MCPB
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Subdivision Staging Policy: 2012 Draft Transportation Policy Area Review Worksession #1

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Description

The County Council has asked the Planning Board to develop a new area wide transportation test as part of the 2012 Subdivision Staging Policy. The test currently in force, the Policy Area Mobility Review or PAMR, has been used since 2007 to show where transit and arterial roadway mobility is inadequate and require mitigation in the form of facilities or fees in order to obtain development approval in these areas. The Transportation Policy Area Review (TPAR) is proposed to replace PAMR as the area wide test.

The Initial Draft of the 2012 Transportation Policy Area Review (TPAR) Report was provided to the Montgomery County Planning Board on March 29, 2012 and was also posted on the Board's agenda website so as to be available to interested parties. A presentation and briefing on the Initial Draft was given to the Board on April 5, 2012. Based on comments by the Board some revisions were made to the report and a Revised Draft dated April 6, 2012 was substituted on the website. A Stakeholder Forum was held on April 9, 2012 and was attended by some half dozen interested parties and staff. An internal coordination meeting on the particulars of the report was held with staff of MCDOT on April 11, 2012. The Board's Public Hearing was held on April 19, 2012 and subsequently followed by an agenda item on the process for the 2012 Subdivision Staging Policy of which the TPAR Report will be an element. Two letters were received and one person testified at the Public Hearing. The Board raised several issues that are also addressed.

Summary

This memorandum identifies various issues raised at the Public Hearing, in the MCDOT coordination, and by the Board. It provides discussion and/or possible refinements to the TPAR report for review by the Board at worksessions scheduled for May 3 and then again on May 10, 2012. **The issues and responses are generally sequenced in the order of the six Sections of the Draft (revised) TPAR Report and staff recommendations are shown in bold type.** It is anticipated that the Board's review in the first worksession will follow the sequence of this memorandum and that a supplemental memorandum will be provided for the worksession on May 10, 2012 to address any outstanding issues.

There were no comments on Sections I and II so the memo begins with Section III.

Section III: Details of the Transportation Policy Area Review Process

Part 1: Identify Transit Inadequacies and Solutions: Regarding the transit component of TPAR, several comments or issues were raised in the testimony and/or by the Board about: (a) having separate adequacy measurements for transit and roadways, (b) the appropriateness of the proposed categorization of policy areas as urban, suburban or rural (see Exhibit 3.3, page 14, in the TPAR 12 report), (b) the appropriateness of the proposed transit quality of service standards (see Exhibit 3.4, page 15, in the TPAR 12 report), (d) is there too much of a focus on "peak headway" solutions, (e) issues related to "coverage", and (f) issues related to "span duration."

- **Separate Measurement of Transit and Roadway Adequacy**: Two of the public hearing comments support splitting the adequacy measurements into separate measurements for transit and roadways. The current Policy Area Mobility Review (PAMR) process blends roadway and transit performance into one measurement, which is perceived as weighing one against the other. This is also perceived as having a focus on roadway construction solutions in lieu of transit solutions. While staff believes that neither of those perceptions is correct, nevertheless the Draft TPAR Report is showing that there are benefits to separately measuring the adequacy of transit and roadways separately. The main one being that doing so will enable the proponents of those different types of solutions to be more supportive of the approach they think would be more effective and advocate their support to the elected officials.

- **Classify Policy Areas by Transit Categories**: TPAR is proposing to classify each Policy Area as being in one of three categories: Urban, Rural, and Suburban. Doing so provides more consistency with classifications used in the Road Code that uses the same terminology. The type and **quantity** of transit serving each area is one of the considerations in classifying that Policy Area and provides a basis for setting different standards of transit service for the different categories. The other consideration is land use pattern related that looks at the combination of employment intensity and population density by Policy Area. The six Policy Areas being classified as "Urban" tend to have higher employment intensity and as higher population density as well as Metrorail and large numbers of bus routes serving those areas. It is noted that while two of the Policy Areas (Kensington Wheaton and Derwood) have relatively lower employment intensity and population density similar to Suburban Policy Areas, they also have Metrorail service and/or a large number of bus routes. Three Policy Areas are classified as Rural, which are Damascus and Rural East and Rural West. That leaves 12 Policy Areas being classified as Suburban that tend to have intermediate or moderate levels of employment intensity or population density as well as less **quantity** of transit service available. Two of the Suburban Policy Areas (Gaithersburg and R&D Village) have employment intensities and population densities that are more comparable to that of the six Urban Policy Areas, but their **quantity** of transit services are more like those of the other 10 Suburban Policy Areas.

