

Recommendation	Eco n Benefits	Envi ro Benefits	Heal th Benefits	Soci al Benefits	Leve l of Effort	Ben efit Relative to Cost	Time fram e (Sho rt, Medi um, Lon g)	Overlap with Transport ation Sub-Groups	Overlap with Work Groups	Worki ng Group Votes	YOUR VOTE	Worki ng Group Votes	Meetin g 5 Votes	Potential Indicators	Responsible Agencies or Partners	Types of Action Needed (policy, legislation, funding, community support)	Comments from Meeting 7
GOAL: Decrease reliance on cars																	
Eliminate free commuter parking (either as employee benefits or otherwise)	H	H	H	H	H	H	M	Cars, Transit	Green Economy	2	6	8	33	Reduced SOV mode share. Reduced VMT. Reduced lane-miles of congestion	DC Council, DCRA, Office of Tax and Revenue	Regulation, change in tax code	Tax goes to support public transit. How do you involve Corporation X? California law - "parking cash out" - employees of companies that provide parking benefits can either take the parking space or the cash value of the space (sales tax on a "free parking space"). DC is a non-attainment area for air pollution. DC Clean Air Compliance Fee Act: passed in 1995, never implemented due to threats from Congress, repealed by Congress in 1997. No reason not to take multiple actions. Federal Clean Air Act has a waiver of sovereign immunity - feds have to comply with local/state regulations (could be a way to gain support/be able to enforce Clean Air Compliance Fee Act) - could be a quick win. DC have 30,000-40,000 off-street (?) parking spots.
Internalize the cost of parking through the creation of performance parking districts and dedicated revenues to transit	M	L	L	M	L	H	S	Transit	Green Economy		10	10	13		DC Council, DDOT	Legislation	Council creates performance-based parking legislation. DDOT implements.

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Institute a commuter/congestion charge for automobiles that is mileage based	H	H	H	H	H	H	M	Transit	Green Economy			0	12		DDOT, Regional Transportation Partners (COG/TPB, MDOT, VDOT) DC Council	Legislation, transponders in cars (there are ways to overcome the big privacy issue)	Big issue is politics: in the DC Home Rule Charter commuter tax prohibition - "there shall be no income tax imposed on non-resident workers" (as compared to NY-NJ where NJ residents who work in NY pay income tax in NY (place of work), which is deducted from what they owe in NJ (place of residence)). Toll road is technically not an income tax. MWCOG is studying regional system of toll-based roads with MD and VA. Sweden/London have congestion charge mechanism on city streets. Could build the technology into existing speed cameras/traffic lights. Technology in fine. Has to be a regional project - need cooperation for political win. Could try congestion pricing downtown (pilot areas). Fast to make region-wide. Needs political win. To make it mileage-based is longer term (?). Climate too = congestion changing downtown DC revnue for mass transit - electronic easy pass system for high congetions aras in DC
Encourage businesses to provide cycling incentives, including local tax credits for the construction of showers and locker facilities or the implementation of the federal transportation credits for biking								Bike/Ped	Green Economy	2		2	12		DC Council, OTR, DGS	Legislation, partnership with DGS for DC-owned buildings	Political win. Arlington County does it. Overlap with LEED compliance standards. DGS could do it for DC-ownder buildings - would not require legislation.

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GOAL: Incorporate transit in strategic economic development planning														<ul style="list-style-type: none"> -- Increase in number of transit riders -- increase in number of jobs near transit -- X% of households and Y% of jobs within XX miles of transit -- decrease in number of vacant/abandoned lots/buildings -- increase in square feet of office space near Metro -- increase in transit-oriented development (Note: keep indicators towards people) -- Increase in density as measured by % of zoning envelope that is developed. 			
Transform the property tax into a value capture user fee by reducing the tax rate on buildings and increasing the tax rate on land values	H	H	H	H	H	H	M	Transit, Cars	Green Economy	1	12	13	20		OCFO, Office of Tax and Revenue, DC Council, OP	Legislation	May not require legislation. OP to look at zoning. Meet with community. Change in tax structure should coincide with reduction or elimination of parking minimums
Coordinate land use with transit through zoning modifications (increased density/flexibility, reductions in parking requirements, creation of TDR zones, increased allowable heights) to maximize the economic development outcomes of transit investments	H	H	H	H	M	H		Transit, Cars	Built Environment		1	1			OP, NCPC, GSA	Regulation	GSA controls 30% of commercial buildings in downtown core.

