

**STATEMENT OF ALLEN GREENBERG<sup>1</sup> BEFORE THE  
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
October 17, 2007**

**RE: Agenda Item 8—Implementing the Second Year of the TLC Program**

Good afternoon. I am testifying today to endorse approval of the amendment to the FY 2008 Unified Planning Work Program to implement the second year of the Transportation/Land Use Connection (TLC) Program. As will be covered in the Agenda Item 8 staff presentation, the TLC Program has helped to spur some creative thinking throughout the region related to better serving regional goals through the integration of transportation investments and land use decisions. This program is a very small, but important step in addressing a big problem—transportation funding in this region does not always align with, and indeed may at times be used at cross-purposes to, meeting agreed-upon, fundamental public policy objectives, such as to improve air quality, curtail climate emissions, reduce transportation injuries and fatalities (including by encouraging shifts away from driving toward much safer transit modes), and provide transportation resources to grow the economy without jeopardizing these other objectives.

The TLC Program should be provided more resources so that it can be expanded and other regional programs are also needed to bring about better integration of transportation and land use. Millions of additional dollars per year were made available for planning in this region as a result of SAFETEA-LU and a TLC Program budget far higher than the \$255,000 proposed by staff should be considered by the TPB. The Virginia DOT deserves commendation for providing additional resources to this program to better serve Virginal localities, and I strongly encourage Maryland and the District to follow suit.

I am pleased that the TPB has just formed the Scenario Study Task Force to review the results of and follow up on the Regional Mobility and Accessibility Scenario Study. Of particular interest is figuring out how to move from the “what if” of the study to the “how to” of steering transportation funds to achieving the desired study outcomes, which I understand to be one of the objectives of the new task force. As I have testified before the TPB previously, other regions have done a far better job at this than this region by aligning planning and capital funds with and conditioning the receipt of such funds on directly furthering specific objectives related to transportation and land use. We have much to learn from these other regions and it is incumbent upon the TPB to pursue opportunities to replicate and build off of their successes.

Some have said that as a region we do not have the funding resources to do more to coordinate transportation and land use, beyond the small amounts provided for the TLC Program. I believe that instead we cannot afford not to do more. There is not enough transportation money available for any of it to be spent with indifference towards key regional objectives, especially if we maintain expectations that such objectives will actually be met. While I urge the TPB to approve second year funding for the TLC Program today at a level higher than staff recommends, it is also my hope that the TPB does not lose sight of the fact that so much more is still needed on its part to better integrate transportation spending and land use in order to meet critical regional goals.

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## **Public Wants More Results, Not Just More Information**

**Statement of Robert O. Chase**

**To the National Capital Region Transportation Planning Board**

**October 17, 2007**

The Draft Public Participation plan has all requisite bells and whistles as well as some Dr. Seuss' slugguls, dangles and bamboogles. It's a good document. I have every confidence that it will pass federal muster.

There's also every reason to believe it will make little difference because the fiscal, people and information resources committed to its implementation will fall far short of what's required for a region of 5-6 million people.

More to the point, given the increasing amount of time most people spend sitting in traffic, does anyone seriously believe the general public yearns to spend more time attending transportation meetings or reading technical transportation tomes?

The public doesn't thirst for more information or involvement; it thirsts for more results.

The public elects and expects public officials to be well informed on transportation. Some are. Most aren't.

The public also expects those it elects will pursue the best solutions. That isn't happening.

For seven years, the TPB has invested millions in a Regional Mobility and Accessibility Study that has included land-use scenarios local planners have warned are not achievable, while excluding new, regional Potomac-River-bridge and bypass-parkway solutions most transportation professionals agree would generate the greatest mobility return on the transportation dollar.

In essence, the Study shows implementing expensive land-use and transit solutions alone means future congestion will be really, really, really bad rather than really, really, really, really bad. The Study munches on the margins while ignoring obvious capacity and connectivity deficiencies.

While there's nothing wrong with the TPB re-dedicating itself to more public meetings and documents written in plain English, the fundamental problem is not a lack of private sector information or involvement, but a lack of public sector leadership, focus and action on the fundamental solutions it has ignored for too long.

Until federal, state and regional officials muster the courage to face up to the absolute need to better connect this region with multi-modal bridges and parkways, to achieve consensus on and implement regional funding, and to open transportation bottlenecks to enhance regional emergency response and evacuation capability, the general public – both the informed and uninformed portions – has little hope of having a transportation system that works.

Again, the problem is not a lack of information or involvement; it's the lack of results.

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