

**TPB Citizens Advisory Committee
2006 End-of-the-Year Report
Emmet Tydings, 2006 CAC Chair**

*Presented to the TPB by Jim Larsen, 2006 CAC Vice-Chair
January 17, 2007*

This report summarizes the activities and interests of the CAC in 2006.

- **Continued Interest in the Regional Mobility and Accessibility Study (RMAS)**

The CAC is developing a document called **Recommendations Regarding the Future of the TPB's Regional Mobility and Accessibility Scenario Study (RMAS)** which will be distributed to the TPB in February. This document will include recommendations to maximize the study's overall usefulness along with recommendations related to short-term implementation of the study's next steps.

Since the study's inception, the CAC has been solidly committed to moving RMAS forward and making it as useful as possible. We believe the study is already making an impact in promoting regional awareness of issues related to growth and transportation. But we believe the study's greatest impacts still lie ahead.

- **Push for More Focused Public Outreach on RMAS**

Throughout the year, the CAC pushed for more extensive and focused outreach on RMAS. We are pleased that the TPB is moving in this direction, but we wish to emphasize that these expanded outreach efforts should include a greater number of forums and more interactive techniques to help citizens understand regional challenges in an experiential manner. Our positions regarding RMAS and public outreach will be more fully articulated in our **Recommendations Regarding the Future of the TPB's Regional Mobility and Accessibility Scenario Study (RMAS)**, which will be presented to the TPB in February.

- **Support for a Strong TLC Program**

Throughout the year, the CAC expressed support for the development of a program to promote integration between land-use and transportation planning at the local level. In October, the committee passed a **resolution**, which is attached to this report, in support of the new TLC program. In that resolution, the committee also called upon the TPB to develop the TLC program in as bold a manner as possible.

- **Continued Monitoring of CLRP Information Improvements**

The CAC is pleased to see that the TPB has made significant progress in developing and providing information and analysis on the Constrained Long-Range Plan. In particular, we were pleased to see the new TPB website on the CLRP. Staff made these improvements

partly in response to recommendations issued by the CAC in January 2006 calling for better CLRP information and analysis. We look forward to working with the TPB and staff in continuing improvements in the accessibility and clarity of regional transportation information.

- **Interest in the TPB's Currently Ongoing Evaluation of its Public Involvement Activities**

The CAC is deeply interested in the currently ongoing evaluation of the TPB's public involvement activities, which the TPB has contracted the firm Circle Point to perform. In November, Steve Lee of Circle Point gave the committee a briefing on the evaluation. We eagerly await this evaluation's final report, and look forward to using the report to promote new improvements in the TPB's public involvement process, including the development of a Participation Plan as required under the federal transportation legislation SAFETEA-LU.

- **Discussions and Presentations During the Year:**

In 2006, the CAC received a number of presentations that are listed below. In general, these presentations helped inform our understanding – either directly or indirectly— of the TPB's long-range planning process, including the development of the Regional Mobility and Accessibility Scenario Study.

- Panel discussion on express toll lanes and HOT lanes
- Briefing on TransAction 2030, the Northern Virginia long-range transportation plan
- Briefing on the TPB's Bicycle and Pedestrian Plan
- Updates on TPB public involvement and the TPB's Community Leadership Institute
- Presentations on the TPB role in human service transportation coordination planning
- Briefing on the TPB's Household Travel Survey

- **Looking Forward**

The CAC appreciates the opportunity to advise the TPB and looks forward to continuing its work in 2007. In particular, we anticipate pursuing the following issues this year:

- Receiving and discussing the consultant evaluation of the TPB's public involvement activities.
- Providing input on the development of the TPB's new Participation Plan, as required under the 2006 federal surface transportation legislation (SAFETEA-LU)
- Promoting public involvement in the issues raised by the TPB's Regional Mobility and Accessibility Scenario Study, including using public input for the development of composite scenarios.
- Identifying and promoting emerging issues for the TPB to address, such as the need to reduce accidents and improve safety.

**Resolution of the Citizens Advisory Committee to the
National Capital Region Transportation Planning Board**

**Supporting Regional Incentive Programs to Help Achieve
Land Use and Transportation Integration**

WHEREAS the Transportation Planning Board (TPB) Vision, unanimously adopted by the TPB in 1998, begins with a “Vision Statement” that calls for a transportation system that “promotes areas of concentrated growth [and also] manages both demand and capacity;”

WHEREAS the ongoing Regional Mobility and Accessibility Study (RMAS) has found that a Transit Oriented Development (TOD) strategy scenario would, alone or in concert with other scenarios, be effective at reducing congestion and vehicle miles traveled;

WHEREAS constructing the Transportation Improvement Program by soliciting and consolidating spending proposals submitted by member jurisdictions has not led to in the past, nor will it likely lead to in the future, a set of projects that together achieve the TPB Vision or the RMAS scenario goals;

WHEREAS despite notable efforts to connect smart growth with transportation spending in some jurisdictions in the region, regionwide growth and traffic congestion trends are, according to an analysis of the 2030 Constrained Long-Range Plan (CLRP), still heading in the wrong direction;

WHEREAS fiscal impact studies have shown that transportation funding needs would be reduced if transportation investments and land use were more closely coordinated;

WHEREAS transportation expenditures that bring jobs, housing, and transportation together benefit everyone in the region regardless of where in the region they occur (e.g., with all jurisdictions struggling to provide affordable housing accessible to transit, the related financial pressure on each jurisdiction is reduced if such housing is created near transit anywhere in the region);

WHEREAS other metropolitan planning organizations are implementing successful transportation incentive programs that competitively award both planning and capital funds to local governments and private entities for measures that help to meet regionwide smart growth and congestion reduction goals (e.g., the \$30 million San Francisco Metropolitan Transportation Commission’s Housing Incentive Program provides bonus funds for developments of between 20 and 30 units per acre within walking distance of transit);

WHEREAS the Commuter Connections Program already embodies a consensus to pool funding to meet a regional objective (i.e., commuting efficiency to reduce congestion and improve air quality) and this program could readily be expanded to offer additional incentives, including encouraging employers to locate near transit; and

WHEREAS “Traffic Buster Grants,” an idea originated in Oregon, could be instituted to award funding for independently verified reductions in congestion along priority regional travel corridors—such as rewarding both the protection of undeveloped exurban lands and the development of urban brownfields well served by transit—that, without such reductions, might require far more expensive capacity enhancements.

BE IT RESOLVED THAT the Citizens Advisory Committee (CAC) urges the TPB to become a national leader in adopting and generously funding cutting-edge regional transportation planning and capital programs that: encourage housing and jobs be located within a pleasant walk or bicycle ride of Metrorail and commuter rail stations and bus stops along routes with very high frequency of service; partially reimburse companies that locate in TOD areas for beginning to provide transit commute benefits to their employees; and pay for measures that preserve existing roadway capacity in congested regional travel corridors.

The CAC supports the TPB staff recommendation to immediately establish a Transportation/Land Use Connection (TLC) pilot program as an initial step towards advancing the objectives of this resolution, but also urges the TPB to concurrently take additional steps in furtherance of these objectives.

Approved by the CAC by unanimous vote, October 12, 2006