

# National Capital Region Transportation Planning Board

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## MEMORANDUM

To: TPB Technical Committee

From: Ronald F. Kirby  
Director, Department of  
Transportation Planning

Re: Responses to CAC Questions Regarding the May 12, 2011  
Draft Scope and Process to Develop a Regional Transportation  
Priorities for the National Capital Region

Item 10 of the May 18, 2011 TPB Agenda provided a draft scope and process to develop a regional transportation priorities plan based on the TPB's May 26, 2010 Conversation on Setting Regional Transportation Priorities and on four meetings of a TPB Priorities Plan Scoping Task Force held between October 2010 and April 2011. This draft scope and process was released for public comment at the May 12, 2011 TPB Citizens Advisory Committee meeting, and a final version will be presented to the TPB for approval at its June 15, 2011 meeting.

At the May 18, 2011 meeting, the TPB Citizens Advisory Committee presented the attached list of questions regarding the draft scope and process, organized under four bullet points. The following responses to the CAC questions have been prepared for consideration as part of the TPB approval action scheduled for the June 15, 2011 TPB meeting.

### (1) The Relationship Between Process and Products

The work activities outlined in the draft scope and process will be carried out under a continuing process of planning activities over a two-year period, with interim reports or products scheduled at the end of each of fiscal years 2011, 2012, and 2013, and a final report or product providing the regional priorities plan at the beginning of fiscal year 2014. The final report will be available as a resource at the beginning of the next four year update of the TPB's Constrained Long Range Plan (CLRP), due to be adopted by the end of calendar year 2014. The TPB will be responsible for oversight of the process and for review and approval of the products, with input from its committees and subcommittees and through its public involvement process.

(2) The Design and Prioritization of Strategies

Strategies to address regional challenges can be designed and suggested throughout the two-year process by many different agencies, groups, and processes: ongoing planning studies conducted at the state, regional, sub-regional, and local levels; priority development processes of TPB Technical Subcommittee and Advisory Committees; and ideas generated by citizen groups and advanced through the public involvement process. Those strategies that involve integrated transportation and land use initiatives to be implemented over a twenty to thirty year planning period can be assessed through comprehensive transportation/land use scenario studies using the TPB's new Version 2.3 travel demand model and EPA's new MOVES mobile emissions model. Strategies will be prioritized through benefit-cost analysis, which can be used to assess short-range program or project proposals as well as to evaluate long-range integrated scenarios against the adopted CLRP baseline.

(3) Public Participation in the Development of Performance Measures (Task 1), Strategies (Task 2), and Benefit-Cost Analysis (Task 3)

Public participation will be sought at each and every stage of the two-year process, including in particular the development of performance measures, strategies, and benefit-cost analysis. An initial list of performance measures and challenges has been provided in the draft scope and process, as have example strategies and benefit-cost procedures. Public input and suggestions are invited on these topics through the various components of the TPB's existing public involvement process, including public comment at TPB meetings, written comments and suggestions, and the regular CAC meeting schedule. Suggestions for additional public involvement activities will also be welcomed and considered throughout the two-year process.

(4) The Role of Public Involvement at Each Stage of the Process

The draft scope and process includes a proactive public involvement component utilizing the best public involvement techniques available. Public involvement will be woven into the entire two-year process, including at key milestones where interim and final products will be provided for public review and comment. The CAC is invited to suggest specific public involvement ideas or techniques that could be included in the work activities as the process continues over the two-year period.

TO: Transportation Planning Board

FROM: Zach Dobelbower, Chair of the TPB Citizens Advisory Committee

SUBJECT: Questions regarding the Draft Scope for the Regional Transportation Priorities Plan

DATE: May 18, 2011

Upon receipt of the latest iteration of the Priorities scope at our meeting last week, and with anticipation the scope was nearing its conclusion, the CAC developed a set of questions we hope will benefit the Taskforce's effort in finalizing the scope. The ingredients for a successful priorities plan are in place; we believe that additional clarity will only strengthen the process moving forward and reinforce the good work that's already there. Please find our comments and questions below.

CAC questions:

- Is this a plan or a process? Can the proposed scope be revised to clarify what parts are an ongoing process (who are the participants and what is the process cycle), and how and when do the processes yield products? Will all prospective projects with regional significance be evaluated? Which group will be responsible for oversight of the plan and/or the ongoing use of the tool?
- We believe the scope will benefit with more direction and clarification on the 'strategy development' and 'candidate selection' processes. How they are designed, who designs them, and what process guides that? Will these processes be transparent and involve the public? More specifically, as part of Task 2, will the TPB identify and approve a limited number of key strategies that will be combined into a synergistic and aspirational regional system (essentially a preferred scenario)? And will such a system be used as the basis for identifying a limited number of priorities (numbering 10-15, as the scope suggests)? The draft scope alludes to a connection between strategies and priorities, but it does not clearly explain it.
- What provisions are there for public participation in the selection and final design of the performance measures in task 1, the selection of strategies in task 2, and the design of benefit-cost analysis in task 3? How will differences of opinion be resolved to ensure transparency and sound rationale in the outcomes? What happens after the projects are selected? Who will use the plan and priorities, and how?
- The CAC would like to ensure an appropriate role at each stage for public involvement, and we encourage the TPB to develop staff capacity and seek external professional support to conduct a multi-faceted public involvement strategy.