  Staff Recommendation: **Retain the designation of each of the Policy Areas as Urban, Suburban, or Rural as shown in Exhibit 3.3.**

- **Transit Adequacy Standards**: Transit adequacy standards deal with the **quality** of the transit services rather than the type or **quantity** of the transit service. The current PAMR approach uses a transit quality of service metric given in the *Transit Quality and Level of Service Manual*, published by the Transportation Research Board. That metric is the average speed of arterial bus service relative to the average speed of automobile traffic on the same arterial. TPAR is instead using three other factors to characterize bus transit quality of service as outlined and discussed on page 15 of the 2012 TPAR Report and in Exhibit 3.4. Those three factors reflect how users perceive the **quality** of transit service – (coverage) how close or accessible are they to it, (headways) how often is the service scheduled to run, and (span) how long throughout a day is the service provided. MCDOT has been using and measuring two of those factors, peak headways and span of service, in their transit route planning and operations for a long time. The factor of coverage is more of a transit system metric than a route related one. It is somewhat interdependent with the patterns of development activity but in this case is measured in terms of the percent of each Policy Area that is within a certain walking distance of transit. The issues that were raised at the Public Hearing and in the discussion by the Board appear to be more concerned with the particular values set for these standards than they are with the three factors proposed to be used in the TPAR process. This is discussed further next.

- **Transit Peak Headway:** There were questions raised about the amount of focus on this measure and the need to reduce headways. Page 18 of the 2012 TPAR Report explains that a judgment was made to focus on the Transit Service Factor of Peak Headway – which one of the testifiers has interpreted as meaning that this approach "…offers no help in identifying or implementing solutions to the inadequate coverage …". The analysis given later in Section V, pages 39-41 shows that was neither the intent nor the overall approach given in the report. Perhaps the text on page 18 should add the word "first" so that it say, "A judgment was made to focus **first** on the Transit Service Factor…" that indeed was the case as shown in pages 39-41. In the discussion on those pages solutions were offered and discussed to Policy Areas that were found to have inadequate Coverage as well as inadequate Span. The approach used in the 2012 TPAR Report does indeed help in finding a potentially feasible way to deal with those other identified inadequacies.

  Others testified that the standard for Peak Headway for arterial bus service of 20 minutes between buses on average should not be seen as adequate in that it will not likely be accepted by anybody who has a choice over their own private vehicle. However, many transit riders use published transit schedules to effectively reduce the effective Peak Headway so that their wait time for the next bus can be a relatively short amount of time. Newer technologies that track bus location and then use that data to provide riders current information as to the arrival of the next bus should over time lessen this concern.

- **Transit Service Coverage**: Comments were also made that having only 30% of the homes in a Policy Area, the proposed standard for a Suburban Policy Area is not truly adequate in terms of attracting choice transit riders as 70% of potential riders live beyond a reasonable walking distance. While that perspective is on the surface a reasonable concern, a good proportion of those living beyond walking distance to the transit service also have other choices if they want to use transit, which include: (a) using their vehicle (if they own and can drive one) to travel to a nearby formal or informal park-and-ride lot, area, transit station or bus stop, (b) depend upon a relative or friend with a vehicle to get them to and/or from the transit service, or (c) use a

bicycle at various times and weather conditions to enable them to more quickly access a transit service. While all Metro Stations have bicycle parking, perhaps more thought could be given to selectively providing such bicycle storage facilities along bus routes that are some distance from known clusters of population and/or employment. The experimentation and implementation with bike sharing programs that are taking place in the region and beginning to start in Montgomery County may also de facto effectively improve the coverage for various transit routes.

