

REPORT

TPB Citizens Advisory Committee

October 19, 2005

Dennis Jaffe, CAC Chair

The CAC's monthly meeting on October 13 included discussions regarding the Metro funding legislation and the 2005 Constrained Long-Range Plan (CLRP).

The committee passed two resolutions, which are attached to this report, reflecting 1) comments regarding the analysis of the 2005 CLRP and 2) support for Transportation Improvement Program (TIP) amendments to provide funding for the CapCom program, as well as expressing interest in sustainable funding for CapCom.

Discussion on the Metro Funding Federal Legislation

The committee discussed the legislation introduced by Congressman Tom Davis of Virginia to authorize \$1.5 billion over 10 years in federal funds for the Washington Metropolitan Area Transit Authority (WMATA). Members expressed general support for the effort to obtain more funding for Metro, but expressed concern about two aspects of the legislation:

- The legislation, as currently drafted, would require that all state/local contributions to WMATA come exclusively from dedicated funding sources. State and local leaders have indicated that this restriction could seriously harm the Metro system.
- The legislation includes restrictions on the disposition of WMATA property near the Vienna, Takoma and Largo stations. Some members said the CAC should take a position opposing excessive federal government intrusion into local land use decisions. They also expressed concern that the federal government is actively discouraging transit-oriented development.

The CAC agreed that fixing WMATA funding must be a high priority—and that the committee will consider articulating a formal position on Congressman Davis' bill in the months ahead.

Briefing on the 2005 CLRP

John Swanson of the COG/TPB staff gave a briefing on the 2005 CLRP. He noted that the most significant change under consideration for this year's plan is the Beltway HOT lanes project. He said the TPB is scheduled to vote on this year's CLRP at the October 19 meeting. Public comments are available on the COG/TPB website.

Mr. Swanson said that staff has performed analysis of the three priorities for this year's CLRP that were established in the Solicitation Document in January. He explained that the

Solicitation Document lays out the process for submitting projects for the CLRP. The three priorities, which were requested by TPB Chairman Phil Mendelson in January 2005, include the following:

1. Implement traffic signal optimization;
2. Improve regional transportation coordination for incident management; and
3. Identify how projects support the regional core and regional activity centers.

On the second point, Mr. Swanson indicated that under Item 7 of the TPB's agenda, the board was scheduled to amend the Transportation Improvement Program (TIP) to proceed with funding the CapCom regional transportation coordination center. He noted that the CAC has been particularly interested in this issue.

The CAC approved a resolution, which is attached, that recommended approval of Item 7. The resolution also states that the committee believes it is important that officials move forward on agreeing to sustainable funding for CapCom. This is critical to ensure the program's effectiveness not only in the long-term, but even in the short-term.

Activity Center Analysis of the 2005 CLRP

Regarding the third priority listed above, Jill Locantore of the COG/TPB staff presented an analysis of how the 2005 CLRP will affect regional activity clusters. This analysis will be presented to the TPB under Item 10 of the October 19 agenda.

Ms. Locantore said activity centers are intended to be focal points for jobs and housing, and nodes for transportation linkages. The concept of activity centers was established in the TPB Vision, the TPB's policy framework approved in 1998. Activity centers have been promoted and used as a tool for different types of analysis, including the Regional Mobility and Accessibility Study.

Ms. Locantore noted that recent analysis has used activity *clusters* (groups of activity centers that include more land) instead of activity *centers* because the clusters correspond more closely to the traffic analysis zones (TAZs) that form the basis for the TPB's travel models. However, she said that the TAZs were being reconfigured, which would permit the use of the activity centers in the future.

Ms. Locantore described how forecasts under 2005 would affect jobs, housing and travel patterns in activity clusters. She concluded:

- The number of activity clusters with rail stations is increasing.
- Households, but not jobs, are becoming more concentrated in activity clusters.
- The share of auto commute trips to activity clusters is decreasing.
- Transit use is high in activity clusters, especially the core clusters.

Committee members' questions and comments included the following points:

- Members expressed concern that the analysis used activity clusters, not activity centers. They noted that the clusters were larger than the centers, and therefore, the analysis was exaggerating the positive impacts.
- Members expressed concerns about the regional economic divide, as demonstrated in the analysis:
 - Land around Metro stations on the eastern side of the region should be better utilized.
 - The number of activity centers in Prince George's County should be increased when the activity centers maps are revised.

These concerns were included in a resolution approved by the committee regarding the three priorities for the CLRP. That resolution is attached to this report.

Public Involvement Overview

John Swanson provided the CAC with a brief overview of ongoing public involvement activities and planned improvements. He noted that the CAC Working Group on CLRP/TIP Information and Analysis is developing recommendations which should be finalized this fall.

Mr. Swanson also said the TPB will be working with consultants to enhance public involvement activities and to develop a community leadership training institute in the spring. Members voiced curiosity about this proposal.

A member of the CAC said it was important to institutionalize these public involvement efforts by increasing resources for staffing and other expenses.

