



MEMORANDUM

TO: TPB Technical Committee
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Item 4 – Long-Range Plan Task Force Resolution Clarification and Status Report
DATE: May 5, 2017

The list below describes the attached documents pertaining to the Long-Range Plan Task Force which will be discussed as part of the status report for this item.

1. Revisions to the resolution passed at the TPB meeting on March 29 pertaining to the work activities of the Long-Range Plan Task Force – at the request of the TPB officers, the TPB will be asked to take action on these proposed changes to resolution in May.
2. Goals for Long-Range Plan Task Force activities and Challenges Long-Range Plan Task Force seeks to address, agreed to at April 10 meeting of the task force.
3. Updated list of proposed initiatives (projects, policies and programs) for study by the LRPTF, current as of April 20.
4. Summary of proposed method to winnow down the list of initiatives.

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**REVISED RESOLUTION ESTABLISHING THE MISSION AND TASKS
FOR PHASE II OF THE LONG RANGE PLAN TASK FORCE**

WHEREAS, the National Capital Regional Transportation Planning Board (TPB), as the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the TPB, as part of the regional metropolitan planning process, continues to develop and adopt a fiscally Constrained Long Range Plan (CLRP) as mandated by the federal FAST Act as a means of ensuring that federal funding and approval for transportation projects in the region are made available; and

WHEREAS, the unanimously adopted TPB Regional Transportation Priorities Plan (RTPP) focuses on six goals – providing a comprehensive range of transportation options; promoting a strong regional economy including a healthy regional core and dynamic activity centers; ensuring adequate system maintenance, preservation and safety; maximizing operational effectiveness and safety of the transportation system; enhancing environmental quality and protecting natural and cultural resources; and supporting inter-regional and international travel and commerce; and

WHEREAS, the unanimously approved Council of Governments' Region Forward Report reinforces and builds on these RTPP transportation goals; makes compact, walkable, mixed-use, transit-oriented communities the land use priority; and includes other priorities such as a significant decrease in greenhouse gas emissions, minimizing economic disparities, access to affordable housing, and wellness, among others; and

WHEREAS, the Council of Governments' National Capital Region Climate Change Report sets a goal of reducing greenhouse gas emissions 80 percent below 2005 levels by 2050; and

WHEREAS, the Access for All Committee expressed a range of concerns about the current CLRP including, the East-West divide showing the region not only divided by race and income but also by access to jobs, accessibility and safety, and the need for Metro core capacity funding to stabilize and expand services to vulnerable communities, and the need for improved services for people with disabilities and challenges to transit equity; and

WHEREAS, there is great concern that the combination of project inputs to the current CLRP results in unsatisfactory performance compared to current conditions, with peak hour congested lane miles increasing by 65%¹, daily vehicle hours of delay increasing by 74%¹, and reductions in CO2 emissions falling far short of the region's 80% multi-sectoral goal; and

WHEREAS, the Washington Metropolitan Transit Authority (WMATA), projects as much as a \$25 billion capital need for rehabilitation and capacity for the over 40-year-old Metrorail system, and other existing infrastructure needs major rehabilitation or multi-modal expansion including the Memorial Bridge, Long Bridge, and American Legion Bridge; and

WHEREAS, the "All-Build" scenario from the Report on Phase I of the Long-Range Plan Task Force found that even if the region spent an additional \$100 billion on new capital projects through 2040, over and above the \$42 billion currently assumed in the CLRP, the region would still face increased congestion, indicating that it will be impossible to build our way out of congestion with new infrastructure alone; and

WHEREAS, past TPB planning efforts that used the Cooperative Forecast to test alternate land use and policy scenarios, such as the "What Would It Take" and "Aspirations" scenarios, have shown significant benefits from policy and land use changes that promote multimodal travel and reduce VMT; and

WHEREAS, the TPB understands that one of its primary responsibilities is "to coordinate future plans, provide fair, balanced and comprehensive data and analysis to decision makers to inform and influence transportation programming decisions so as to advance the regional Transportation Vision and Priority Principals by advancing a more effective set of projects and policy inputs to the region's long range transportation plans"; and

WHEREAS, the TPB believes the region needs to develop a Long Range Transportation Plan that goes beyond the project inputs reflected in its current CLRP, and includes a combination of programs, projects, and policies that would better achieve the broad range of transportation goals embedded in TPB and COG's adopted guiding documents.

NOW THEREFORE BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD:

1. Formally convenes the Long Range Plan Task Force (Task Force) led by the officers of the TPB, whose members will be appointed by the Chairman of the TPB and made up of representatives of the TPB member jurisdictions and agencies plus one representative each from the TPB's Citizen's Advisory Committee and Access for All Advisory Committee.
2. Charges the Task Force and staff to build on the December 2016 Phase I Report of the Long-Range Plan Task Force, and draw directly from existing governing TPB and COG

¹ Transportation Planning Board, "Performance Analysis of the 2016 CLRP Amendment", November 16, 2016

policy documents such as the Regional Transportation Priority Plan, Region Forward, and the Climate Change Report.