- **Transit "Span" duration calculation and "rounding"**: A question was raised by the Board about how the Span of Service is calculated and whether and/or how could "rounding" be applied to the identified values given on page 17, Exhibit 3.6. An historic approach to the operation of transit services has been to use "scheduling" to better manage the utilization of available labor, available transit vehicles, and to improve cost-effectiveness of the service being provided. The Scheduling Office is always a key administrative unit of any transit service provider, whether public or private. The scheduled transit services are specified to the nearest minute as to the time the driver starts a route, turns-around (with or without a break or lay-over), when they take their breaks and or change drivers. The 2012 TPAR Transit Adequacy Analysis used working files maintained by MCDOT, which they term as the "Route Profiles" to directly calculate the Span for each of the Ride-On routes to the nearest minute using information given in the Route Profiles. Those profiles are periodically updated by MCDOT every three to four months when new "Schedules" are prepared. Similar information was also gathered for Metrobus services in Montgomery County from staff of WMATA.

  The following are some example calculations of span. If a route that is scheduled to operate starting at 5:37 AM and operates all day and into the evening at 10:47 PM then it has a span of 15 hours and 10 minutes. If another route may also start at 5:37 AM but operates only in the morning peak until 9:27 AM (3 hours and 50 minutes) and then again in the afternoon peak from 3:27 PM to 6:47 PM (3 hours and 20 minutes) then it would have a total span of service of 7 hours and 10 minutes. In calculating the span of service for a Policy Area, MCDOT had proposed in a letter to the Board when the 2012 TPAR process was being initiated that only routes having "all-day" service should be used in the calculation of the average span for a Policy Area – which has been done in the Draft 2012 TPAR Report. Thus, only the first bus would be used in the calculation.

  To facilitate the calculation of the values of span for the various numbers of all-day routes to get an average value, the hours and minutes for "all-day" each route was converted to a decimal-hour, and then those values were simply averaged. In reporting the results on page 17, Exhibit 3.6 the average value was rounded to the nearest 1/10 of an hour, following standard mathematical procedures for rounding.

  Staff Recommendation: No significant changes are proposed for this Section III, Part 1 of the report.

Part 2: Identify Roadway Inadequacies and Solutions: Regarding the roadway component of TPAR several comments or issues were raised in the testimony and/or by the Board about: (a) separately measuring the flow in the peak and non-peak directions, (b) how the Average Levels of Service for roadways were set for the Urban, Suburban, and Rural Area Categories, (c) are the "Standards of Acceptable Roadway Average Levels of Service" set too low, (d) more information is desired about how "free-flow" speed is defined and calculated and how stable are the defined values expected to be, (e) is reliance of the identified listing of Unbuilt Master Plan improvements too constricting and is Step 16 not sufficient, and (f) Adequacy of a Policy Area roadways versus a need to have the performance of each roadway being adequate, and (g) include a sample calculation in the report that shows how the peak flow direction and the non-peak flow direction average levels of service are calculated for an individual roadway section that also demonstrates the procedure for weighting by Vehicle-Miles-of Travel (VMT).

- **Delineation of Roadway Adequacy into Peak and Non-Peak Flow Directions**: The current PAMR approach to the areawide transportation review provides a pair of numerical values for each Policy Area to place the Policy Area "point" in a relative position to the others in the "PAMR Chart". One of those values is the Relative Transit Mobility measure and the other is the Relative Arterial Mobility measure. That latter provided one roadway related measure that is a representation of the average roadway Level of Service in a Policy Area that combined and averaged the modeling results for all of the non-freeway and ramp roadway links in a Policy Area. That calculation and summary process combined the more congested peak-flow direction traffic forecasts with the less congested non-peak flow direction traffic forecasts.

  One of the analytic innovations associated with the 2012 TPAR process (as well as the prior work in 2010) has been to find an effective way to consistently and with a moderate amount of effort to separate the peak flow directions from the non-peak flow directions and to get separate summaries and average for the two groups. Generally speaking for the two directions of a roadway segment or section one direction is slower and has more volume in the peak periods and the other direction is faster and less traveled. Also, generally speaking for a roadway segment that has several to many links the peak flow direction is consistently in the same direction as a vehicle moves from link-to-link along the roadway. However, for some roads the peak flow direction may change as it crosses another roadway or in the future as nearby development patterns change. The 2012 TPAR process does have a way to capture such changes peak directional flows in the analysis. Such differentiation and delineation adds information content to the TPAR analysis above and beyond that currently used in the PAMR approach. It also facilitates greater transparency in the analysis and enables individual roadway segments to likewise be similarly differentiated into peak and non-peak flow directions and separate averages to be calculated.

