

**ITEM 10 – Information**  
February 15, 2017  
Long-Range Plan Task Force Briefing

**Staff**

**Recommendation:** Proposal for discussion.

**Issues:** None

**Background:** The board will have an opportunity to discuss a proposal to begin work on Phase 2.





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, Plan Development and Coordination Program Director  
**SUBJECT:** Long Range Plan Task Force proposal comments  
**DATE:** February 9, 2017

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The Board's Unfunded Capital Needs Workgroup was renamed the Long Range Plan Task Force last year as the first step towards undertaking scenario analyses that would evaluate alternative inputs to an aspirational long term regional transportation plan. This initiative builds on the just concluded Phase I work of the Task Force documenting the collective unfunded transportation capital needs of this region to represent the region's Unconstrained Long Range Plan. The Board anticipates adopting a resolution defining the mission and specific tasks for the Long Range Plan Task Force to be undertaken this year and the next.

On January 18, 2017, Chairman Newton led a discussion of potential goals and anticipated outcomes of this Phase II work of the Task Force. Understanding that the responsibilities of the TPB are "to coordinate future plans, provide data and analysis to decision makers and coordinate regional programs to advance safety, land use coordination and more", the question becomes what can this body do to inform decision making on the selection and funding of projects, programs and transportation policies that could advance our regional network of transportation options and its performance.

Chairman Newton agrees with the sentiments expressed by many Board members that the TPB is ideally positioned to propose a broad regional alternative vision for our long range transportation plan in order for there to be any change in programming or spending. A draft resolution, proposed by the Chairman for discussion purposes, was proposed that would charge the Board's Task Force to conduct a fair and balanced evaluation of creative and "outside the box" project, program and policy combination alternatives for such a plan.

Attached are the comments that TPB staff received to date.

1/31/2017

**National Capital Region Transportation Planning Board**

**Proposed Alternate Draft 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) consistent with the Federal planning requirements in 23 U.S.C. 134(i)(5) and 49 U.S.C. 1607 as a means of ensuring that federal funding and approval for transportation projects in the region are made available; and

**WHEREAS**, the metropolitan transportation planning process shall include the development of a transportation plan that shall consider factors described in § 450.306, and outlined in § 450.324, and shall, at a minimum, include:

- (1) The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;
- (2) Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities (e.g., pedestrian walkways and bicycle facilities), and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan.
- (3) A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with § 450.306(d).
- (4) A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in § 450.306(d)

**WHEREAS**, the TPB recognizes that Phase 1 for the "all build" scenario did result in congestion in the future worse than existing conditions, but not as bad as it would be if we did nothing could be unacceptable to the region's elected leaders, taxpayers, and stakeholders; and

**WHEREAS**, the TPB believes that the residents of the region deserve a transportation system that will help the region to realize the economic growth anticipated and desired; 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 findings of the two key documents that provide a framework for regional transportation policy in the Metropolitan Washington Region -- the TPB Vision and the Regional Transportation Priorities Plan; and

**WHEREAS**, because TPB believes the region needs to develop a Long Range Transportation Plan that encourages the Region to look at a combination of creative and innovative programs, as well as projects and policies that would enhance the region's transportation system capacity and provide cost-effective congestion reduction and improved mobility for all, the goals, objectives and strategies in the Vision will be used in the formulation of the LRTP as well as the Regional Transportation Priorities Plan (RTPP), adopted by the TPB in January of 2014. Together these documents represent the main element of the TPB's regional policy framework that identifies for the region specific strategies with the greatest potential to advance regional goals rooted in the TPB Vision, and

**NOW THEREFORE BE IT RESOLVED THAT THE TPB:**

1. Initiate Phase II of the Long Range Task Force (Task Force), initially charging the Task Force with returning to the Board for review and approval a work plan that utilized an outside facilitator to lead the Task Force through a visioning process that will develop a path forward for reaching consensus such items as performance measures and other measures to be used to develop a LRTP under the leadership of this Task Force, and furthermore, includes a broad participation among all stakeholders, and provides for the posting of periodic interim results of the scenario analysis as well as a final report.
2. Charges the Task Force and staff with reviewing ongoing long range transportation planning efforts from member jurisdictions and evaluating their methodologies before acquiring any new transportation modeling and/or consultants to assist in the development of a fully integrated regional transportation model that allows for testing of alternative program, policy and project combinations, and includes an analysis of prospective changes in commuter behavior.
3. Charges the Task Force and staff to utilize the Phase I Report as a resource and benchmark in the development of the federally mandated Metropolitan Transportation Plan (LRTP) , consistent with all federally mandated components that includes such elements as direct and open dialogue with its Regional members to incorporate creative and innovative combinations of projects, programs and policies that establishes measurable metrics for congestion, mobility and access goals that produce desirable improvements consistent with approved performance measure and planning goals that are also consistent with our regional partner's plans.
4. The Task Force formally convenes Phase II of the Long Range Plan with membership open to all its member jurisdictions and agencies plus a representative of the TPB's

