

REPORT

TPB Citizens Advisory Committee

July 20, 2005

Dennis Jaffe, CAC Chair

The CAC's monthly meeting on July 14 included a briefing on the accessibility analysis of last year's Constrained Long-Range Plan, a discussion about the upcoming TPB work session on CapCom, and a discussion about the TPB/COG analysis of the federal base realignment proposal.

Briefing and Discussion on the Report: Accessibility Impacts of the 2004 CLRP on Minority, Low-Income, and Disabled Populations in the Washington Region

Jill Locantore of the COG/TPB staff presented the accessibility analysis for the 2004 Constrained Long-Range Plan, which is the most recently approved CLRP. She explained that the study in part is designed to respond to federal requirements for analysis of the impacts of the CLRP on minority and disadvantaged populations. The analysis responds to the questions:

- Where do minority and disadvantaged groups live in the Washington region?
- What are the benefits and burdens of the long-range transportation plan?
- How are the benefits and burdens distributed across minority and disadvantaged population groups?

For the analysis, accessibility is based on the number of jobs accessible within a 45 minute commute.

In a summary of results, Ms. Locantore said that:

- Auto accessibility generally does not increase, despite increasing employment.
- Transit accessibility generally increases, but remains less than auto accessibility
- Changes in accessibility do not appear to disproportionately impact minority or disadvantaged communities.

In conclusion, Ms. Locantore described limitations of the analysis, including potential undercounting in the Census data, the fact that the location of population groups in 2030 is not known, and the fact that the analysis considers the quantity, not the quality of the transportation system.

Questions and comments from the CAC included the following:

- ***Is it possible to perform the accessibility analysis earlier, preferably before the CLRP receives final approval?*** CAC members have asked this question in previous years, and the point was raised again at the July 14 meeting. Staff is interested in exploring this suggestion, although they noted that the analysis uses

outputs from the travel demand model, and those data typically are not available until late in the conformity analysis process.

- ***The analysis is based on long-term assumptions about job growth that may not actually be realized.*** A member suggested that this uncertainty should be made more explicit. A suggestion was made to include a map showing the density of future job growth.
- ***It would be useful to separate out the impacts of the changes in the new CLRP,*** not just the cumulative impact of the entire system. However, this would require two separate networks to be developed and analyzed for the travel model.
- ***It would be useful to include this type of analysis in the Regional Mobility and Accessibility Study.***

Discussion about the Development of the CapCom Incident Coordination Center

Ron Kirby, Director of COG's Department of Transportation Planning, reminded the committee that a special work session on CapCom would be held at 10:30 am on July 20 immediately prior to the regular TPB meeting. Mr. Kirby noted that CAC Chair Dennis Jaffe had requested such a high level meeting in a letter he sent in April to key transportation decision makers. The departments of transportation for Maryland, Virginia and the District of Columbia had all responded to Mr. Jaffe's letter, agreeing to the TPB work session on July 20. However, Mr. Kirby informed the committee that Dan Tangherlini and Michelle Pourciau of DDOT had indicated they would not be able to attend the session.

Mr. Kirby noted that the CapCom project, as proposed, would function under the same institutional structure as CapWIN, the Capital Wireless Integrated Network. Mr. Kirby said that some parties who question the development of CapCom had cited concerns about CapWIN's effectiveness. Mr. Kirby noted that in a recent meeting of the Chief Executive Officers' Committee (CAOs) at COG, Mr. Tangherlini expressed continuing reservations about going forward with CapCom.

In their discussion, the committee expressed the following concerns:

- The committee agreed that ***the region needs the functionality of the CapCom proposal.*** Citizens are not committed to one particular solution, but in some way, this functionality needs to be established.
- The committee agreed it was essential that ***a CAC representative should be present*** at the July 20 work session to represent the committee's concerns with respect to reaching a deliberative conclusion and taking expeditious action.
- The committee agreed that the meeting's success was largely contingent upon the question of whether the District of Columbia's participation would help the region move toward consensus.