- **How Are the Average Levels of Service Categories Set?**: One of the organizations presented testimony to the record of the Public Hearing that said, "… the TPAR drafters have proposed their own arbitrary Levels of Service for the Urban, Suburban, and Rural Policy Area Categories in the county (see Exhibit 3.9 on page 24)." The development and review of a regulatory planning document such as the 2012 TPAR Report is part of a long history in Montgomery County of using measures of average roadway Levels of Service within a Policy Area to indicate different degrees of average congestion levels. Such measures have been used for decades starting with the Staging Ceilings and Thresholds in the late 1970s and early 1980s; to the

Annual Growth Policy summaries in the mid-1980s through the 1990s, as well as part of the current PAMR process. Those processes were reviewed and approved at least by the Planning Board early on and then subsequently by the Executive and Council. In each prior example there has been a differentiation in the average roadway Level of Service standards being used that was generally inversely related to the availability of transit services and/or some distinction between Policy Areas (or their prior equivalent) into some type of urban, suburban, or rural classification. Setting of the appropriate Levels of Service is a policy decision ultimately of the County Council with the advice of the Planning Board and County Executive.

- **Are the "Standards of Acceptable Roadway Average Levels of Service" set too low:** The same organization commenting on the prior issue also expressed concern that the proposed standards are set too low and would result in the degradation of roadway performance to the lowest expected levels before needed improvements are programmed and private sector cost sharing payments are required. This issue that also has to consider whether standards are being set so high that opportunities for job growth and/or more affordable housing would be lost. This issue should be debated by the Planning Board and County Council. Planning staff thinks that the standards proposed on page 24 Exhibit 3.9 are reasonable and appropriate given past policy actions by elected officials.

- **Reliance of the listing of Un-built Master Plan improvements for identifying roadway improvement solutions**: This general issue was raised by two groups who testified at the Public Hearing. The gist of the concern is that older master plans that may have not undergone revision in decades may not have foreseen currently underperforming roadways nor addressed particular roadway improvements. This is a reasonable concern that needs some further attention. As a start, Planning staff will initiate a preliminary internal review with the Community Planning staff and will report back to the Board at the worksession on those initial discussions among staff. While Planning staff is also sympathetic with the corollary concern expressed that there may be little guarantee that all needed roadway improvements will be programmed and funded in a timely fashion, it is the intent of TPAR to help establish an increased urgency in that regard and to have monitoring and reporting systems, discussed in Parts 4 and 5 of Section III that could better assure such a guarantee. More discussion of this issue may also be needed at the Board's Worksession on May 10, 2012.

- **Adequacy of a Policy Area roadway average versus the adequacy of each roadway in the Policy Area**: This is an issue that was indirectly raised by the testimony at the Public Hearing. The particular example used in the testimony was that related to the forecasted roadway performance for MD 547, (Strathmore and Knowles Avenues). More discussion of the particulars relative to that roadway in the North Bethesda and in the Kensington Wheaton Policy Areas will be in the discussion and response to be prepared for Section VI, the Application of TPAR to Each Policy Area and is scheduled to be discussed at the Worksession on May 10, 2012. However, some aspects of the general issue can be outlined here and discussed at the Worksession on May 3, 2012.

  The general issue is whether the objective for TPAR as an area wide transportation review process is to consider the overall adequacy of the Policy Area roadways relative to the standard for the Policy Area – or does the performance of each and every arterial roadway within a Policy Area need to be "adequate" in and of itself. Stepping back to the discussions of transit

adequacy, the 2012 TPAR approach is to have each of the three quality of service factors be adequate for each Policy Area. The objective is not to have each-and-every bus route within a Policy Area have an adequate service for each of those three measures. That makes sense because for the measure of coverage, for example it would be extremely difficult or impossible for any single bus route to adequately cover an entire Policy Area – it is the collection of bus routes that together can provide adequate coverage.