Citizen's Advisory Committee, and directs staff to bring back to the Board for approval a schedule and any changes to the adopted budget as may be needed to complete the above work activities.

5. Conduct Scenario Planning activities that look at the potential impacts on future land use patterns the result of investments and initiatives from the transportation alternative program, policy and project combinations studied.

January 18, 2017

**National Capital Region Transportation Planning Board**

**Proposed Draft Resolution Establishing the Mission and Tasks for Phase II of the Long Range Plan Task Force**

**WHEREAS**, the National Capital Region 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 Board has noted that the combination of project and policy inputs to the CLRP provide less than satisfactory performance in important areas of congestion with the peak hour congested lane miles increasing by approximately 65% and vehicle hours of delay by approximately 74% by year 2040 relative to current conditions; and

**WHEREAS**, the TPB recognizes that spending more than \$100 billion with increased congestion under the “all build” scenario is unacceptable to the region’s elected leaders, taxpayers, and stakeholders; and

**WHEREAS**, the TPB believes that the residents of the region deserve a transportation system that performs significantly better in terms of congestion and mobility, and also that such improvement is critical to realize the economic growth anticipated and desired; 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

**Commented [DJ1]:** Policy?? CLRP is a project document.

**Commented [DJ2]:** Is there agreement this is the case? I don’t believe all the Board supports this statement.

**Commented [DJ3]:** I don’t believe this figure should be used in the resolution in this way until TPB comes up with this specific estimate.

**Commented [DJ4]:** How did we determine this? What data is telling us that the transportation system does not perform adequately?

**Commented [DJ5]:** Don’t believe you will ever have unanimous agreement relative to what “more effective set of projects” is. And again, CLRP is not a policy document.

**WHEREAS**, the TPB believes the region needs to develop a Long Range Transportation Plan that goes beyond the project and policy inputs reflected in its CLRP and includes a combination of creative, innovative programs, projects and policies that would enhance the region's transportation system capacity and provide cost-effective congestion reduction and improved mobility for all.

**Commented [DJ6]:** In Virginia, we do this through the NVTA and its transportation project vetting process. What would Virginia jurisdictions and agencies elected to do this again at the TPB level and not to apply for additional funding for projects.

**NOW THEREFORE BE IT RESOLVED THAT THE TPB:**

1. Formally convenes Phase II of the Long Range Plan Task Force, with membership open to all its member jurisdictions and agencies plus a representative of the TPB's Citizen's Advisory Committee.
2. Charges the Task Force and staff to utilize the Phase I Report as a resource and benchmark in the development of an alternative plan that analyzes creative and innovative combinations of projects, programs and policies that will (a) result in a reduction of peak hour congestion, notwithstanding projected future regional growth, by at least 25% over the 25-year investment horizon, and (b) establishes measurable metrics for other congestion, mobility and access goals.
3. Charges the Task Force and staff with acquiring any necessary or desirable transportation modeling and/or consultants to assist in the development of a fully integrated regional transportation model that allows for testing of alternative program, policy and project combinations, and includes an analysis of prospective changes in commuter behavior and land use patterns as a result of such investments and initiatives.
4. Charges the Task Force with returning to the Board for review and approval (a) an outreach and engagement plan that utilizes an outside facilitator to lead 3 forums enabling broader participation among all stakeholders and (b) periodic interim results of the scenario analysis as well as a final report. Directs staff to bring back to the Board for approval a schedule and any changes to the adopted budget as may be needed to complete the above work activities.

**Commented [DJ7]:** Is this an established goal? Did the task force come up with this?

**Commented [DJ8]:** What type of measurable metrics? Again, in Virginia we are developing performance measures to help rate projects in the Long-term plan. Why would Virginia jurisdictions and agencies do this again at the TPB/MWCOG level.

**Commented [DJ9]:** Getting too much into local land-use decision making.

**Commented [DJ10]:** Concern is this may put TPB in a position to preempting local decision making, a bit of a regional body over-reach.