



## **MEMORANDUM**

TO: Long Range Plan Task Force  
FROM: Kanti Srikanth, TPB Staff Director  
John Swanson, Long Range Planning Program Manager  
SUBJECT: Work Plan Elements Summary  
DATE: March 10, 2016

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This memo summarizes the primary work plan elements as discussed and agreed to by the Task Force (previously Working Group) and the concurrence of the TPB.

## **BACKGROUND**

During the finalization of the 2014 CLRP update, TPB members expressed a general dissatisfaction with the forecast performance of the region's transportation system in 2040 despite the planned implementation of more than \$40 billion in capacity improvements on the region's roads and transit systems. This dissatisfaction led to the establishment of the Unfunded Capital Needs Working Group which was tasked with 1) compiling a comprehensive inventory of unfunded projects that are included in the plans of the TPB's member jurisdictions and 2) determining how to conduct planning activities to identify a limited list of unfunded priority projects that would improve transportation systems performance. The Working Group met three times in 2015 and approved a work plan in November to guide the development of a list of unfunded priority projects that would be included in the TPB's 2018 long-range plan. This work plan was presented to the TPB in January.

Meanwhile, during the finalization of the 2015 amendments to the CLRP, some TPB members expressed the sentiment that the board should actively seek to ensure that regional policies are more fully reflected in the projects that are submitted for the CLRP. At a special TPB work session on this topic in January, board members generally agreed that if the TPB wishes to promote regional goals and priorities in project selection, it must find ways to influence project development well before submissions reach the CLRP. Participants at that meeting agreed that the work plan of the Unfunded Capital Needs Working Group should be augmented to include activities to promote regional project selection criteria in the project development processes of the TPB's member jurisdictions.

The Unfunded Capital Needs Working Group was renamed the Long-Range Plan Task Force and was reconvened on April 20. Based upon discussions at that meeting and guidance from the Task Force officers, staff has developed the enhanced work plan described below. The outcomes of these efforts are to be actionable at both the project and policy levels, and to be directly linked to the next update of the TPB's long-range plan in 2018.

## **AGREED WORK PLAN**

Goal: Improve the performance levels of the regional transportation system in the TPB's Constrained Long Range Plan.

- Outcomes:
1. Work collectively to secure funding for a **limited set of currently unfunded “regional priority projects.”** This action will help change the contents of the current CLRP to improve the performance outcomes for the transportation system.
  2. Work to have TPB member jurisdictions include a **set of “regional project selection criteria”** that reflects the TPB’s Vision and Priorities in their own project selection and programming processes. Such action will put in place a process by which all projects coming into the CLRP will better address regional priorities.

Methodology:

1. Compile a list of projects identified and adopted by TPB member jurisdictions that are currently unfunded. This will serve as the primary pool of projects from which to develop a set of Regional Priority Projects.
  - a. Determine the collective contribution of the projects in the (2015) CLRP towards the performance levels of the regional transportation system. This will help put the CLRP in the context supply side inaction to accommodate the current and forecast demand.
  - b. Determine the collective contribution of all of the unfunded projects towards improving the performance levels of the CLRP. This will help provide the best case (albeit unrealistic) scenario in accommodating current and forecast demand with supply side enhancements.
2. Develop a set of multi-modal criteria that are grounded in the TPB Vision, the Regional Transportation Priorities Plan, and Region Forward. These will serve as the region's criteria for project selection/prioritization (**Regional Criteria**).
3. Using the Regional Criteria identify a limited set of multimodal unfunded projects that are regionally significant and have the potential to improve performance outcomes for the regional transportation system (**Regional Priority Projects**).
  - a. In addition to including road and transit projects, regional priority projects will also **include non-motorized projects**. The TPB’s Bicycle and Pedestrian Subcommittee will lead the effort to identify two sets of projects that (i) will provide a continuous regional bicycle trail (Bicycle Beltway) and (ii) will connect the community within half mile radius of all transit stations in the region.
4. Evaluate the anticipated improvements in system performance from the consensus based Regional Priority Projects. This will serve to document the anticipated return on investment on a set of targeted transportation projects in terms of improved mobility and accessibility.
5. Urge TPB member **jurisdictions** and agencies to **incorporate Regional Criteria into their own project selection processes**. This will ensure that projects being added to the CLRP will be consistent with TPB’s visions and priorities. (see memo from 3/10/16)
6. **Champion the cause of funding the Regional Priority Projects**. This will include presenting these as TPB’s recommendations for use in the local, sub-regional and state level project prioritization processes. This will ensure that programming decisions on available transportation funding will address the performance deficiencies of the current CLRP.