Committee questions included the following:

- ***What information would the District of Columbia need in order to reach agreement on CapCom?*** Mr. Kirby said that DDOT had earlier indicated that more time is needed for study. Mr. Kirby also noted that a difference of opinion may be the primary factor in determining how best to proceed with CapCom.
- ***What is the role of the federal government in this process?*** Mr. Kirby said that federal agencies, including the U.S. Department of Transportation and Department of Homeland Security, have been involved in the development of CapCom. However, he said that in the final analysis, if the CapCom proposal is going to work, state and local officials need to take the lead; they will need to come together voluntarily in order for this project to proceed.

Discussion on the COG/TPB Analysis of the Federal Proposal for Base Realignment and Closures (BRAC)

Mr. Kirby described the analysis of the BRAC proposal, focusing on the regional travel impacts:

- For 2010, compared to the adopted regional plans (the Constrained Long-Range Transportation Plan and the Round 6.4A Cooperative Forecasts):
 - Total transit trips would decrease by 18,528 (-1.84%)
 - Total vehicle trips would increase by 26,790 (+0.12%)
 - Vehicle miles of travel would increase by 73,829 (+0.04%)
 - VOC emissions would increase by 0.03 tons per day (+0.05%) while NO_x would increase 0.02 tons per day (+0.01%)
- For 2020, compared to the adopted regional plans:
 - Total transit trips would decrease by 6,097 (-0.52%)
 - Total vehicle trips would increase by 84,932 (+0.34%)
 - Total vehicle miles of travel would increase by 133,435 (+0.07%)
 - VOC emissions would increase by 0.08 tons per day (+0.22%) while NO_x would increase 0.03 tons per day (+0.07%)

Mr. Kirby emphasized that these data are regionwide results and therefore may not appear dramatic on a regional scale. The localized impacts in places like Ft. Belvoir would be much larger.

Stewart Schwartz, CAC member and executive director of the Coalition for Smarter Growth, emphasized that the results are significant, particularly the anticipated reduction of nearly 2% in transit trips in 2010. He said that the economic impact of the BRAC proposal would be even greater when added into ongoing trends, such as procurement outsourcing, and other indirect factors.

Members of the committee and Mr. Kirby generally agreed that the BRAC proposal would not take land use and transportation policy in the right direction. Several members expressed regret about the symbolic example that the BRAC proposal is setting, including the proposal's contradiction of the TPB's policy of promoting activity centers.

CAC Working Groups

At the beginning of the meeting, the committee had some quick updates on the two CAC working groups:

- The Working Group on CLRP/TIP Information and Accessibility met on July 7 and discussed the information and analysis that was provided for recent CLRPs and TIPs; planned improvements, including an interactive website project database; and potential new improvements for the 2006 CLRP. The working group is aiming to produce a set of recommendations for the full committee in September.
- The Working Group on the Regional Mobility and Accessibility Study will have a conference call in late July to discuss next steps. A public meeting on the study has been preliminarily scheduled for Oxon Hill in mid-September.

ATTENDANCE CAC Meeting, July 14, 2005

Members in attendance

Dennis Jaffe, Chair, DC
Ephrem Asebe, MD
Nathaniel Bryant, MD
Stephen Cerny, Vice Chair, VA
Don Edwards, DC
Harold Foster, DC
Jim Larsen, VA
Grace Malakoff, DC
Allen Muchnick, VA
Lee Schoenecker, DC
Stewart Schwartz, VA
Emmet Tydings

Members not in attendance

Stephen Caflisch, MD
Mike LaJuene, VA

Alternates in attendance

Merle Van Horne, DC

Staff/Others

Ron Kirby, COG/TPB
Jill Locantore, COG/TPB
John Swanson, COG/TPB
Julie Ruszczyk, VDOT
Harry Sanders, CAC working groups