

## **REPORT**

**TPB Citizens Advisory Committee  
October 11, 2007  
James Larsen, CAE, CAC Chairman**

The normal business meeting of the CAC on October 11 was shortened to one hour to accommodate the Public Forum on the draft FY 2008-2013 Transportation Improvements Program (TIP), which was held immediately following. The agenda included presentations on the completion and evaluation of the TPB's Transportation/Land-Use Connections (TLC) Program pilot phase, and on the upcoming activities of the new TPB Scenario Study Task Force.

### **Briefing on the Status of the TPB Transportation/Land-Use Connections (TLC) Program**

Sarah Crawford of TPB staff gave a presentation that reviewed the pilot phase of the TLC Program, including the technical assistance projects and development of the TLC Clearinghouse website. She summarized feedback from the evaluation of the program conducted by staff via telephone interviews, including the pros and cons of the limited funding level and short time frame. She said that some suggestions for minor revisions to the project application and selection process were put forward during the evaluation that staff would work to implement, such as providing more time for applications to be developed and encouraging more involvement by other agencies besides the applicant agency early on in the process.

Ms. Crawford noted that the current TPB Unified Planning Work Program (UPWP) for FY 2008 has a placeholder budget to maintain the TLC Program at the FY 2007 funding level. She explained that staff would be recommending to the TPB at its October 17 meeting to keep the same level of funding for the program, \$255,000, but amend the Work Program to shift somewhat the allocation of that funding. The shift would reflect a lesser need for funding for the TLC Clearinghouse website, since the site is now up and running and just needs to be maintained, along with a greater need for TPB staff time in administering the technical assistance projects, including five additional projects funded through the Virginia Multimodal Grant Program.

CAC members requested some clarification about the status of the additional five projects funded through the VDOT grant program, and suggested that the presentation make it more clear to the TPB that these projects were being funded by VDOT but administered by TPB staff, and encourage the other state DOTs to provide funding for TLC projects in a similar manner. Discussion also focused on how the CAC could advocate for expansion of the TLC program, and when there would be opportunities for expansion, such as the consideration of the FY 2009 UPWP by the TPB next spring. CAC members

were also interested in how to access the products from the TLC technical assistance projects and it was noted that these are available on the website. The suggestion was also made that some of the more generic products might be promoted more directly as resources for other jurisdictions in the region.

### **Briefing on the Upcoming Activities of the TPB Scenario Study Task Force**

Ron Kirby, Director of Transportation Planning, reviewed the mission and structure of the task force as approved by the TPB at its September 19 meeting. He noted the link between the CAC recommendations on the Scenario Study and the creation of the task force, and the opportunity that the CAC will have to provide input to the task force by observing the meetings and continuing to issue CAC statements and recommendations. He also reviewed the draft agendas for the first two meetings of the task force, on October 17 and December 19.

Discussion by CAC members focused on the issue of how to get members of the task force quickly engaged in the larger question of how to move forward with the Scenario Study and related activities, while still giving them the background information that they need in order to proceed. There was also concern about whether the COG Board's Greater Washington 2050 initiative would acknowledge and make use of the TPB's scenario planning findings. The CAC agreed to discuss the task force again at its November meeting and determine at that time if it would be appropriate to provide input to the task force.

### **Other CAC Business**

- John Swanson of TPB staff mentioned that two Scenario Study outreach events had been planned for later in October, including:
  - o D.C. Federation of Citizens Associations meeting - Tuesday, October 23 at 6:30 pm at the Sumner School, 17 and M Streets, NW in D.C.
  - o A convening of Ward 7 ANC Chairs and activists - Monday, October 29 at 6:30 pm at the Lutheran Church at Branch and Alabama Avenues, SE in D.C.
- Mr. Swanson noted that the public comment period for the draft TPB Participation Plan closes on October 28.
- Mr. Swanson said that there would be a change to the CAC election process this year, as existing and prospective members would be asked to fill out a brief application form that expresses their interest in serving on the CAC. He said that the CAC election among existing members would be held at the December CAC meeting, the TPB would make its CAC appointments at its January meeting, and the newly composed CAC would hold its first meeting in February.

## Public Forum on the FY 2008-2013 Transportation Improvement Program (TIP)

Mr. Kirby provided an overview of the purpose of the Public Forum on the TIP, which is to provide information to the public about how the TIP is developed and to comply with federal requirements for including the public in the TIP process. In a PowerPoint presentation, Andrew Austin of TPB staff described the features of the TIP for the Washington Region, the federal requirements detailing the development of the TIP, financial summaries of transportation funding for the state departments of transportation and the Washington Metropolitan Area Transit Authority (WMATA), and the schedule for approval of the TIP.

Representatives from the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and WMATA described how projects are developed, prioritized and funded within their jurisdictions. The agency staff discussed the different sources of revenue for their planning and projects, as well as the process for approving a project for construction. They also discussed opportunities for the public to be involved in the project development process.

Questions from the public about TIP procedures included the following:

- One participant inquired if there was an effective process for engaging regional transportation priorities in the Washington region, including strategies for the agencies to identify projects of regional significance. Agency staff responded that while most projects are conceptualized at the local or state levels, recently the agencies have been increasing coordination on regional priorities. They also suggested that citizens can have a significant impact by speaking with their local officials about projects.
- Another citizen commented that it is difficult for the average citizen to make connections between how the TIP relates to local plans and to the CLRP. She suggested that staff should develop materials to show how the individual projects listed in the TIP fit into the wider regional context.
- A concerned District resident asked how agency staff ensures that DDOT projects enhance the quality of life both for residents of the District and people who commute in from other jurisdictions. DDOT staff responded that this issue is of great concern to DDOT and that there is an internal discussion of each project and how it relates to the DDOT vision plan as well as neighborhood concerns and transportation efficiency. The agency representative said they will consider how these considerations can be better reflected in their documentation in the future.
- A District resident asked what can be done to get Maryland to make improvements on the MD 5 corridor. A representative from MDOT said that some improvements were being planned. An MDOT representative also commented

**Comment [s1]:** I'm not sure this change is necessary, but it's what I started with.

that Prince George's County needs to identify these improvements as a priority to the State.

- Another participant inquired about the future of the 11<sup>th</sup> and 12<sup>th</sup> lanes on the Woodrow Wilson Bridge, specifically related to incorporating some form of transit on those lanes.

**ATTENDANCE**  
**CAC Meeting, October 11, 2007**

**Members in Attendance**

1. Jim Larsen, VA, Chair
2. Larry Martin, DC, Vice-chair
3. Stephen Cerny, VA
4. Harold Foster, DC
5. Grace Malakoff, DC
6. Daniel Malouff, VA
7. Robin Marlin, DC
8. Allen Muchnick, VA
9. Todd Reitzel, MD
10. Merle Van Horne, DC

**Members Not in Attendance**

1. Nathaniel Bryant, MD
2. Steve Caflisch, MD
3. Jahantab Siddiqui, MD
4. Alexandra Simpson, VA
5. Emmet Tydings, MD

**Staff/Others**

Ron Kirby, COG/TPB  
Monica Bansal, COG/TPB  
Sarah Crawford, COG/TPB  
Darren Smith, COG/TPB  
John Swanson, COG/TPB