

## **REPORT**

### **TPB Citizens Advisory Committee May 11, 2006 Emmet Tydings, CAC Chairman**

The May 11 meeting of the CAC included briefings on the update of Northern Virginia's Long-Range Transportation Plan, the TPB's draft Bicycle and Pedestrian Plan and the pilot Community Leadership Institute.

#### **Briefing and Discussion on "TransAction 2030," the Northern Virginia Long-Range Transportation Plan.**

Rick Canizales of the Prince William County Transportation and Public Works Department gave a presentation on TransAction 2030, which was developed by the Northern Virginia Transportation Authority (NVTa). He passed out a summary report of the plan. Mr. Canizales was assisted by Chris Gay, a transportation consultant with Vanasse Hangen Brustlin, who also distributed a CD with the complete draft plan.

Mr. Canizales explained that TransAction 2030 uses the TPB's Constrained Long-Range Plan (CLRP) as a baseline, but also includes additional projects identified as being important to improving transportation system performance in Northern Virginia. He said that to fund the Northern Virginia projects in the CLRP alone would cost approximately \$30 billion between 2004 and 2030; funding TransAction 2030 would cost an additional \$16.6 billion. Mr. Canizales noted that the plan includes rough cost estimates of the non-CLRP projects.

TransAction 2030 prioritized previously identified projects based on a new evaluation methodology using various system performance measures, including levels of service for alternative transportation modes. The planning process made use of a relatively new technique of multi-modal level of service analysis showing system performance of four different modes (car, bike, walk, bus) on different corridors at different times of day. Mr. Canizales presented some of the growth and traffic conditions and projections that provided the impetus for the effort, and he noted the various system performance measures that could be expected to deteriorate in future years based on transportation models.

Mr. Canizales described opportunities for public involvement in the planning process, including a telephone survey that yielded some interesting results. For example, half of all respondents said that public transportation is their top priority.

Mr. Canizales emphasized that this planning effort was conducted by the Northern Virginia Transportation Authority and did not directly involve COG and the TPB, although CLRP project data and modeling assumptions were used.

CAC member questions and comments included the following:

- ***What is the purpose of the plan?*** Mr. Canizales said that TransAction 2030 was intended to prioritize projects and influence decision-making. The plan will be used to push for funding for projects that are currently not in the CLRP.
- ***What is the relation of TransAction 2030 to other planning efforts?*** Participants at the meeting discussed how TransAction 2030 relates to other transportation planning efforts, including plans developed by VDOT, such as Virginia’s 2025 State Highway Plan and the state’s multi-modal policy plan, known as VTrans 2025. Mr. Canizales pointed out that TransAction 2030 is partly an effort to prioritize projects for inclusion in those state plans, as well as in local plans.

Mr. Canizales noted that the projects in TransAction 2030 do not necessary overlap with the TPB’s Regional Mobility and Accessibility Study (RMAS), because the two planning efforts were developed in different ways, according to different schedules and for different purposes.

Last year, the CAC developed recommendations on the CLRP and TIP that asked the TPB to develop a list or plan of unfunded priority projects, which would provide a “big-picture” context for understanding project selection for the CLRP. The CAC suggested that the development of this unconstrained plan could start with the projects that have been identified for study in the TPB’s Regional Mobility and Accessibility Study. The unconstrained plan might also consider the priorities identified through TransAction 2030.

- ***What is the relation of TransAction 2030 to the previous Northern Virginia long-range transportation plan?*** Mr. Canizales said that TransAction 2030 will replace the Northern Virginia 2020 Plan, which was approved in 1999 by the Northern Virginia Transportation Coordinating Council (the predecessor to the NVTCA). He emphasized that TransAction 2030 does not include any projects that were not previously included in the 2020 Plan. But unlike the 2020 plan, TransAction 2030 prioritizes projects within specific corridors.

CAC member comments expressed both curiosity at what new projects might have been included if TransAction had expanded beyond the 2020 Plan network. But they also expressed satisfaction that this plan had not “started from scratch” in identifying projects.

- ***Members expressed interest and concerns about assumptions and methods used in the creation of the plan.*** In particular, members expressed concern about the apparent lack of consideration of how transportation investments could change land use patterns, since the 2030 land use patterns were assumed to be the same as those used in the CLRP modeling despite the increased number of transportation projects funded.

CAC members also sought additional information about the methodology of the phone survey. Mr. Canizales and Mr. Gay noted that survey questions could be found in an appendix contained on the plan CD.