Chairman Dennis Jaffe stressed the following criteria as key to real public involvement:

- Information must be provided to citizens early enough in the decision-making process so that there is a realistic opportunity to influence the process and the eventual decisions made;
- That enough information be not only provided to, but received and grasped by enough people;
- That there be truly sufficient opportunity for citizens in various venues to make their views heard by decision-makers

Public Outreach with the Dulles Area Transportation Association September 28, 2005

As part of the CAC's ongoing outreach efforts, Ron Kirby on September 28 presented the PowerPoint briefing on the TPB's scenario study at a forum on transit-oriented development hosted by the Dulles Area Transportation Alliance (DATA). CAC member Jim Larsen is the executive director of DATA.

This meeting provided a useful opportunity to get feedback on the scenario and the local implications of the TPB's regional study. In the Dulles area, the presentation was tailored to focus on land use challenges – specifically, the need to make better use of the land around the forthcoming rail line to Dulles. People were particularly interested in discussing the housing deficit around Tysons and the study's finding that future congestion would be mitigated if more people actually lived there. A number of elected officials attended and were very engaged, including Gerry Connolly and Cathy Hudgins of the Fairfax County Board of Supervisors, Scott York of the Loudoun Board of Supervisors and Ken Plum, VA delegate. In his comments, Gerry Connolly emphasized the need to get local proponents of transit-oriented development (TOD) to speak out in support of TOD projects when they come up for consideration and approval.

The Dulles presentation provided an interesting comparison with the public meeting in Oxon Hill sponsored by the CAC on September 20. In Oxon Hill, people were very interested in the transit facilities that are being studied, including rail over the Wilson Bridge, and in how to better utilize the land around existing Metro stations. Participants in the Dulles Corridor were more concerned with how land around the planned rail line could be maximized.

Both meetings—in Loudoun and in Oxon Hill—gave citizens the chance to look at the study's "what ifs" and to ask local and state leaders some "how to" questions. In other words, participants had the opportunity to ask: "What will it take to get these things done?"

The PowerPoint presentations can be viewed at the CAC section of the TPB website at www.mwcog.org/transportation/committee/.

Other Business

Mike LaJuene, CAC member from Virginia, sent a letter announcing his resignation from the committee.

ATTENDANCE **CAC Meeting, October 13, 2005**

Members in attendance

1. Dennis Jaffe, Chair, DC
2. Ephrem Asebe, MD
3. Stephen Caflisch, MD
4. Stephen Cerny, Vice Chair, VA
5. Elvin Crespo, MD
6. Don Edwards, DC
7. Harold Foster, DC
8. Grace Malakoff, DC
9. Allen Muchnick, VA
10. Lee Schoenecker, DC
11. Stewart Schwartz, VA
12. Emmet Tydings, Vice Chair, MD

Members not in attendance

1. Nathaniel Bryant, MD
2. Mike LaJuene, VA
3. Jim Larsen, VA

Alternates in attendance

Robin Marlin, DC

Staff/Others

Wendy Klancher, COG/TPB
Jill Locantore, COG/TPB
John Swanson, COG/TPB
Kim Goins, FTA

RESOLUTION

Regarding the Regional Transportation Coordination Program
Provisionally Known as CapCom

TPB Citizens Advisory Committee

October 13, 2005

Given the CAC's long-standing and continuing interest in emergency preparedness and in the development of the regional transportation coordination program provisionally known as CapCom, the committee:

- Recommends approval of Item 7 on the TPB's October 19 agenda, to amend the FY 2005-2010 Transportation Improvement Program (TIP) and the draft FY 2006-2011 TIP to proceed with funding a regional transportation coordination program.
- Supports efforts to ensure the Volpe Center study on the establishment of the regional program should move forward collaboratively with respect to input from all three jurisdictions and the Washington Metropolitan Area Transit Authority (WMATA).
- Encourages state and other regional decision-makers to identify additional funding to make the regional transportation program sustainable on an ongoing basis.

Approved by voice vote with one abstention, October 13, 2005

RESOLUTION

Regarding the Analysis of How This Year's CLRP and TIP Address the Priorities
Established in the 2005 Solicitation Document

TPB Citizens Advisory Committee

October 13, 2005

Given the CAC's long-standing and continuing interest in land use/transportation coordination, emergency preparedness, and improved transportation system management and operations, the committee provides the following comments on the TPB staff analysis of the 2005 Constrained Long-Range Plan (CLRP) and the FY2006-2011 Transportation Improvement Program (TIP):

- The CAC is pleased that TPB staff has developed analysis that is responsive to the three priorities that were highlighted in the Project Solicitation Document for the 2005 CLRP and the FY2006-2011 TIP. The three priorities, which were laid out by TPB Chairman Phil Mendelson in January 2005, include the following:
 - Implement traffic signal optimization;
 - Improve regional transportation coordination for incident management; and
 - Identify how projects support the regional core and regional activity centers.
- The CAC is looking forward to the forthcoming update of the activity centers maps to reflect the Round 7.0 Cooperative Forecasts and recent changes in local land use plans.
- The CAC remains concerned about economic development and the underutilization of land around Metrorail stations, particularly those stations on the eastern side of the region.
- The CAC urges that future analysis of the CLRP be based on activity *centers* instead of activity *clusters*.

Approved by unanimous vote, October 13, 2005