The discussion for each of the Policy Areas given in Section VI makes note and explicitly illustrates that for each Policy Area some individual Roadways are more congested in the peak flow direction (and perhaps even the non-peak flow direction) and many are often less congested than the average Level of Service Standard. The discussion also notes that for some Policy Areas the pattern of variation among the roadways is rather "flat" while for other Policy Areas, the pattern of variation is rather "steep". While the discussion in Section VI uses the amount of variation from the average standard as a general indicator of the possible need for improvement, the intent or objective would be to raise the "overall average" to an adequate level and not to have every roadway be less congested on average than the average standard for that Policy Area.

- **Additional Information about Free-Flow Speeds**: the Board requested more information regarding whether the "free flow" auto speeds derived from transportation model are "realistic" (i.e., do the "free flow" speeds compare favorably to "posted speed limit" speeds.). Information related to this issue is being worked on and will be summarized in the staff report for the Worksession of the Board on May 10, 2012.

  Staff Recommendation: Changes to Section III, Part 2 may be proposed in the staff report for the Worksession on May 10, 2012.

Part 3: Allocate Costs for Needed Improvements: The Montgomery County Civic Federation (MCCF) submitted written testimony at the April 19th Public Hearing that included comments regarding the proposed TPAR cost allocation process. Staff's responses to these comments are noted below.

- **Complexity of the Process** – Staff agrees that aspects of the proposed cost allocation process are complex. This a key reason why this process must be undertaken as a collaborative effort using the cost-estimation engineering expertise of MCDOT staff in combination with the travel demand forecasting capability of M-NCPPC staff.

- **Annual Adjustment of Maximum and Minimum TPAR Payment** - This adjustment would be determined based on the prevailing national and regional construction cost indices as identified by MCDOT and M-NCPPC staffs.

- **Timing of Collection of TPAR Payment** - The MCCF believes that the collection of the entire TPAR payment prior to the release of building permits is far wiser than instituting a complex multi-year plan. Staff will discuss this issue with the Planning Board.

Some key areas where the Board can provide guidance to the Council concerning this matter are steps 25, 26a and 26b as described on page 29 of the TPAR 12 report. This discussion is provided below.