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Increase funding for transit through enhanced revenues, such as advertising and marketing revenues, and secure funding streams for all modes of transportation	L	L	L	L	L	L		Transit			8	8			WMATA, DDOT	Administrative	Ambitious goal. Ads in DC bus shelters are not WMATA but DDOT. Revenues from advertising in the bus shelters go to Clear Channel (under 20-year contract) to build/maintain/replace bus shelters, support way-finding. Charge on street (?)
GOAL: Decrease pollution and greenhouse gas emissions														-- Decrease in number of days air pollution is above XX threshold -- Decrease in VMT/GHG Emissions in absolute terms and in rates -- Improved air quality conformity outlook			
Decrease the use of fossil fuels and make all XX% of DC's municipal fleet and transit vehicles use alternative fuels; use municipal model to encourage commercial and freight fleets to adopt similar policies	H	M	L	H	M	M	M	Freight	Green Economy, Energy	3	11	14	23		DPW, EOM, DC Council, WMATA, DDOT	Executive Order, enforce existing policies, legislation	Reduced "Code Red" days as indicator. DPW maintains DC fleet. Lead by example. Publicize savings from reduced fuel usage. Federal-level tax credits. What about Metro buses? 1/3 of DC residents do not own a car. Have higher registration/fuel fees for low-efficiency vehicles - equity issue because people may not have the resources to upgrade their car. Consider higher fees for vehicles that are both low-gas-mileage and fairly new, to address equity issue.
XX% taxicabs are non-polluting vehicles (or low-emission)								Freight, Cars			1	1			DC Council, DC Taxicab Commission	Legislation	Potential equity and political issue for taxi owners and operators. Incentives may be needed to make upgrades more affordable

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GOAL: Improve system efficiency for all users														<ul style="list-style-type: none"> -- Increase in number of transit riders -- Improved user data -- decrease in travel time (transit/bicycles/cars) - were able to measure this with WABA volunteers -- increase in travel time predictability/consistency -- Decrease in total estimated household transportation cost -- Decreased fuel use relative to tons of freight movement 			People want predictability for when they are planning their trips.
Better bicycling/pedestrian connectivity and coordination through a connected, citywide bike network								Bike/Ped			11	11	62		DDOT	Funding, community buy-in	Requires better, more comprehensive thinking/strategic perspective.
Dedicated bus and streetcar lanes with strict enforcement	M	M	H	H	H	H	M	Transit, Cars	Green Economy	1	12	13	23		DDOT, MPD, DPW, WMATA	Funding	Enforcement? Accelerated timeline.
Improve management of freight operations, including shifting delivery times, routing, loading zone design and enforcement of their use.	H	M	L	L	L	H	M	Freight/Cars		1	10	11	12		DDOT	Funding, policy, incentives, regulatory changes to improve freight managements	
Include bike and pedestrian use in all transportation planning through data collection on bike/pedestrian and facilities that support bike and pedestrian needs								Bike/Ped			10	10	23		DDOT	Administrative, funding	Get it done!

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Establish a balanced and coordinated governance system for all transit options in the region and create a single point/method of payment for Metrorail, Metrobus, Circulator, Streetcar, and CaBi	M	M	M	M	L	M	S	Transit	Green Economy		8	8	14		DC Council, WMATA, Regional transit partners (DDOT, MDOT, VDOT, TPB)	Legislation, administrative action, policy and technical parts	Single point of payment already exists with SmarTrip - missing unification of fare structure. Regional issue. Cannot use SmarTrip with existing CaBi stations because CaBi stations are solar powered and only turn on when you stick the key in, as opposed to Metro entrance/exit machines that are powered up all the time. Add payment for other modes of transportation to SmarTrip.
Work with tour bus companies to create transit plans for tour groups (drop visitors off at stations outside of DC then tour DC using public transport options)	M	M	M	M	L	M		Transit, Freight	Built Environment	1		1	4		DDOT, MPD, DPW, DDOE	Community support - working with stakeholders in the business districts and with the American Bus Association	Downtown DC BID and DDOT are doing a pilot of this around Ford Theater - not allowing buses to come in, making them park in side lot (no idling). Buses can idle for up to 3 minutes (\$1000 fine). If outdoor temperature is below freezing and there are people inside the vehicle, idling is allowed. DDOT needs to create the transit plans. Already incentivized in LEED rating system (Built Environment)
Efficient equitable allocation of road space								Bike/Ped			3	3	2		DDOT, DMPED, OP	Policy	Improve system efficiency for users. DDOT determines lane width (allocation). Planning and re-examining.
Increase employer support for transit with flexible work schedules, telecommuting (especially with federal agencies), and increased transit benefits								Transit		1		1			DCHR, OPM (sets telecommuting policy for federal agencies), NCPC	Policy	Continue and improve. Does promoting telecommuting encourage isolation/limit human interaction? Case-by-case basis. Under the DC telecommuting policy, you must designate the place from which you will always telecommute. 80% of trips are for errands, only 20% of trips are work-related. Issue is workers commuting in single occupancy vehicles. Want to mitigate traffic with telecommuting policy. DC income tax - like education savings (?), North Carolina example.
Design streets and sidewalks to be safe and comfortable for bicycling and pedestrian uses								Bike/Ped				0			DDOT, NPS	Administrative	Similar to allocation of public space.