3. Charges the Task Force and staff to consider lessons learned from the various alternative scenario exercises conducted by TPB and WMATA staff such as “What Would it Take,” “Aspirations,” and “Connect Greater Washington.”
4. Charges the Task Force and staff to develop measurable goals and performance metrics considering the best practices in long range transportation plans - including in the areas of performance measures, project evaluation and selection, and scenario analysis - that have been developed by other MPOs to achieve projects, policies, and programs as described in #6 below.
5. Charges the Task Force and staff with acquiring and utilizing any state of the art and more fully integrated regional land use and transportation model necessary to ensure the ability to test alternative program, policy, land use, and project combinations, including an analysis of prospective changes to land use and traveler behavior because of such alternatives.
6. Charges the Task Force and staff, by June 2017, with identifying for TPB’s acceptance approval in July 2017 for further analyses approximately 6-10 projects, policies, or programs to determine if they ~~that~~ make significantly better progress towards achieving the goals laid out in TPB and COG’s governing documents, and to also develop a process by which the TPB will later endorse ~~make~~ a final selection from among these for future concerted TPB action ~~in 2018 and beyond~~, with the goal of constructing a Long Range Transportation Plan and ultimately including them in future CLRP updates.
7. Charges the Task Force and staff to explore possible sources of funding and financing strategies for advancing these regionally significant projects, policies or programs.
8. Charges the Task Force and staff with completing all these tasks by December 31, 2017, to inform the upcoming comprehensive update to the CLRP, as well as future updates.



GOALS FOR LONG-RANGE PLAN TASK FORCE ACTIVITIES

- Provide a comprehensive range of transportation options to promote a strong regional economy and address regional congestion, accessibility, and mobility
- Provide reasonable access at reasonable cost to everyone
- Develop and maintain an interconnected system, including a healthy regional core and dynamic activity centers with a mix of jobs, housing and services in a walkable environment
- Prioritize state of good repair: Give priority to asset management, performance, maintenance and safety of all modes and facilities
- Use the best available technology to maximize system effectiveness
- Plan and develop a system that enhances and protects natural environmental quality, cultural and historic resources and communities
- Achieve better inter-jurisdictional coordination of transportation and land use planning
- Achieve enhanced funding for regional and local priorities that cannot be met with current/forecast funding sources
- Support inter-regional and international travel and commerce

CHALLENGES LONG-RANGE PLAN TASK FORCE SEEKS TO ADDRESS

- **Roadway Congestion:** The region's roadways are among the most congested in the nation, making it harder for people and goods to reliably get where they need to go.
- **Transit Crowding:** The transit system currently experiences crowding during peak hours and lacks the capacity to support future population and job growth without reducing ridership.
- **Inadequate Bus Service:** Existing bus service is too limited in its capacity, coverage, frequency, and reliability, making transit a less viable option, especially for people with disabilities and limited incomes.

- **Unsafe Walking and Biking:** Too few people have access to safe pedestrian and bicycle infrastructure or live in areas where walking and bicycling are not practical options for reaching nearby destinations.
- **Development Around Metrorail:** Too many Metrorail stations, especially on the eastern side of the region, are surrounded by undeveloped or underdeveloped land, limiting the number of people who can live or work close to transit and leaving unused capacity in reverse-commute directions on several lines.
- **Housing and Job Location:** Most housing, especially affordable housing, and many of the region's jobs are located in areas outside of Activity Centers where transit, bicycling, and walking are not safe and viable options.
- **Metrorail Repair Needs:** Deferred Metrorail maintenance over the years has led to unreliability, delays, and safety concerns today, as well as higher maintenance costs.
- **Roadway Repair Needs:** Older bridges and roads are deteriorating and in need of major rehabilitation to ensure safe, reliable, and comfortable travel for cars, trucks, and buses.
- **Incidents and Safety:** Major accidents and weather disruptions on roadways and transit systems cause severe delays and inconvenience. Reducing injuries and fatalities for all users of the transportation system must be prioritized, with particular focus on protecting vulnerable users.
- **Pedestrian and Bicyclist Safety:** The number of bicycle and pedestrian fatalities each year is holding steady even as the number of vehicle fatalities has declined steadily.
- **Environmental Quality:** Increasing amounts of vehicle travel resulting from population and job growth could threaten the quality of our region's air and water.
- **Open Space Development:** Wildlife habitat, farmland, and other open spaces are threatened by construction of new transportation facilities and residential and commercial development.
- **Bottlenecks:** Bottlenecks on the highway and rail systems cause delays in inter-regional travel for both freight and passengers, hurting the region's economic competitiveness.
- **Travel Time Reliability:** Travel times to and from the region's airports are becoming less reliable for people and goods movement.

