

National Capital Region Transportation Planning Board

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MEMORANDUM

May 28, 2010

TO: Transportation Planning Board Technical Committee

FROM: Ron Kirby, Director, Department of Transportation Planning

RE: Summary of what occurred during the "Conversation on Setting Regional Transportation Priorities"

On May 26, 2010, 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. An invitation-based event which was held at the Hyatt Regency on Capitol Hill from noon – 3:30pm, the Conversation included members of the TPB, Technical Committee, Citizen Advisory Committee (CAC), and Access for All (AFA) Advisory Committee. Members of the public also attended. Peter Shapiro provided formal facilitation services throughout the Conversation.

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 eight 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, 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 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. He noted that there will be a formal follow-up report at the June TPB meeting. Participants were also invited to offer final comments.

Attachments

- Participant List
- TPB Officers Presentation handout: Overview of Regional Transportation Challenges & New Opportunities
- CAC Presentation Handout: Recommendation to Develop a Regional Transportation Priorities Plan

Conversation on Setting Regional Transportation Priorities			
Participant List			
May 26, 2010			
Participant	TPB Affiliation	Jurisdiction/Organization	Table
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

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



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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

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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

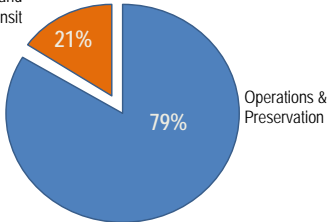
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We have many successes to celebrate, but challenges remain.

Slide 9

Maintenance & operations eating up most long-term funding

Anticipated transportation expenditures, 2010-2040*

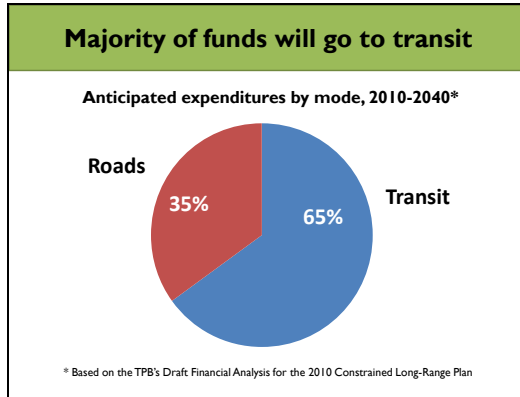


Category	Percentage
Operations & Preservation	79%
New Roads and Transit	21%

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

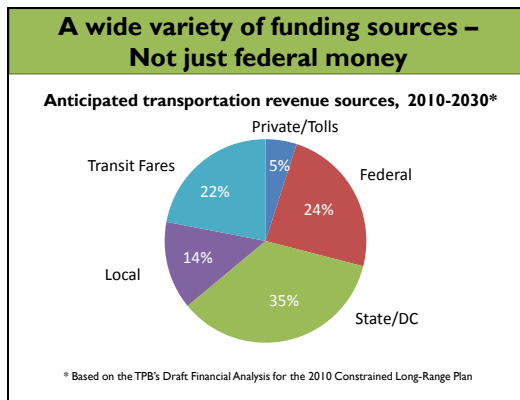
In the future, a growing proportion of available money needs to be dedicated to maintaining and operating the existing system.

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!

Job ONE has got to be maintenance and rehabilitation.

Slide 18

Priority One: The Existing System

And make better use of the existing system!

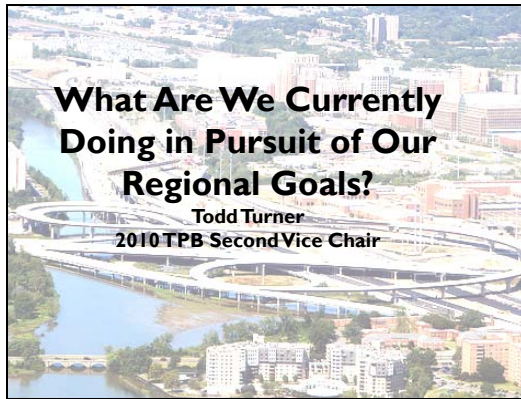
Management and Operations:

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

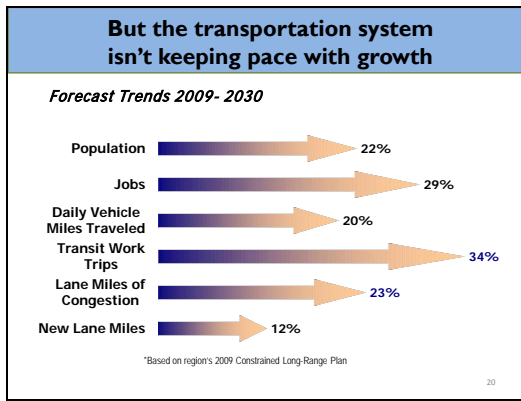
Using relative inexpensive technology, we can squeeze more capacity out of our roads and transit.

