

National Capital Region Transportation Planning Board

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MEMORANDUM

TO: TPB Technical Committee

FROM: Ronald Kirby, Director, Department of Transportation Planning
John Swanson, Department of Transportation Planning

SUBJECT: Formation of a Task Force to Determine a Scope and Process for Developing a Regional Transportation Priorities Plan

DATE: September 3, 2010

On July 21, the TPB voted to form a task force to determine the scope and process for developing a Regional Transportation Priorities Plan. At the board's meeting on September 15, the TPB will be asked to approve the scope and membership for this task force.

Scope

The task force is being formed as follow-up to the event the TPB held on May 26 called the Conversation on Setting Regional Transportation Priorities, which addressed regional transportation challenges, opportunities, and possibilities for enhancing the process of setting and implementing regional priorities. The impetus for that event was a request by the TPB's Citizens Advisory Committee (CAC) for the TPB to develop a "Regional Priorities Plan" that would serve as a financially unconstrained regional vision for transportation investment.

Staff anticipates the task force will meet in four sessions, beginning with a meeting on October 20. Subsequent meetings will be held on December 15, February 16 and April 20. The meetings will be held at 10:00 on the mornings prior to the TPB meetings.

As noted above, the final product of the task force will be a scope and process for the development of a Regional Transportation Priorities Plan.

Membership

The draft membership list below represents a cross-section of interests, jurisdictions and roles within the TPB process. All proposed members were participants at the Conversation event on May 26th. TPB Vice Chair Todd Turner has agreed to chair the task force.

- *Todd Turner* (Task Force Chair), Bowie City Council
- *Monica Backmon*, Prince William County
- *Tom Biesiadny*, Fairfax County DOT
- *Gary Erenrich*, Montgomery County DPW&T
- *Lyn Erickson*, MDOT

- *Tom Harrington, WMATA*
- *Glenn Orlin, Montgomery County Council (Deputy Staff Director)*
- *Karina Ricks, DDOT*
- *Kanti Srikanth, VDOT*
- *Harriet Tregoning, District of Columbia Office of Planning*
- *Jonathan Way, City of Manassas*
- *Vic Weissberg, Prince George's County DPW&T*
- *Chris Zimmerman, Arlington County Board*
- *Three CAC representatives*
- *Representative(s) from the Access for All Advisory Committee*

Agenda Items for Introductory Meeting

At the first meeting of the task force on October 20, staff will brief the TPB on the following items, which were described in staff's "next steps" memo to the TPB on July 21. Following the briefings, the task force will discuss how the scope for a regional transportation priorities plan might be developed in light of the information presented.

- ***Presentation of a draft regional inventory of unfunded transportation priority projects***
Staff is developing an inventory of priority projects that are included in regional, state and local plans in our region, such as Northern Virginia's TransAction 2030, the priority letters that Maryland's counties annually submit to MDOT, and the District of Columbia's Transit Futures Plan. The inventory is designed to provide information on the universe of projects under consideration throughout the region. It will include a list of projects and short descriptions, as well as a map. The inventory will be limited to projects that are 1) regionally significant, and 2) included in plans or documents that have been officially approved by TPB members.
- ***Briefing on the financially unconstrained planning activities of other MPOs***
TPB staff will present information about the financially unconstrained planning activities of other metropolitan planning organizations (MPOs), especially those that are multi-state such as Kansas City, Philadelphia, St. Louis and Cincinnati. This research will include information on the methodologies for developing unconstrained long-range plans or other methods of evaluating project submissions against regional goals. The research will also examine how public involvement activities have been incorporated, how long these planning processes have lasted, and how unconstrained long-range transportation plans have been used. The research will be summarized in a short report that will focus on issues and opportunities that were discussed at the Conversation.
- ***Briefing on tools and activities to improve public information on the current planning process***
Staff will brief the task force on public education tools and activities that are being developed to better inform citizens about how this region's planning process currently operates. The new public involvement materials will include a new brochure, website improvements, newly scheduled sessions of the TPB's Community Leadership Institute, and a new evaluation of

how the 2010 CLRP is expected to perform in meeting the region's goals. These materials will use case studies to provide information on the process for developing the Constrained Long-Range Plan (CLRP), illustrating the wide variety of ways by which projects are initiated, funded and implemented. This information will be designed to explain and illustrate: 1) the regional influences on project selection, including regional policy goals and federal planning requirements, especially financial constraint; and 2) the roles and responsibilities of the TPB's members, and the various opportunities at the state and local levels for public involvement.

- ***Briefing on COG's grant proposal to HUD to develop a Regional Plan for Sustainable Development***

Staff will brief the task force on a grant submission to the US Department of Housing and Urban Development (HUD) to develop a Regional Plan for Sustainable Development which would include, at least in part, activities to identify regional transportation priorities. COG submitted this grant proposal on August 23 in response to a Notice of Funding Availability (NOFA) for grants under HUD's Sustainable Communities Regional Planning Grant Program. If the proposal is successful, COG will receive \$5 million over three years. In addition, applicants were required to provide 20 percent of the requested funding amount in "leveraged resources" in cash or in-kind contributions; COG's submission included leveraged funding valued at \$2.19 million, including \$150,000 from the TPB's work program. In developing a regional plan under this grant, COG would lead a consortium of government entities and non-profit partners, including the TPB as the MPO for the National Capital Region.