

December 22, 2005

Multimodal Concurrency Study

FINAL Scope of Work

Note: References to specific sections of 2SHB 1565 are identified in italics to show how various parts of the bill would be addressed.

Introduction

The purpose of this scope of work is to outline the conduct of a study of multimodal transportation concurrency practices and issues in Washington State and recommend an approach that will provide guidance to Regional Transportation Planning Organizations (RTPOs), counties, and local jurisdictions to address requirements of Second Substitute House Bill (2SHB) 1565 (*Sec.3.1.a*).

- The Puget Sound Regional Council (PSRC) will lead the study effort that will be administered by Washington State Department of Transportation (WSDOT).
- PSRC will contract with Washington State Transportation Research Center (TRAC) for technical assistance in completing this scope of work.
- The Washington Department of Community, Trade, and Economic Development (DCTED) will provide input and technical assistance (*Sec 3.1.b*).
- PSRC will transmit a Final Draft Report to WSDOT in September 2006 and WSDOT will submit a Final Report to appropriate committees of the Washington State Legislature by December 31, 2006 (*Sec.3.4*).

2SHB 1565 calls for analyzing approaches to concurrency that better integrate roadway and transit planning, maintain ability to achieve centers-based development objectives, and allow for tailoring standards to different geographies (centers) and targeted transportation problems (peak hour travel). Specifically, 2SHB1565 calls for developing a regional approach to address transportation concurrency in regional growth centers that measures vehicle level of service (LOS) for off-peak periods and total multimodal capacity for peak-periods (*Sec.1.1.a & b*).

Task 1: Facilitate broad statewide review and input into the scope, analysis, and findings of the multimodal concurrency study. (*Sec.3.2*)

The Multimodal Concurrency Study Consultation Group (Consultation Group) has been formed to review this scope of work and the recommendations that are ultimately included in the Final Report. The Consultation Group is made up of Washington State legislators and includes two members each from the State Senate and House of Representatives appointed by the President of the Senate and Speaker of the House, respectively (*Sec.3.2*).

In addition, an Advisory Group will be formed to review draft work products to be produced under this scope of work. The Advisory Group will include representatives from WSDOT, DCTED, Metropolitan Planning Organizations (MPOs), transit agencies, and local jurisdictions planning under the Growth Management Act (GMA), including, at minimum, representation from Thurston, Clark, King, Snohomish, Pierce, and Kitsap counties.

Milestones:

Establish group structures and schedules		Nov 2005
Multimodal Concurrency Study		
Consultation Group	Review & consult on scope of work	Dec 2005
Advisory Group meeting	Review technical work (Task 2 and 3)	May 2006
Advisory Group meeting	Review technical work (Task 4 and 5)	July 2006
Joint Advisory Group and		
Consultation Group meeting	Review Final Draft Report	Sept 2006

Task 2: Prepare a technical memo documenting existing concurrency practices in Washington State.

The technical memo will document current concurrency practices focusing on the extent to which multimodal approaches are used. Specific attention will be paid to Washington State counties that are subject to the “buildable lands” requirement in GMA (RCW 36.70A.215), including Thurston, Clark, King, Snohomish, Pierce, and Kitsap counties. This task will build on work conducted by PSRC that was completed in July 2003 assessing the effectiveness of concurrency programs in the central Puget Sound region. The technical memo will identify the extent to which local jurisdictions have implemented effective multimodal transportation strategies and will assess the degree of intergovernmental coordination that occurs between jurisdictions. Specifically, the assessment will investigate how jurisdictions have tailored concurrency measures to defined sub-areas, such as centers, and/or peak versus off-peak travel periods. The framework for conducting this assessment will strive for maximum input from local jurisdictions, transit agencies, and development community representatives.

At minimum, the technical memo will include:

- Assessment of current concurrency practices used and developed by local governments in Washington State that are subject to GMA planning requirements (*Sec.3.3.a*)
- Assessment of how public transit services are considered and the extent to which multimodal infrastructure needs are identified in local comprehensive plans required under the Growth Management Act (*Sec.3.3.c*)
- Identification of effective multimodal improvements and strategies employed by local governments (*Sec.3.3.g*)
- Examination of multimodal infrastructure needs (such as bus pull-outs and pedestrian crosswalks and overpasses) and how these needs can be identified in local comprehensive plans required under the Growth Management Act (*Sec.3.3.i*)
- Summary of how jurisdictions throughout the State are planning for “regional growth centers” and how the concept is applied to transportation concurrency.

Milestones:	Consultant notice to proceed	January 2006
	Draft technical memo	March 2006
	Final technical memo	April 2006

Task 3: Prepare a technical memo documenting existing and proposed concurrency practices of a city in King County, Washington. (*Sec 3.3.b*)

This task will focus on examining in detail the concurrency approaches of a city (or multiple cities) within King County that have a regionally designated growth center. The city or cities to be evaluated will be selected based on the effectiveness of their concurrency program and the extent to which multimodal transportation strategies have been employed. The case study will, at minimum, address:

- How level-of-service (LOS) is defined and measured, and data that are required.
- How concurrency is administered, exemptions allowed, and mitigation options.
- How travel demand management (TDM), transit, carpools, non-motorized, or other forms of transportation are considered in addition to auto travel.
- How concurrency requirements are tailored to address the various development objectives in defined sub-areas of the city.
- How concurrency requirements are tailored to address travel during peak versus off-peak periods.
- How the concurrency program is coordinated with adjacent jurisdictions.
- How the concurrency program relates to mitigation requirements, impact fee structure, and public investment strategy.
- Identification of specific multimodal transportation improvements and strategies and the extent to which these investments are reflected in the local comprehensive plan.

Milestones: Draft technical memo May 2006
 Final technical memo June 2006

Task 4: Prepare a technical memo that develops a methodology for evaluating the effectiveness of multimodal concurrency strategies (Sec.3.3.f).

This task will provide a tool that can be used as a framework for evaluating and assessing the outcomes of applying various multimodal concurrency strategies. What works in one region or local jurisdiction will not necessarily work in another. The methodology will help determine which strategies are most appropriate under different circumstances that exist throughout Washington State.

Milestones: Draft technical memo July 2006
 Final technical memo Aug 2006

Task 5: Prepare a final report documenting major findings and outlining specific recommendations. (Sec.3.4)

PSRC will prepare a final draft report that summarizes lessons learned and major findings based on current practices in Washington State (Task 2) and the case study assessment of best practices (Task 3). The methodology developed in Task 4 will be used to evaluate various multimodal concurrency strategies leading to specific recommendations based on group discussions. The recommendations will address, at minimum:

- Statutory and administrative rule changes necessary to effectively promote multimodal concurrency (Sec.3.3.d).
- Coordination of concurrency practices among jurisdictions (Sec.3.3.e).
- Model multimodal transportation improvements and strategies that could be employed by local governments (Sec.3.3.h).
- Guidance for applying multimodal concurrency strategies.

Milestones: Preliminary Draft Report Aug 2006
 Groups review Final Draft Report Sept 2006
 Final Draft Report to WSDOT Sept 2006
 WSDOT executive review Oct / Nov 2006
 WSDOT will submit a Final Report to Legislature Dec 2006