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

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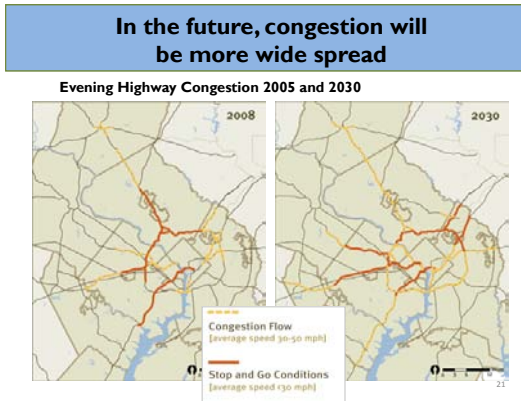


Slide 20



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

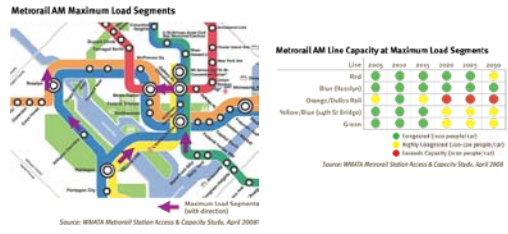
Slide 21



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

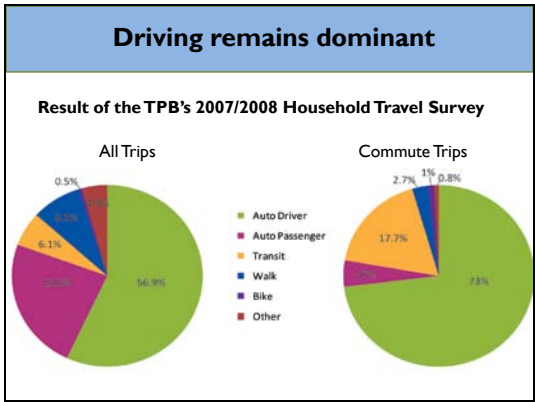
Metro platforms and trains will be packed



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.

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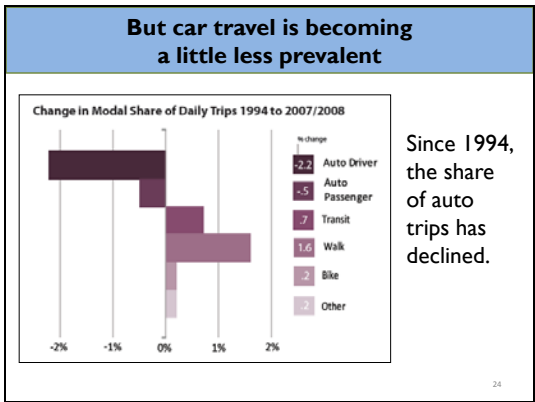
Slide 23



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



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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!

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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
 - New Light Rail
 - Recommended BRT Network
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 - New Streetcar
 - New Rapid Rail
 - New Light Rail
 - New Streetcar
 - New Rapid Rail

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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

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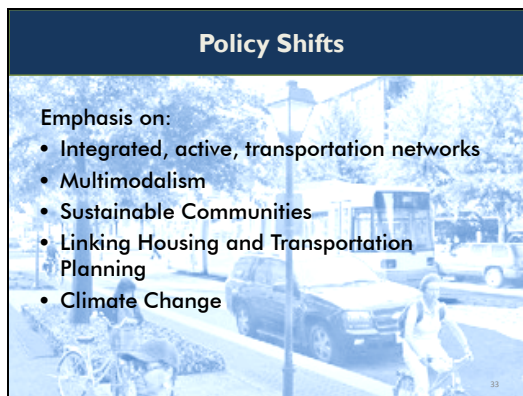


The TPB has been called upon to conduct expanded long-range planning activities, but the larger policy context is changing.

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




*Artwork courtesy of Easter Seals Action

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- 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"

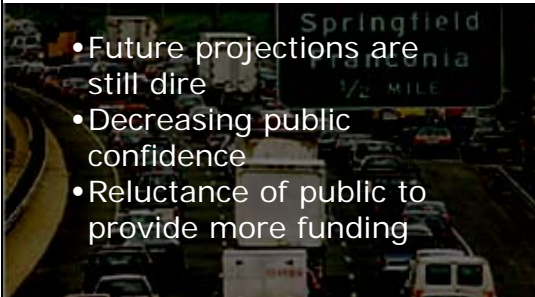
Not enough:

- 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.

Slide
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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.

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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.

Slide
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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.