <li>• Build more housing in the region to match employment (about 130,000 more households).</li> </ul>
<b>9. Transit Fare Policy Changes</b>	<ul style="list-style-type: none"> <li>• Reduced price Metrorail fare for off-peak direction during peak period and on underutilized segments.</li> <li>• Free transit for low-income residents.</li> </ul>
<b>10. Amplified Travel Demand Management for Commute Trips</b>	<p>New policies (e.g., employer trip reduction requirements) and programs (e.g., financial incentives) implemented at the local and regional scale to significantly reduce single-occupancy vehicle commute trip making, including:</p> <ul style="list-style-type: none"> <li>• Employer-based parking cash-out</li> <li>• Expanded employer-based transit/vanpool benefits</li> <li>• Expanded telework and flexible schedule adoption</li> <li>• Substantial increase in priced commuter parking in major Activity Centers.</li> </ul>



# Task Force Next Steps

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Currently, sketch planning analysis is underway

- “Sketch planning” means that the analysis will be done at a very high-level, without the same detailed inputs and outputs that are more common with other TPB products
- Assumptions and inputs have been selected
- Appropriate tools and methods have been selected
- Ideas for performance measures are being reviewed by the task force. The performance measures will be used to compare the results of the different initiatives.



# Task Force Next Steps (continued)

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Later this year:

- Task force will recommend a process by which the TPB will make a final decision, to select from amongst the 10 initiatives for the TPB to take further action on
- Analysis results
  - AFA can review results of analysis and recommend certain initiatives to the TPB based on how well the initiatives address challenges in which the AFA is most interested
- Discussion on other important factors such as financial and political feasibility
- Task force to present recommendations to TPB



# Task Force Next Steps (continued)

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- Should TPB act to endorse certain measures as a result of their performance in the sketch planning analysis, TPB “endorsement” could mean...
  - The endorsed initiatives could be included in the aspirational element of Visualize 2045, the 2018 update of the TPB’s long-range plan
  - TPB may encourage member jurisdictions to study the initiatives and champion them for adoption at local levels
  - Note: All regular planning and implementation regulations and requirements would still apply to all these projects. Endorsement by the TPB in this fashion will not technically bring any project closer to implementation.



# Opportunities for AFA Comment

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**Task:** Select the 10 initiatives to study

- **Status:** Completed
- **AFA:** Provided feedback on potential initiatives

**Task:** Select performance measures to use to evaluate the 10 initiatives

- **Status:** Currently underway
- **AFA:** Opportunity now to provide comment

**Task:** After reviewing final analysis of 10 initiatives, the task force and TPB may choose to select a sub-set from amongst the 10 for future TPB action

- **Status:** Will take place in November and December
- **AFA:** Opportunity to provide comment at November meeting



# Performance Measure Comment

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- Opportunity for AFA comment on the potential performance measures
- Highlight which ones are of the most interest to the AFA
- The performance measures will help the task force decide which initiatives perform well

# Performance Measure Comment

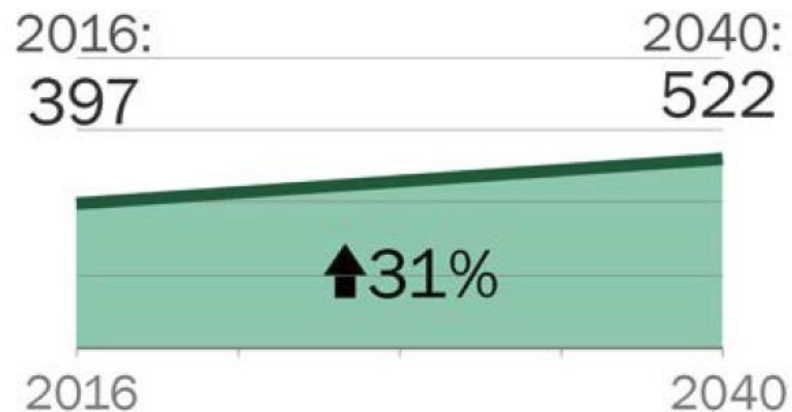
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Measure	Definition
Travel Time	Average travel time per trip for each mode
Traditional Congestion	Vehicle hours of delay
Accessibility by Transit	% change in # of jobs accessible within 45 min transit commute
Accessibility by Auto	% change in # of jobs accessible within 45 min car commute
Mode Share	Non-single-occupancy vehicle, transit
Reliable Trips	Share of trips on reliable modes (e.g., express lanes, BRT, etc.)
VMT and VMT per capita	Amount of vehicle travel and per capita
Rail Transit Crowding	% of person miles on rail transit in crowded conditions
Transit Options for Households	Share of households in zones with high-capacity transit (Metro, BRT, etc.)
Transit Options for Employment	Share of jobs in zones with high-capacity transit (Metro, BRT, etc.)
Airport Access	Average best travel time (using best available option; e.g., transit, express lanes) to regional airports (from households and jobs)
Emissions	VOC, NOx, and CO <sub>2</sub>

