

## REPORT

### **TPB Citizens Advisory Committee March 18, 2009 Farrell Keough, CAC Chairman**

The normal business meeting of the 2009 CAC on March 12 included a briefing on Scenario Study Task Force activities; an overview of the TPB travel model; an introduction to the TPB Access for All Advisory Committee; and a briefing on the Transportation/Land-Use Connections (TLC) Program.

#### **Briefing on the Scenario Study Task Force (SSTF) Activities**

Ron Kirby, Director of Transportation Planning, provided an update on the activities of the Scenario Study Task Force. He said the TPB would apply for a \$300 million grant from the US Department of Transportation to plan and fund a bus-rapid transit (BRT) network for the Washington Region. He suggested that the CAC receive a briefing from TPB staff on the progress of scenario planning activities.

CAC members had general questions about the effectiveness of a BRT network and asked that the following be considered as part of the USDOT funding opportunity:

- How does a BRT network and the accompanying development operate in the more rural areas of the region?
- How does a locality convince developers that mixed-use development can be successful around the stations on a BRT network?
- How would affordable housing be addressed in inner and outer jurisdictions within the BRT network?

TPB staff highlighted an effort that is currently underway as part of the Transportation/Land-Use Connections (TLC Program): the Housing/Transportation Affordability Toolkit. This toolkit will analyze the costs of housing and transportation in various locations around the region and provide policy, transportation, and development recommendations that would encourage more affordable options for families throughout the region.

#### **Overview of the TPB Travel Model**

Mr. Kirby gave a brief introduction to the TPB's travel forecasting process, with specific attention to the federally required computer model that forecasts vehicle emissions levels and is employed to determine the air quality conformity of the CLRP and TIP. He reviewed the importance of providing accurate inputs to the model and detailed the sources of data used by TPB staff to populate the model. He distributed a copy of an

article on travel forecasting that was featured in the 2002 Region Magazine, the Annual Report of the TPB.

Mr. Kirby also provided information about how the TPB travel model is used in the scenario study analysis. He said TPB staff gathers information from the land-use planners around the region and then makes certain land-use assumptions to alter the travel patterns currently programmed in the model. This is then compared with the current model to determine how future land-use and transportation may improve traffic congestion and travel patterns throughout the region.

Comments and questions from CAC members included:

- How drastic are the land-use assumptions and what can the region really expect in terms of major transportation projects? Mr. Kirby responded that the Metrorail extension to Dulles Airport is slated to begin shortly, and other transit projects, such as the Purple Line in Maryland and the BRT networks would provide opportunity for increased density in areas where there exists currently low density development patterns.
- How does the model account for the US Census and issues such as current housing trends and the economic recession? Mr. Kirby said the TPB constantly updates the model inputs, including population figures, land-use forecasts, vehicle fleet statistics, and significant land-use changes, such as the Base Realignment and Closure decision.
- Does the TPB validate the travel times collected through surveys and the census? Mr. Kirby said that staff does conduct validation activities, and noted that recent trends show a decrease in the rate of vehicle miles traveled.
- The CAC members debated the rationale for adding road capacity versus transit capacity. The general theme was that both options should be considered and that one option cannot be generalized for the region, as the most appropriate solution is often location specific.

### **Introduction to the Access for All (AFA) Advisory Committee**

Rex Hodgson of TPB staff provided a brief overview of the TPB Access for All (AFA) Advisory Committee and distributed a summary sheet describing the purpose of the AFA and the populations served by this committee. He said the committee meets four times per year and reviews such regional issues as the MetroAccess paratransit system and language barriers to using the transportation network. He said that a focus of the committee for 2009 will be on transportation concerns of low-income populations.

The CAC discussed sending a CAC member to the April 23 meeting of the AFA to learn more about the AFA and to begin a dialogue between the two committees. TPB staff also mentioned that the CAC has been approached by the Air Quality Public Advisory Committee to the Metropolitan Washington Air Quality Committee to see if these two citizens committees would be interested in sharing ideas and working together on related

issues. Several committee members indicated interest in these other citizen committees. The CAC will reconvene on this issue at its April 9 meeting to determine how to proceed.

### **Briefing on the Transportation/Land-Use Connections (TLC) Program**

Sarah Crawford of TPB staff presented information on the FY 2009 TLC technical assistance projects approved by the TPB on February 18, 2009. She said TPB staff has recently requested proposals from the pre-qualified list of consultants for the eight projects and that work will commence on the projects in early April. She said that the TPB approved the project solicitation for the FY 2010 round of TLC technical assistance. The call for projects will occur on March 16, 2009, and will close on May 19, 2009.

The CAC noted that the program has provided the region with rich information over the past several years, but questioned how the recommendations developed through these projects would be implemented. The CAC stressed the need to isolate funding for capital improvements recommended through TLC technical assistance projects.

### **Other Business**

- Ron Kirby, Director of Transportation Planning, provided an overview of items on the March 18 TPB Agenda.

**ATTENDANCE**  
**CAC Meeting, March 12, 2009**

**Members in Attendance**

1. Farrell Keough, MD, Chair
2. Paul DeMaio, DC
3. Bill Klenke, MD
4. Jim Larsen, VA
5. Allen Muchnick, VA
6. Gail Parker, VA
7. Trudy Reeves, DC
8. Lynn Shanton, MD
9. Shirley Williams, DC

**Members Not in Attendance**

1. Maureen Budetti, VA
2. Roland Gunn, VA
3. Harold Foster, DC
4. Larry Martin, DC
5. Derrick Richardson, MD
6. Emmet Tydings, MD

**Staff/Others**

Ron Kirby, COG/TPB  
Sarah Crawford, COG/TPB  
Rex Hodgson, COG/TPB  
Allen Greenberg  
Bill Orleans  
Lee Schoenecker