



MEMORANDUM

TO: Long Range Plan Task Force
FROM: Officers of the Task Force (Board members - Mr. Lovain, Ms. Newton, Mr. Way)
SUBJECT: Summary of comments from the April 20th meeting and responses
DATE: May 12, 2016

This memo provides a summary of some of the discussions from the Task Force's discussion during the April 20, 2016 meeting and the guidance provided to the staff.

1. Comment: The proposed activities to promote consideration of regional priorities in the project selection at the local, sub regional and state levels as outlined in the 3/10/2016 staff memo is very important and should be discussed in detail.

Response: Yes. The majority of the Task Force's 5/18/2016 work session will be focused on discussing the activities to implement the work scope of the Task Force. An overview of the methodology, together with all relevant previous memoranda, has been included in the meeting packet as read-ahead materials. Members are encouraged to review the documents and be prepared to assist in finalizing the work activities.

2. Comment: It is important for the TPB to understand local policy- and decision-making processes with regard to project selection and prioritization.

Response: Agreed. One of the activities outlined in the 3/10/2016 staff memo is conducting a survey of the TPB member jurisdictions to learn about the project selection/prioritization process used by the jurisdiction/agency. Comments on staff's proposed approach to do this will be part of the outcomes sought from the 5/18/2016 work session.

3. Comment: It is very important for the TPB to make a strong case for funding regionally significant projects. This is consistent with one of the TPB's Vision goals.

The objective of one of the two actions to emanate from the Task Force's work is the TPB championing the case for funding a set of regionally significant projects with the potential to improve the transportation system's performance but are currently unfunded. This activity is noted in the 3/10/2016 staff memo. Further discussion and feedback on this will be part of the outcomes sought from the 5/18/2016 work session.

4. Comment: Ways to improve the outcomes of the CLRP on transportation system performance should be focused on policies rather than projects.

Response: The TPB has long focused on policy principles to shape the regional transportation plan (CLRP) starting with the adoption of the Vision document in 1999. This comprehensive document, developed with the full endorsement all of its member jurisdictions over a couple years, is multi-modal in scope and addresses many policy areas including affordability, economy, preservation, environment landuse and commerce. The

TPB Vision document has served as the source document for other regional policy documents such as the Region Forward and the TPB's Regional Transportation Priorities Plan. The TPB's Call for Projects document for updating the CLRP lists the policy priorities to be considered by TPB member jurisdictions and agencies while selecting transportation projects for the CLRP.

Through the Task Force's work the TPB is currently working to take direct action to increase the extent to which projects advancing to the CLRP reflect these regional policy priorities. The 5/12/2016 staff memo provides an overview of the direct action the Board intends to take as part of next update of the CLRP.

5. Comment: The No Build scenario helps us recognize the improvements the projects in the current CLRP provide by 2040, in the face of a significant increase in demand, relative to no transportation improvement projects being implemented. It might also be helpful to also examine a scenario that would essentially do the opposite of the No-Build scenario, i.e., analyze the proposed 2040 CLRP transportation improvements in combination with current, not future, land-use. The outcome of such a scenario analysis would potentially show how effective the current package of CLRP projects would be in addressing the demands of today. One potential conclusion of such an analysis might be that funding for current CLRP projects should be accelerated.

Response: The TPB is focused on completing the analysis to facilitate the two direct actions it plans to take (outlined in the 5/12/2016 staff memo) in time for the 2018 CLRP Update. Given the significant amount of work that needs to be completed in this limited time period, staff has been asked to determine if this additional scenario can be analyzed without impacting the overall schedule for the project.

6. Comment: Land use greatly affects demand on the transportation system that projects in the CLRP are designed to meet. In order to examine ways to change the performance outcomes of the projects in the CLRP the TPB should explore alternative land use scenarios.

Response: The TPB has been one of the early entities to identify the land use and transportation interaction. While land use policies and decisions are outside its purview the TPB nevertheless has worked closely with the local jurisdictions and their Planning Offices to examine and adopt policies / practices that provides a balanced linkage between land use and transportation. The earliest land use scenario analysis led by the TPB is from 1994 and the most recent one is from 2013. These collaborative efforts led to the formalization of a regional approach to land use that balances transportation planning in the form of the concept of Regional Activity Centers. As reflected in the current CLRP, between now and 2040, about three fourths of all future jobs and about 60 percent of new population will located in Activity Centers.

The TPB is currently focused on actions that it can take that are both near-term and consistent with the member jurisdiction's ongoing transportation project programming process. Additionally in this effort the TPB intends for these actions to directly inform the 2018 CLRP update. The significant amount of work that need to be completed in this limited time period consistent with the agreed-upon work plan for the task force precludes expansion of its work scope to explore additional and even more aggressive land use scenarios, both within and outside of current policies and practices, jointly with the Planning Departments.

7. Comment: It would be interesting to individually examine the impacts of the limited set of regionally significant multi-modal projects identified by the Task Force.

Response: The current work plan calls for evaluating the impact of the set of unfunded regionally significant projects collectively and at a regional level. This is to reflect the regional nature of the approach for this initiative, the capabilities of the regional travel demand model, and the resources available for this work activity. Impacts of individual projects would have to be examined using a corridor/sub-area models with a greater detail of the transportation network including post processing analytical analysis to extract measures not directly available from the travel demand model. The Task Force can however, once the list of regionally significant projects have been identified, examine the project-level analysis work that may have been undertaken by the member jurisdictions/agencies.