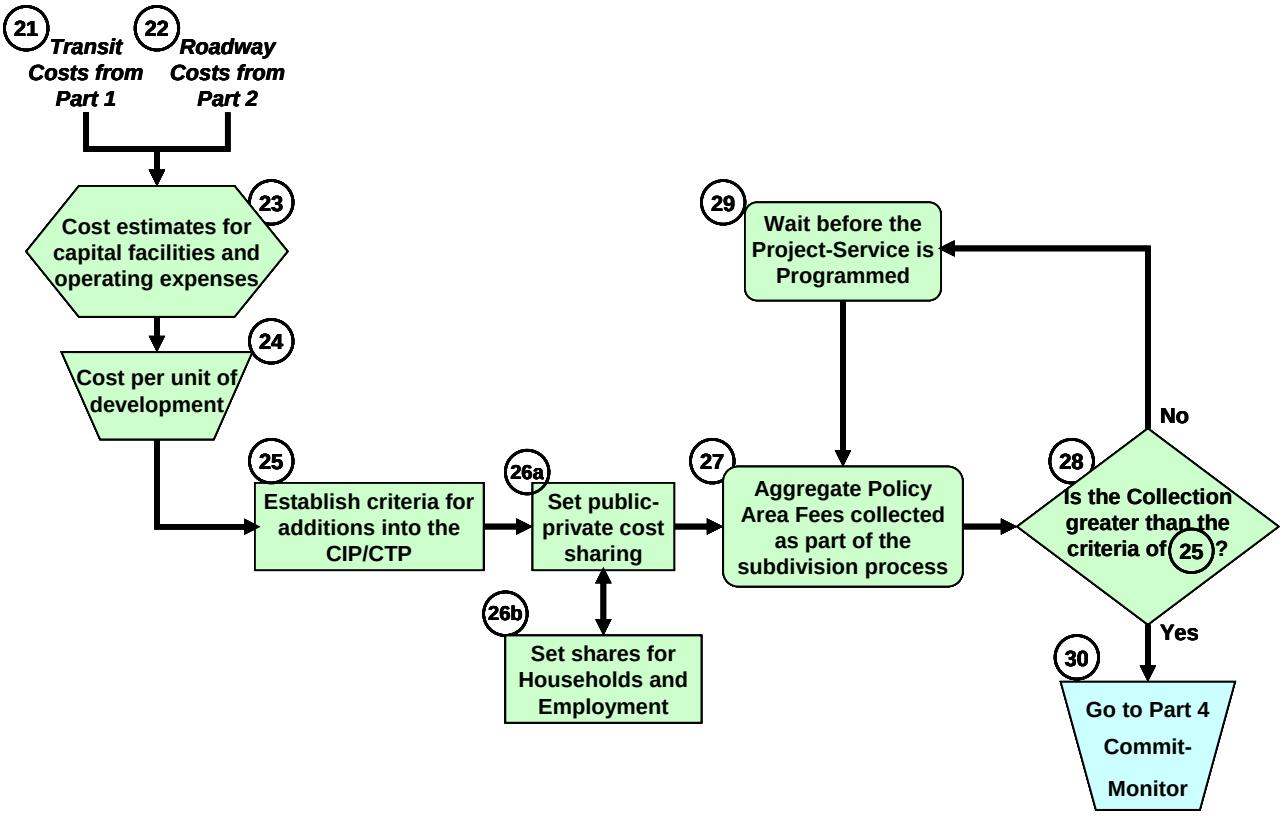

Exhibit 3.11: Develop and Allocate Costs of the Needed Improvements

(Source: Proposed TPAR Report, April 2010)

Step 25 – Establish Criteria for Additions into the CIP/CTP: The cost components described above (i.e., roadway, major capital transit and local bus transit) would be combined to develop a total TPAR cost (by policy area). The determination of TPAR costs, for both roadway and transit projects, would be a collaborative effort between MCDOT and Planning Board staff. MCDOT would take the lead on developing cost estimates for both roadway and transit projects need to meet adequacy standards. Planning Board staff would develop evening peak hour trip estimates, produce cost per trip estimates and calculate TPAR payments (by Policy Area) based on the public/private cost sharing allocation paradigm discussed below.

This step would also rely on criteria set and refined by the elected officials that can result in using TPAR to better stage growth by **specifying the collection level** that triggers the programming of projects in

each Policy Areas. However, the overall processes for proposing and approving the CIP as well as the CTP will need to be followed. This Step also relates to Step 32 discussed in Part 4, below.

Step 26a and 26b – Set Public-Private Cost Sharing and Shares for Households and Employment: The TPAR methodology gives elected officials the ability and responsibility to set a public/private cost sharing participation for each Policy Area. The level of public financing could be assessed in various ways, such as these four options:

(1) the same for all areas of the County;
(2) separately for each policy area;
(3) by geographic category (Urban, Suburban, and Rural); or
(4) by assigning priorities for development to each Policy Area.

As a starting point for discussion of the public/private partnership, the implementation of TPAR under Option (4) offers desirable flexibility. As one possibility, three different levels of priority for development: high, medium and low, could be considered. In high priority policy areas, the costs of the improvements be split 2/3 public – 1/3 private. In medium priority policy areas the split could be at 50 - 50. For low priority policy areas for development, the split could be 1/3 public – 2/3 private.

Policy Areas where elected officials want to encourage development will be identified as high priority and so on. In any case, under TPAR development can proceed, with payment, in all policy areas. In low priority areas, the private sector will carry a higher burden.

It is important to point out that it is the policy intent of TPAR that there will be no Policy Areas where development will be stopped outright due to inadequate areawide transportation. At the same time it is also important to note that the policy intent of TPAR in letting development proceed is that elected officials are also providing a high degree of certainty and commitment to ensure that the transportation solutions to accommodate such development are implemented in a timely manner.

Part 4: Program Public Commitments

Under TPAR, once developers pay the TPAR payment, their development proceeds in accordance with the regular subdivision process. The County continues to collect the TPAR payment as more developments are approved. As part of the TPAR process, the County Government must designate the highest priority transportation improvement for each Policy Area with inadequate LOS from the list of un-built Master Planned transportation projects. When programmed, the needed improvement(s) must be identified as a committed project in the CIP, CTP or Operating Budget and scheduled and implemented within the 10 year time frame.

As TPAR revenues are collected, they are applied to the improvement of transit service and roadway construction on a "proportional basis" to the transit and roadway cost deficiencies. The roadway component is dedicated to the highest priority improvement in the Policy Area where the development is proposed to occur. When a certain percentage of the cost of the highest priority capital project serving a given Policy Area is collected, the County programs the project or service. Exhibit 3.12 below indicates the general sequence of these activities related to the programming of public commitments. (See Steps 31 – 34 below).