Updated List of Proposed Initiatives for Study by the LRPTF

(This version is current as of April 20)

Projects

- Circulators to get people to Metro stations
- Potomac River crossing ideas:
 - Multimodal river crossing
 - Additional river crossing
 - Additional Potomac River Metrorail crossing
 - Expansion and maintenance of all Potomac River crossings
 - Outer crossing over Potomac River with Metrorail
 - Dedicated transit lane on American Legion Bridge
 - Long Bridge
- HOT lanes on all highways
- 8-car trains
- New capacity dedicated transit lanes/regional inter-jurisdictional BRT network
- Uncouple Metro lines at congested locations to relieve train congestion at key points such as tunnels (e.g. redesign Silver Line service to run in Virginia only)
- Increase capacity (relief line) at Union Station for Metrorail and commuter rail
- MARC/VRE connection
- Address east-west divide through projects connecting equity emphasis areas such as light rail connecting Silver Spring to Branch Ave, expanding light rail in DC, transitway to Waldorf
- Continuation of Purple Line (circumferential rail)
- Two-way traffic on MARC-Brunswick line
- Optimize corridor performance including use of technology
- Pedestrian and bicycle access to Metro and commuter rail stations
- Expand Park & Ride facilities at far-out stations
- Expand regional bikeshare
- Interconnected network of regional trails
- Dedicated commuter rail infrastructure (separate from freight)
- Additional highway lanes at bottlenecks (e.g. I-66 inside the beltway) to increase person throughput at bottlenecks
- Regionwide cross-jurisdictional traffic signal optimization
- Parallel route options to bypass incidents
- High capacity transit to outer suburbs
- Midday bus storage
- Greater pedestrian expansion

Programs

- Standardized or fixed fare on all transit
- Optimize Metro pricing to maximize ridership
- Free transit rides for residents earning \$30,000/year or less
- TOD in under-invested high-capacity transit nodes
- Greatly expanded regional TDM

- Expand telework
- Greater accessibility for persons with disabilities
- Digitally integrated technology for transit systems and roadway corridors (e.g. active traffic management)
- Regional car-sharing
- Address east-west divide by incentivizing job growth on the eastern side of the region
- Congestion pricing

Policies

- Require an increased percentage of workforce/affordable housing in TOD areas
- Regional dedicated funding source for Metro
- Higher gas tax or VMT tax
- Coordinated jobs location policy
- Balance of transit priorities with housing mix
- Federal CIP contribution to WMATA
- Federal funding to buy back currently privately owned roads
- Regional parking policy
- CO2 requirement (make GHG goals embedded into TPB)
- Expansion of P3s
- Coordinate local bus systems into a regionwide bus network
- Price parking

Other

- Forecast the impact of alternative modes of transportation like Uber, Lyft, autonomous vehicles and their implications

Process to Winnow Down Proposed Improvement Initiatives

April 21, 2017

Objective: Prepare a short list of 6-10 improvement initiatives (projects, programs and policies) from the more than 50 proposals made by members of the task force, to present to the TPB for further analysis.

Summary of Process Staff Will Use to Prepare the Short List

- 1.** Examine the long list of proposed projects, programs and policies and identify proposals that when combined with others would work in a manner to increase the effectiveness of the combined package of improvements. For example, a proposed bus rapid transit (BRT) project may be made more effective when supported by a policy to adopt or increase transit-oriented development (TOD) within certain distance of BRT stations plus a traffic signal priority (TSP) program.
- 2.** Combine complementing projects, program and policy proposals identified in step 1 into multi-modal improvement packages. These packages would provide integrated strategies to affect travel behavior, demand, and travel patterns, and they may also increase the performance potential of the initiatives more-so than if they were not combined. Combining initiatives will also help to reduce the long list of proposed ideas to a shorter list of improvement initiatives.
- 3.** Prepare a qualitative assessment matrix of the short list of proposed improvement initiatives (from step 2) by assessing their potential to address the challenges identified by the task force. The qualitative assessment will use a “High, Medium, Low” scoring system to indicate potential positive contribution of the initiative towards addressing a specific challenge. Staff will use the findings from previous scenario analyses of similar initiatives when available/applicable to guide their assessment. Additionally, staff will use current and forecast data of travel demand, travel patterns, and traffic performance to aid their professional judgement while assessing the initiatives in the short list. For example, (purely for illustration purposes only and not an assessment of any of the elements in this example), the combined BRT/TOD/TSP package from step 1 may have a High potential in addressing the inadequate bus service challenge, a Medium potential of addressing the roadway congestion challenge, a Low potential of addressing the Metrorail repair needs challenge and Not Applicable for addressing the roadway repair needs challenge.

The qualitative assessment matrix developed by staff under step 3 will be provided to the task force at its May 24th meeting. At its June meetings, the task force will review and revise the assessment matrix as needed and identify a limited set (6-10) of improvement initiatives for the TPB to select for further analysis.