

Creation of Workgroup to Review Technical Advisory Committee Composition

Background

As part of the discussion concerning the Transportation Policy Council's Nominating Committee recommendations, TPC members discussed the desirability of reviewing the size and composition of the Technical Advisory Committee. Many smaller cities and previously rural parts of unincorporated areas are rapidly growing. Depending on the outcome of the 2020 Census, the size of the metropolitan region may need to extend beyond the current eight county region. New and existing governmental agencies like economic development organizations, tax increment districts, utility districts, management districts, transit organizations, and other public or public/private transportation agencies have become increasingly important in the delivery of transportation projects.

The TPC Chair directed staff to consider the need, opportunity and potential value of expanding participation in the transportation planning process and recommended examination of how the Technical Advisory Committee and our planning activities might best respond to these needs and opportunities.

Purpose

Staff recommend TAC consider creation of a work group tasked to examine the need and opportunity for changes to the TAC which may increase the effectiveness of planning coordination in light of the changes described above. This work group would be asked to provide direction to a planning activity that would answer the following questions:

- How well integrated are rapidly growing communities of less than 50,000 population in current transportation planning activities?
- How will expected growth impact the metropolitan region's size, including the emergence of new communities approaching 50,000 or more persons?
- How important to investment in transportation facilities of regional significance are economic development organizations, tax increment districts, utility districts, management districts, transit organizations, and other public or public/private transportation agencies? Are these organizations appropriately engaged in MPO transportation planning activities?
- How well does the MPO planning process provide opportunity for participation by low income, minority, handicapped, or other disadvantaged communities?

Requested Action

No action requested. For information only.