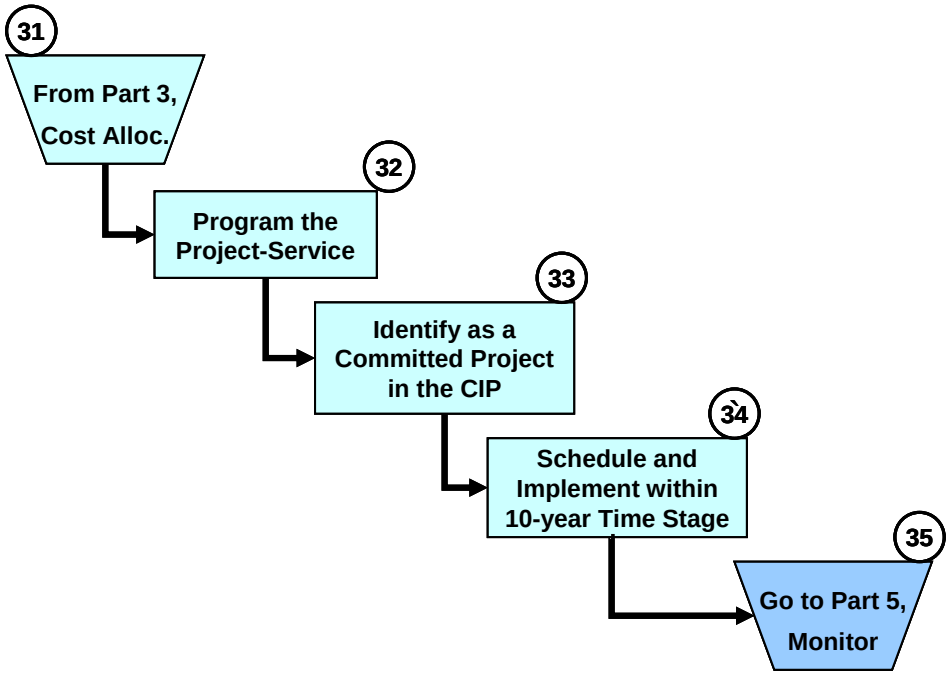

Exhibit 3.12: Programming Public Commitments – Monitor and Report Progress

(Source: adapted from the Proposed TPAR Report, April 2010)

Step 32 – Program the Project and/or Service: As noted in the Part 3 discussion above, elected officials can use the TPAR to **specify the collection level** that triggers the programming of projects in each Policy Areas. That is shown in above in Exhibit 3.11 as Step 25, "establishing criteria for additions into the CIP/CTP."

TPAR recommends the initial level to trigger programming of a capital project to be ten percent of the estimated construction cost multiplied by the selected public-private cost sharing ratios identified as part of Step 26 in Exhibit 3.11, above in Part 3. This criteria seems reasonable given that for a typical roadway project, the engineering design cost varies between eight and twelve percent. With this recommendation, a project would be programmed when the expected private participation for the project covers the portion of the design cost attributable to the private sector. MCDOT may need to program funding in advance of receiving private funds, especially for design and engineering of complex projects, or equipment that requires a long lead time. The County will request needed improvements to state roads as a priority in state budgets.

As an example, if the cost of the highest priority road project in a Policy Area has an estimated construction cost of $10 million, and the share ratio of public-private participation for that area is 2/3 public – 1/3 private, then that capital project should be programmed when a total of $333,333 is collected in TPAR payments in that area ($10,000,000 * 0.1 * 0.333). No other capital project in the area would be programmed until enough TPAR payments are collected to pay for the private allocation share of the total cost of that project. After the private share for a project is collected, then additional TPAR payments are accumulated to program the second highest priority capital project, following the same procedure as for the first one.

Staff Recommendation: Staff recommends the public financing Option (4) as described in Part 3 (Steps 26a and 26b) above.

Section IV: Ways that TPAR Differs from the Current PAMR Methodology:

As described in the TPAR 12 report …

TPAR differs from the existing PAMR in many respects. TPAR:

1. Uses separate adequacy standards for transit service and roadway operations.

2. Defines transit standards in a simple, easy to understand manner, consistent with the County's Transit Strategic Plan.