### **Discussion of the Draft Bicycle and Pedestrian Plan for the National Capital Region**

COG/TPB staff member Michael Farrell presented to the CAC the draft bicycle and pedestrian plan. Each CAC member received a hard copy of the plan, and in his presentation Mr. Farrell highlighted its major features, including policy background, project lists and maps. He said that the plan would be presented at the TPB meeting the following week, and would be considered for approval by the TPB at the July 19 meeting after a public comment period. He noted that it is the first region-wide bike/ped plan to be completed since 1995, and it builds off other efforts including the circulation systems and greenways studies of 2000 and plans by local agencies. In addition, he said that project lists were verified by state and local staff.

Mr. Farrell pointed out that the plan includes many projects that are not already in the CLRP, and that the total estimated cost for all identified projects is approximately \$580 million. He emphasized that the plan is not the extent of the TPB's involvement in bicycle and pedestrian issues, and mentioned the StreetSmart, Bike to Work, Commuter Connections, and ADC regional bike route map efforts.

A few questions by CAC members dealt with the process of selecting projects for inclusion in the plan. Both Mr. Farrell and Mr. Kirby responded that it came down to the regional significance of the project, and that may account for some discrepancies with project prioritization by local jurisdictions – a small route segment that seems insignificant at the jurisdiction level may have greater regional significance as an important connector between jurisdictions.

CAC member Allen Muchnick commended the staff for developing the draft plan. However, he noted that the plan did not include a priority list of projects. He also said he believes the TPB should track the actual implementation of projects, i.e., whether funds that are programmed are actually being spent. Finally, he noted that he believes TPB staff should develop a bicycle “level of service” analysis, like the one that was used in the TransAction 2030 Plan.

CAC members were generally optimistic about how the treatment of bicycle and pedestrian issues has evolved, mentioning that accommodation of these uses is actually becoming routine.

### **Briefing and Discussion on the TPB Community Leadership Institute**

John Swanson of the COG/TPB staff described for the CAC the pilot Community Leadership Institute (CLI) that took place in late April. He summarized the purpose of the sessions, the guiding principles, and the curriculum that was presented, including the experiential learning exercises in which the attendees took part. He also described how the 21 participants were identified and what they brought to the sessions in terms of diversity and energy. He also shared with the CAC some of the positive feedback that staff received

following the CLI, and discussed next steps, which could include additional CLI sessions next year or even sooner.

CAC members expressed excitement about the initiative, and a few emphasized that TPB staff should try to capitalize on the investment in the pilot CLI by broadening the effort and providing a means for participants to continue to interact with the TPB and put their energy to good use.

### **Other Business**

- Allen Greenberg announced that he had been asked to resign from the CAC by his employer the Federal Highway Administration because of a potential conflict of interest. CAC Chairman Tydings thanked Mr. Greenberg for his contributions during his short tenure on the CAC. He asked staff to work with the TPB in quickly identifying a replacement for Mr. Greenberg.
- TPB staff member John Swanson also gave a brief update on the community outreach activities of TPB staff over the last month, including a recent outreach presentation to the Montgomery County League of Women Voters on the TPB's scenario study.
- Mr. Swanson introduced Darren Smith, a new transportation planner who has been hired to assist with public involvement activities.
- Mr. Kirby briefed the CAC on the agenda for the upcoming TPB meeting. While saying that many of the agenda items had already been discussed by the CAC, he mentioned a few other items of note, including further discussion of the development of a transportation/land use incentive program.

## **ATTENDANCE** **CAC Meeting, May 11, 2006**

### **Members in Attendance**

1. Emmet Tydings, Chair, MD
2. Ephrem Asebe, MD
3. Stephen Caflisch, MD
4. Stephen Cerny, VA
5. Elvin Crespo, MD
6. Harold Foster, DC
7. Allen Greenberg, DC
8. Jim Larsen, VA
9. Grace Malakoff, DC
10. Dan Malouff, VA
11. Robin Marlin, DC
12. Larry Martin, DC
13. Allen Muchnick, VA
14. Alexandra Simpson, VA

### **Members Not in Attendance**

1. Nathaniel Bryant, MD

### **Staff/Others**

Rick Canizales, Prince William County  
Chris Gay, Vanasse Hangen Brustlin  
Ron Kirby, COG/TPB  
Michael Farrell, COG/TPB  
John Swanson, COG/TPB  
Darren Smith, COG/TPB  
Harry Sanders  
Glen Harvie