# Example: Accessibility by Transit

(from 2016 CLRP Performance Analysis)

**Figure 19: Average Number of Jobs Accessible by Transit within 45-Minute Commute (in 1000s)**

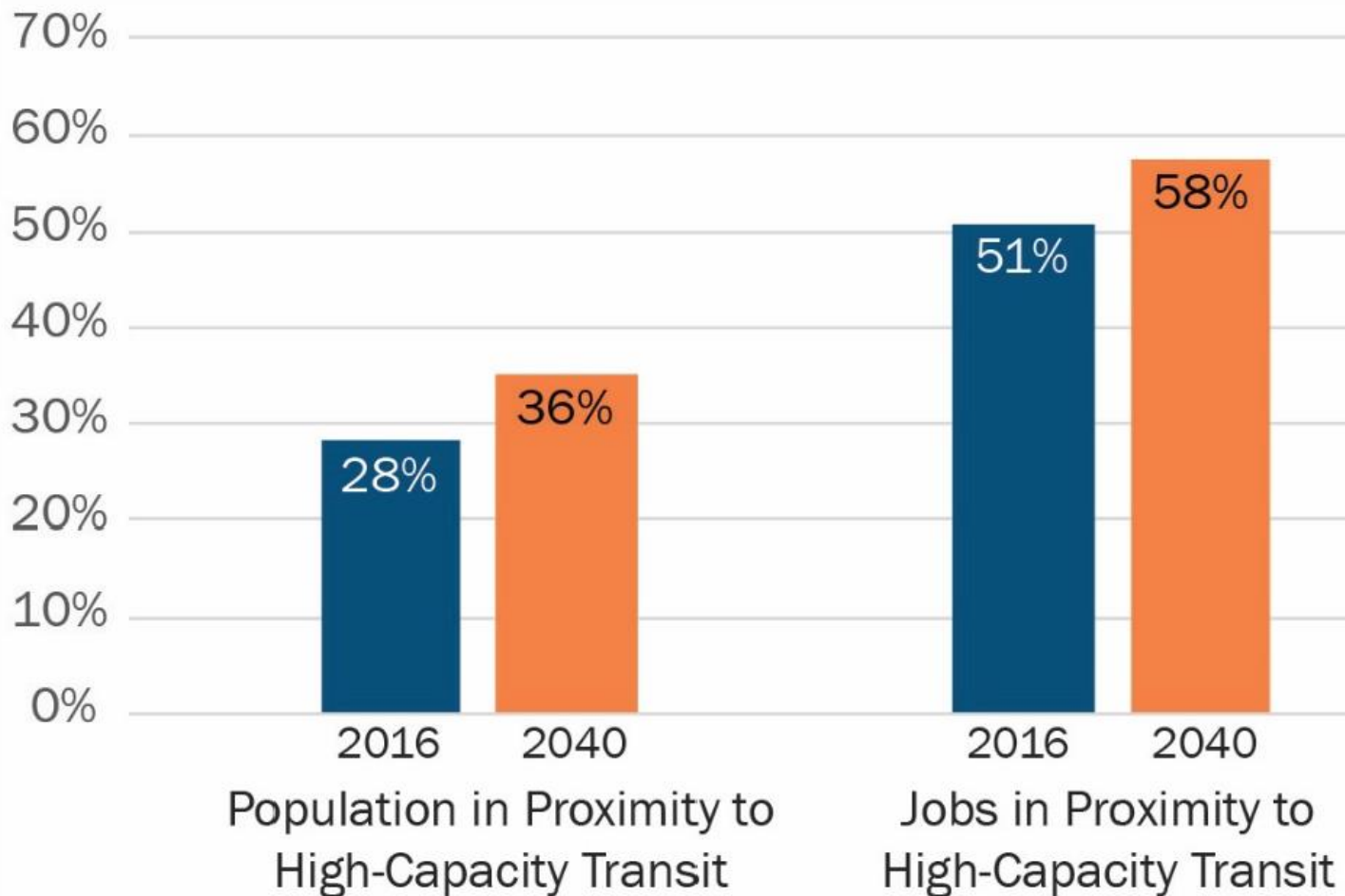




# Example: Transit Options for Households and Employment

(from 2016 CLRP Performance Analysis)

**Figure 16: Population and Jobs in Proximity to High-Capacity Transit**



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