



MEMORANDUM

TO: TPB Unfunded Capital Needs Working Group
FROM: Kanti Srikanth, TPB Staff Director
John Swanson, TPB Staff
SUBJECT: Next meeting of the Unfunded Capital Needs Working Group, October 21, 2:30-3:30
DATE: October 15, 2015

The TPB's Unfunded Capital Needs Working Group will hold its next meeting after the TPB meeting on October 21, 2:30-3:30, in the Ronald F. Kirby Training Center. At that meeting, participants will discuss potential elements to include in a work scope of activities that will utilize the recently developed inventory of unfunded capital needs.

BACKGROUND

At the direction of the TPB, staff has compiled a draft inventory of unfunded capital transportation needs. This inventory comprises approximately 500 projects that are included in state, local and regionally approved plans, but are not currently included in the region's Constrained Long-Range Transportation Plan (CLRP). In July, TPB Chairman Phil Mendelson appointed a working group to 1) oversee the completion of the draft inventory and 2) develop a scope of work for regional planning activities that will use the inventory as the basis for analysis and outreach.

The Unfunded Capital Needs Working Group held its kickoff meeting on September 16. The group is chaired by TPB Vice Chair Bridget Newton. The vice chair of the group is TPB member Jonathan Way. Nominated members include representatives of the state DOTs and WMATA, as well as a designee of the TPB Citizen Advisory Committee. Representatives of the TPB member jurisdictions and their transportation agencies were invited to participate in the group.

POTENTIAL ELEMENTS FOR A WORK SCOPE

Based upon discussions during the September 16 meeting and comments received thus far, staff has identified the following elements to potentially include in a scope of work. These elements will be the main subject of discussion at the Working Group meeting on October 21.

As outlined below, the scope will be designed to achieve two overall outcomes: A) address a series of policy questions and B) identify a limited set of unfunded multi-modal priority projects that the region can get behind:

A. ADDRESS KEY POLICY QUESTIONS

1. EVALUATE THE ENTIRE INVENTORY

POLICY QUESTIONS: Participants in the TPB process have observed that the region's financially Constrained Long-Range Plan (CLRP) does not provide an acceptable level of system performance for a number of key indicators. How much would performance improve

should the region be able to implement all of the unfunded projects identified in the inventory?

TASKS: Identify the improvements that can be analyzed using the TPB’s travel demand model to estimate system-wide impacts. This analysis would be comparable to the annual CLRP performance analysis, but it would essentially represent a financially unconstrained plan. The results of the analysis would be compared with the results of the analysis of the 2015 Constrained Long-Range Plan to answer the policy question. The group would decide the specific performance measures to be used for this task, which could be the same as those used in the CLRP performance analysis.

2. EVALUATE A TARGETED LIST OF PROJECTS TO “MOVE MORE PEOPLE AND GOODS MORE EFFICIENTLY”

POLICY QUESTION: The Regional Transportation Priorities Plan (RTPP) calls for the implementation of strategies to “move more people and goods more efficiently.” What targeted set of currently unfunded multi-modal projects can best address this priority? How would implementing these projects improve the performance levels forecast for the current CLRP?

Projects will be selected to target these strategies:

- More capacity on existing transit system
- New lower-cost transit alternatives (including priority bus treatments) that connect Activity Centers and major rail stations
- Use road pricing to strategically expand supply and manage demand
- Reduce emissions (use MSWG strategies focused upon VMT reduction)

TASKS: Identify unfunded projects of a regional nature consistent with the above priorities, and analyze this network of projects. Projects will be drawn primarily from the current inventory of unfunded projects, but consideration will also be given to regional projects not included in the inventory. The project team will determine the suitability of projects for inclusion in this network based upon the number of strategies it serves, professional judgment, and results of earlier studies and/or travel data. The group would decide the specific performance measures to be used for this analysis, including those used in the CLRP performance analysis.

3. EVALUATE A TARGETED SET OF MULTI-MODAL PROJECTS TO REDUCE CONGESTION IN KEY CORRIDORS

POLICY QUESTION: What set of currently unfunded multi-modal projects effectively address congestion in the region’s most congested travel corridors?

TASKS: Identify congested regional travel corridors using the current CLRP as the baseline and the results of travel demand forecasting and empirical data, where available. The group would decide on a limited set of measures to define congested conditions that can be assessed using models and or available data. The group would then identify no more than five congested regional travel corridors targeted for multi modal improvements. The group would identify unfunded projects within these corridors with the potential to address congestion. Projects primarily will be drawn from the current inventory of unfunded projects,

but consideration will also be given to regional projects not included in the inventory. Evaluate the impact of these projects against the desired outcomes using analytical tools, including the TPB travel demand model.

4. EVALUATE IMPROVEMENTS FOR NON-MOTORIZED MODES OF TRANSPORTATION

POLICY QUESTIONS: Which sub-set of unfunded bicycle and pedestrian projects would best serve the regional priority of enhanced circulation within Activity Centers and expanding bicycling as a viable transportation choice? How would non-motorized improvements increase accessibility to transit and encourage use of transit?

TASKS: With the assistance of the Bicycle and Pedestrian Subcommittee the group would identify a set of unfunded bicycle and pedestrian projects that would provide regional connectivity to existing facilities, including the creation of a continuous bicycle circuit throughout the region, connecting different land uses. The Subcommittee would also identify unfunded bicycle and pedestrian infrastructure projects that are within Activity Centers and have the potential to improve circulation within the centers.

B. IDENTIFY A LIMITED SET OF PRIORITY PROJECTS

THE CHALLENGE: Based upon information from the analysis of key policy questions and stakeholder outreach, can we identify a limited package of unfunded priority projects that “the region can get behind?”

TASKS: Use a combination of quantitative and qualitative measures to evaluate and select unfunded priority projects. Such evaluation would include consideration of:

- Effectiveness (based, in part, on analysis described above)
- Feasibility and readiness (based on judgment of jurisdiction staff)
- Support (based, in part, on various outreach activities) and
- Funding potential (opportunities/likelihood to raise new revenue to implement the project)

The final list will be approved by the Working Group and endorsed by the TPB. It will be designed to be integrated into the TPB’s ongoing long-range planning process.

NEXT STEPS

Based upon the input we receive at the meeting on October 21, staff will craft a work scope that details tasks, timing, and key milestones. The draft scope will be presented to the Working Group for discussion and approval in November.

It seems clear that if we conduct all the activities described above, those efforts would last longer than one year. However, the work scope will identify a set of activities specifically for this fiscal year, so that by next June, we will produce an interim report that is meaningful as a discrete product.