

REPORT

TPB Citizens Advisory Committee

July 16, 2008

Larry Martin, CAC Chairman

The meeting of the CAC on July 16 included a presentation on COG Cooperative Land-Use Forecasts and the response to the Department of Defense Base Realignment and Closure changes, a briefing on unconstrained planning activities of Metropolitan Planning Organizations from around the country, and discussion on CAC priorities for the remainder of 2008.

Briefing on COG's Process for Developing Cooperative Land-Use Forecasts and the Base Realignment and Closure (BRAC) Changes

John Mataya of COG staff provided background information on the COG Cooperative Forecasting process and the anticipated growth the region will absorb by 2030. He also detailed the chronology of the BRAC decision and the projected shifts in employment due to the BRAC changes. He described how the shifts in employment will affect transit trips, vehicle trips, and vehicle miles traveled (VMT). He said the most notable shift in BRAC-related employment will be from the core jurisdictions, specifically Arlington County, to both the inner and outer suburbs, with the most jobs relocating to Fairfax County.

Several CAC members asked if the core jurisdictions are studying the impacts of the shift of military employment out of their jurisdictions, specifically noting the both the District of Columbia and Arlington County are projected to lose a significant amount of employment. Staff said that the planning departments in both Arlington County and the District are conducting planning initiatives to prepare for BRAC changes.

Briefing on Unconstrained Planning Activities at Other Metropolitan Planning Organizations (MPOs)

Matt Johnson, a TPB staff intern, prepared a memorandum on the unconstrained planning activities of MPOs across the country in response to a CAC request for information on this topic. He conducted interviews with ten MPOs and said that all of these MPOs conduct some form of unconstrained planning. He said that most MPOs attach cost estimates to projects when including them in an unconstrained plan. He said that few MPOs rank the projects in their plans, and one MPO commented that ranking could lead to nonproductive debates that could damage the regional visioning process intended create solidarity. He said that MPOs often use scenario planning to develop an unconstrained plan, noting that scenario planning can be a good tool to determine policy

priorities for the region, and therefore is an essential aspect of developing an aspirations list. He said all the MPOs he interviewed selected projects based on regional significance—either as submitted by the jurisdictions or by the MPO itself.

Mr. Johnson said that the MPOs to which he spoke reflected favorably on unconstrained planning as a part of the long-range transportation planning process for each region. He said that MPOs use unconstrained plans as a tool to further policy goals, most commonly in the form of advocacy for additional funding. He added that some MPOs use unconstrained plans as staging documents where projects can be listed until sufficient funding can be identified. He said that several MPOs put a strong emphasis on the unconstrained plan as a way of creating a regional dialogue around regional transportation priorities.

CAC members had comments and suggestions on unconstrained planning and scenario planning, including:

- The projects and priorities listed in an unconstrained plan could be used to prepare for major updates of the CLRP. Subregional plans, such as TransAction 2030 developed by the Northern Virginia Transportation Authority and the nearly complete Prince George's County Transportation Plan, could also be used to inform updates of a regional unconstrained plan.
- What is the new vision of growth for the new scenarios? TPB staff responded that the TPB Vision, developed in 1998, is guiding the development of the scenarios.
- Have other MPOs developed a more comprehensive analysis of best practices for unconstrained planning? Mr. Johnson said he spoke with the Association of Metropolitan Planning Organizations (AMPO), and that no comprehensive analysis of unconstrained planning is known to exist in either the professional or academic spheres.
- The cost-benefit analysis of transit systems that was presented to the TPB in June could be a useful aid in developing an unconstrained plan.

Old Business

Under Old Business, CAC Chairman Larry Martin proposed folding together previously formed subgroups to address issues that have been identified as of particular interest to CAC members thus far in 2008. These include Regional Bus Planning, Energy Policy, and Input to the TPB Scenario Study. Members discussed these issues and decided to move forward with a single working group that would meet in person and by conference call during the months of August and September, when no regular meetings of the CAC will be convened.

Members discussed that while the CAC had previously entertained the idea of developing its own list of priority transportation projects to submit to the TPB, it would be more productive and a better use of the CAC's time to assist the TPB Scenario Study Task Force in clearly defining the guiding principles and related rules for the development of

the new scenarios. Members largely supported working through the Scenario Study process to advocate change, because it is a forward-thinking exercise and the CAC should continue its long-standing involvement with the study. Some members expressed a desire to more strongly advocate for study of more bus transit alternatives in the new scenarios. Mr. Kirby noted that the new scenarios will include exploration of networks of variably-priced lanes, and extensive high-quality bus service that would make use of those lanes. Chairman Martin expressed his preference for rolling the bus advocacy into the priority setting within the aspirations scenario.

Other CAC Business

- John Swanson of TPB staff reported that the 2008 Citizen's Guide to Transportation Decision Making is available. The Citizen's Guide is a comprehensive introduction to how regional transportation decisions are made in the Washington region.
- Ron Kirby, Director of Transportation Planning, provided an overview of items on the July 16 TPB Agenda. He said that the TPB will act on the FY 2009-2014 TIP and 2008 CLRP, noting that the agenda is structured to account for the uncertainty of the reinstatement of funding for Northern Virginia Transportation Authority (NVTA) projects. He also mentioned that he will report to the TPB on upcoming transportation funding reauthorization.
- Mr. Swanson distributed a memo from Andrew Austin of TPB staff outlining the preparations for the fall Public Forum on the Transportation Improvement Program (TIP) to be held on September 11, 2008. The memo also details the outreach plan for the forum and proposes a TIP Forum that would take up the full time for the regular meeting of the CAC. The CAC decided not to hold a full meeting either in August or on an alternative date in September, but rather to hold ad hoc meetings of CAC working groups (as described above in Old Business) during the next two months. The CAC made several suggestions and asked staff if it would be possible to include a status report on the performance of projects in the TIP, as well as information about how much funding is unallocated in each jurisdiction.

ATTENDANCE
CAC Meeting, July 16, 2008

Members in Attendance

1. Larry Martin, DC, Chair
2. Farrell Keough, MD
3. Jim Larsen, VA
4. Bill Klenke, MD
5. Grace Malakoff, DC
6. Allen Muchnick, VA
7. Robin Marlin, DC
8. Suresh Narasimhan, VA
9. Lynn Shanton, MD
10. Shirley Williams, DC

Alternates in Attendance

Jeremy Siegel, DC

Members Not in Attendance

1. Harold Foster, DC
2. Daniel Malouff, VA
3. Todd Reitzel, MD
4. Daphne Sahlin, VA
5. Emmet Tydings, MD

Staff/Others

Ron Kirby, COG/TPB
Sarah Crawford, COG/TPB
Matt Johnson, COG/TPB
Darren Smith, COG/TPB
John Swanson, COG/TPB
Paul DesJardin, COG
John Mataya, COG
Bill Orleans