

REPORT

**TPB Citizens Advisory Committee
October 18, 2006
Emmet Tydings, CAC Chairman**

The October 12 meeting of the CAC included presentations and discussion of 1) an analysis of the 2006 Constrained Long Range Transportation Plan (CLRP), 2) the TPB's proposed Transportation/Land Use Connection (TLC) program, and 3) the potential development of CAC recommendations on the Regional Mobility and Accessibility Study.

Briefing and Discussion: *What's in the Plan for 2030?*

Michael Eichler of the TPB staff briefed the CAC on analysis of this year's update to the Constrained Long-Range Plan (CLRP), which is scheduled for TPB approval on October 18. This analysis includes information that in past years was not available in a citizen-friendly format prior to the CLRP's approval.

In part, the release of this information this year is a response to the CAC Recommendations for Improving Information and Analysis of the CLRP and the TIP, which was a document approved by the CAC in January of 2006. CAC members expressed appreciation for the improvements that have been made.

A CAC member said it would be useful to get more explicit information about the status of projects in the 6-year Transportation Improvement Program (TIP) compared to their status in the CLRP. He noted that projects like the Corridor Cities Transitway in Montgomery County are included in the CLRP, but such projects may be consistently delayed and not included in the TIP, and it can be difficult to track such situations.

Briefing and Discussion on the Proposed Transportation/Land Use Connection (TLC) Program

Ron Kirby briefed the CAC on a pilot program called the Transportation Land Use Connection (TLC) program, which the TPB is scheduled to approve at its meeting on October 18. The TLC program will promote coordination between land use and transportation planning by providing a regional clearinghouse to document local and state experiences throughout the region, and offering technical assistance to localities through a consultant team.

In recent months, CAC members have expressed strong support for such a program to promote land use/transportation integration. The committee passed a resolution, which is attached to this report, expressing support for the new TLC program, but also calling on the TPB to develop the program in as bold a manner as possible.

Discussion Regarding Development of CAC Recommendations on the Regional Mobility and Accessibility Study

In recent months, committee members have expressed interest in the direction of the Regional Mobility and Accessibility Study. At the October 12 meeting, committee members began a discussion to determine whether the CAC should develop formal recommendations to the TPB regarding next steps for the study and how such recommendations might be developed.

Other Business

- Ron Kirby briefed the committee on other items on the TPB's October agenda.
- John Swanson of the TPB staff briefed the committee on upcoming public forums. He said a "What if" briefing will be held on October 24 sponsored by the Dulles Area Transportation Alliance (DATA). A number of other potential meetings are being planned. Mr. Swanson also noted that the second Community Leadership Institute will be held on October 25 and 28. The participants at this workshop mainly will be volunteers from the region's AARP chapters.

ATTENDANCE CAC Meeting, October 12, 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. Jim Larsen, VA
8. Grace Malakoff, DC
9. Robin Marlin, DC
10. Allen Muchnick, VA
11. Merle Van Horne, DC

Members Not in Attendance

1. Nathaniel Bryant, MD
2. Dan Malouff, VA
3. Larry Martin, DC
4. Alexandra Simpson, VA

Staff/Others

Ron Kirby, COG/TPB
John Swanson, COG/TPB
Julie Ruszcyk, VDOT
Allen Greenberg

**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