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Include space or consideration of bicycle and pedestrian facilities, including adequate unobstructed space for reasonable use, bike parking and minimization of curb cuts								Bike/Ped	Built Environment			0			DDOT, NPS, Public Service Commission (DC organization)	Administrative, Funding	Subset of ID# 19 above. Telephone poles are owned by the utility companies.
Ensure District agencies (including OP, DDOE, DPW, DCPS, DMPED, DGS, DHCD, DOH) incorporate bicycle and pedestrian consideration into project planning	L	L	L	L	L	M		Cars		1		1	6			Executive Order	Mayor could issue several of these Executive Orders with the April release of his Sustainable DC Vision Plan.
GOAL: Equitable distribution of benefits and impacts of transportation network														-- Increase in number of transit riders -- changes in mode share -- improvements in air quality on a geographic basis (today to 2017) -- decrease in care utilization/registration among households -- increase in number of bikers -- decrease in number of trucks in low-income neighborhoods -- Reduction in non-ADA compliant ramps or streets			
Design freight systems and the movement of freight so that disadvantaged or poorly located communities are not negatively affected.	L	M	M	M	H	H		Freight			2	2	3		DDOT	Policy, regulation	
Install bike lanes to and through Wards 7 and 8, improving North/South connections and bridge connections to and from.								Bike/Ped				0	1		DDOT	Administrative, Funding	

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Increase transit service and use, especially in low-income and underserved communities, without increasing the cost to the rider	H	H	H	H	H	H				2	6	8	9		DC Council, WMATA Board, MD/VA?	Funding, Administrative	Increase in demand: predicting Obama Inauguration Day-level traffic on a daily basis by 2015. Metro cost \$10 billion to build, but the land around Metro stops increased in value by more than \$10B - should capture this added value from non-riders who benefit from Metro. Local businesses have to contribute to Silver Line construction.
Make all streets ADA compliant								Bike/Ped	Built Environment			0			DDOT, NPS, Architect of the Capitol	Administrative, funding	Space that is "touched" by government money has to be ADA compliant (have to make determination). Difference between renovation and new construction.
GOAL: Robust and resilient transportation network														-- Decrease in evacuation time -- decrease in injuries and fatalities during severe weather events -- decrease in system closures and downtime -- increase in continuity of operations (up time)			
Redundant bike and pedestrian infrastructure and facilities to support use (such as bike parking)								Bike/Ped			8	8	7		DDOT	Administrative	Walking out and biking out = resilient system. Consider alternative mode for evacuations. What about motorcycles? May become more prevalent as fuel prices increase/parking space decreases. We have tools to motivate behavior change. Providing redundancy. Adaptability in disasters. Redundant bike/ped/transit facilities. All goals support redundancy - part of working group vision statement. Need planning for emergencies. Need layering.
Prepare plans for operating in extreme weather conditions or during emergencies	M	L	L	L	L	L		Freight					0		HSEMA, DDOT, WMATA	Administrative	Freight, transit. Need robust system for keeping Metro tracks clear because if a tree falls down and blocks one set of tracks, the entire system shuts down.

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GOAL: Improved quality of life for all District residents and visitors														-- population growth -- decrease in traffic injuries and fatalities in absolute and as rate -- increase in residents' physical activity -- decreases in obesity and related health indicators			
Implement zoning and planning regulations that support District neighborhoods which provide basic amenities (including schools, health care, businesses and residential cores)	M	M	M	H	L	H			Built Environment	2	3	5	22		OP		Built environment issue.
Create an education program that explains the benefits of walking, biking, and transit--including lower infrastructure costs, commercial and economic benefits, health-related benefits of physical fitness--while also explaining safety, reliability, and convenience of non-auto travel modes	L	L	L	L	M	L		Transit		1		1	2		DDOT, DMV, DCPS	Education initiative	Drivers' education, Channel 13 and 16, Michelle Obama's Let's Move.