

ITEM 11 – Information
January 18, 2017
Long-Range Plan Task Force Briefing

Staff

Recommendation: Proposal for discussion

Issues: None

Background:

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 a more realistic and transparent 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. The Board anticipates adopting a resolution defining the mission and specific tasks for the second phase to be completed this year.

Chairman Newton will lead a discussion of potential goals and anticipated outcome of 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 policies that advance our regional network of transportation options and performance, and encourage regional cooperation and planning.

Chairman Newton agrees with the sentiments expressed by many Board members that the TPB is ideally positioned to propose alternative option for our long range transportation plan, and that there needs to be a regional vision put forward by the Board in order for there to be any change in programming or spending.

Attached is a draft of a resolution, proposed by the Chairman for discussion purposes, 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.

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 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) 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

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.

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.

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.