3. Uses roadway congestion in the PM peak direction of travel to measure adequacy, rather than the weighted average of both directions.

4. Recommends specific roadway projects and transit service additions to improve the transportation network in a Policy Area where inadequacies are found.

5. Uses a 10-year forecast of development activity rather than the "pipeline" of approved development.

6. Analyzes variable transportation scenarios to serve the forecast of development activity for the next 10 years. The current PAMR method analyzes variable amounts of development activity that could be supported by the set programmed transportation improvements of the CIP and CTP.

7. Examines the within-Policy Area roadway and transit performance, not just the overall average for the area. TPAR presents information for the arterial roadways serving Policy Areas. Such analyses show that while the overall average for an area may be inadequate, there are still many arterial roads that operate at acceptable congestion levels. In addition, TPAR presents information on the transit system performance of Policy Areas based on three metrics: span of service, coverage and peak headway.

8. Closely ties development approvals with the programming and timely implementation of transportation solutions.

9. Clearly identifies public-private cost sharing responsibilities, and ensures services are programmed and funded in the Policy Areas where development occurs.

10. Requires regular monitoring and reporting of conditions of the key elements of the policy and requires the cooperation of the Executive Branch and MNCPPC in the formulation of solutions and adjustments to the Policy when there are discrepancies between the plans and the in-the-field realities.

11. Firmly ties the Growth Policy to the CIP, CTP and the Operating Budget.

12. Provides an open, iterative process and identifies for elected officials specific transportation projects to select to ensure balance in transportation – development activity within a " rolling" ten year (on average) time frame.

Section V: Application of TPAR to Policy Areas and Local Area Transportation Reviews

As part of the analysis for the Transportation Master Plan – Costing Stage additional specific transportation solutions should be considered countywide and for particular Policy Areas. Further, the discussion by the Board identified several issues either related to a broader vision for TPAR as an element of the Subdivision Staging Policy including better consideration of regional interdependencies of future balances between land use planning and regulation staging and the timing of transportation solutions to adequately serve that planned pattern of development.

Response to this set of concerns will be addressed in a follow-on memorandum for the Board's worksession of May 10, 2012.

Section VI: Application of TPAR to Each Policy Area:

Regarding the Application of TPAR to Each Policy Area, there were several general comments and a few specific ones as well, which include the following: (a) improvements that could be made to the graphics depicting the roadway networks in each Policy Area, (b) Adequacy of a Policy Area roadways versus a need to have the performance of each roadway being adequate, and (c) consideration of identifying additional particular transit and/or roadway solutions in particular Policy Areas.

Response to this set of concerns will be addressed in a follow-on memorandum for the Board's worksession of May 10, 2012.

TPAR and the Subdivision Staging Policy (SSP)

The County Council requested that the Planning Board prepare the TPAR test two months in advance of the remainder of the items in the Subdivision Staging Policy. County Code requires that the Council adopt a new Subdivision Staging Policy by November 15, 2012. The Subdivision Staging Policy is adopted as a Council resolution and the areawide transportation test is separable (see sections highlighted in **bold** below) and can be adopted earlier and folded into the full Subdivision Staging Policy resolution in November if the Council wishes. As currently organized, the 2009 Subdivision Staging Policy resolution contained the following sections:

- Applicability
- Guidelines for the Administration of the Adequate Public Facilities Ordinance
- Guidelines for Transportation Facilities
    - Policy Area Boundaries and Definitions
    - **Policy Area Mobility Review (Replace with Transportation Policy Area Review)**
    - Local Area Transportation Review
    - **Alternative Review Procedures (allows developments in Metro Station Policy Areas to avoid the PAMR and LATR tests and fees if the applicant adheres to specific conditions)**

- Public School Facilities
- Guidelines for Water and Sewerage Facilities
- Guidelines for Police, Fire and Health Services
- Guidelines for Re-subdivisions
- Timely Adequate Facilities Determination and Local Area Transportation Review under Chapter 8

Staff Recommendation: Draft resolution language for the highlighted sections will be prepared and presented to the Planning Board at the next worksession.

EG/MD/kr