

REPORT
TPB Citizens Advisory Committee
January 9, 2014
Stephen Still, 2013 CAC Chair
Veronica Davis, 2013 CAC Vice Chair

The 2013 CAC meeting held its last meeting on January 9. The meeting included a briefing on DDOT's *moveDC* plan, an update on the Draft Regional Green Streets Policy, and an update on the Regional Transportation Priorities Plan.

Briefing on *moveDC*

Colleen Hawkinson of DDOT presented preliminary findings from the District of Columbia's statewide transportation plan, called *moveDC*. The presentation included a summary of key elements of the plan and a description of engagement activities. She said that their planning outreach – which included residents of D.C., Maryland, and Virginia – found that people are particularly concerned about time spent on transportation and they agree that bus and rail services need to be improved. The *moveDC* plan focuses on addressing both citywide mobility and neighborhood connectivity.

Ms. Hawkinson highlighted some key aspects of the plan that have regional significance:

- Support for core capacity needs identified in the *Metro 2025* component of WMATA's Strategic Plan *Momentum*, as well as long-term, large-scale projects for 2040 featured in WMATA's draft *Regional Transportation Systems Plan (Metro 2040)*;
- Identification of projects to extend and connect high-capacity transit in surrounding areas;
- Inclusion in *moveDC* of managed (priced) lanes and a cordon charge in the central area of the District. Regarding tolling and pricing, Ms. Hawkinson said that people are interested in the concept, but need to know more about policy and cost implications;
- Identification of projects to close gaps in pedestrian and bicycle networks (including trails and bridges);
- A focus on citywide signal system and intelligent transportation systems investments;
- Identification of key freight and goods movement routes to be enhanced and protected;
- Support for Union Station enhancements; and
- Support for improved commuter rail connections.

The CAC expressed particular interest in whether *moveDC* had been coordinated with other planning activities in the region, especially the TPB's *Regional Transportation Priorities Plan*. Ms. Hawkinson assured the CAC that the plans had been coordinated.

Discussion also included the following topics:

- Members asked a number of overarching questions, including whether the projects in the plan are funded (they are not; this is a vision plan) and whether the plan includes performance evaluation criteria (it does, including criteria that are not directly related to transportation).

- Members asked a number of detailed questions regarding project implementation. For example, a member suggested more detail should be provided regarding the South Capitol Street bridge crossing. Ms. Hawkinson suggested that a vision-level plan such as *moveDC* would not typically provide extensive detail but it will establish a baseline for future planning and implementation.
- The committee asked about and discussed the public involvement process for the plan's development, which included a wide variety of outreach techniques.

Update on the Draft Regional Green Street Policy

Mr. Farrell of TPB staff provided a briefing on the Draft Regional Green Streets Policy. He said that the Department of Transportation Planning (DTP) and the Department of Environmental Planning (DEP) worked together to develop this draft of the Regional Green Streets Policy. Since this draft plan was last presented to the CAC, he said that stakeholders have provided more guidance on how the policy should be crafted to make it useful for the region, while still achieving the goal of creating more green streets region-wide. The draft policy now includes two elements: the first provides examples of green street treatments, and the other is a sample policy to serve as a starting point for jurisdictions to customize and develop into their own policy.

CAC members expressed general concerns that the proposed Green Streets Policy may not be substantive enough to impact local decision making in a meaningful way. One member said that the optional nature of this policy as drafted may cause problems for rural and suburban jurisdictions later by not requiring them to develop 'green infrastructure' now. Another member encouraged the TPB to think of green streets and complete streets as comparable, and not different. Members also asked if there are any efforts currently underway to track the implementation of green street facilities, like pervious pavements, across the region.

CAC members also encouraged TPB staff to identify resources or programs that they can use to incentivize adoption of the Green Streets Policy. They suggested that technical assistance programs, like the Transportation/Land-Use Connections Program and the Transportation Alternatives Programs, could be potential tools to incentivize green streets adoption.

Members made some specific comments, including a suggestion that the National Parks Service be included in the survey about green streets implementation, as well future implementation activities. Another member expressed concern that to the extent that green streets promote pedestrian use, planners need to be concerned about potential negative impacts on traffic flows.

Update on the *Regional Transportation Priorities Plan* and Next Steps

Mr. Swanson of TPB staff said the comment period for the RTPP was open until January 11. He said that reaction to the most recent draft had been positive, in large part because staff had conducted considerable outreach in November and December, which informed a number of key revisions and helped to build consensus.

A participant at the meeting expressed concern that the plan's approval was being rushed. He suggested that prior to the plan's approval, TPB staff should conduct meetings throughout the metropolitan area to build consensus and educate the public. Mr. Swanson said he agrees that regional discussion is important but that such outreach can and should be conducted after the plan's approval. However, he said he believed it is important for the TPB to move forward now with approval so that we can move on to next steps.

A member expressed disappointment that the plan does not more explicitly address the environmental impacts of transportation projects and strategies for mitigating those impacts. She suggested that followup activities should focus on these issues.

Other Business

- *Upcoming TPB Agenda* – Bob Griffiths, Acting Co-Director of COG's Department of Transportation Planning, briefed the CAC on upcoming agenda items.
- *Update on TPB Public Involvement Activities* – John Swanson of TPB staff updated the CAC on issues related to TPB public involvement activities. He said that the 2014 CAC nominations would be posted on the MWCOG website by the close of business on January 10, and that the Board will vote on the nominations during the January 15 TPB meeting. He said that staff will update the TPB's Participation Plan in 2014, and that the process may include feedback from the CAC, including thoughts on how to improve the CAC application and nomination process. He also mentioned that the next session of the TPB's Community Leadership Institute, which was postponed last fall, will likely be rescheduled for March 2014.
- *Thanks and Recognitions* – This meeting was the last meeting that Stephen Still sat as chair. It was also the last meeting for Allen Muchnick, who retired from the committee after 21 years of service.

ATTENDEES CAC Meeting, January 9, 2014

Members Present

- Stephen Still, Chair (VA)
- Justin Clarke (MD)
- Veronica Davis (DC)
- Cherian Eapen (MD)
- John Epps (MD)
- Tracy Hadden Loh (MD)
- Allen Muchnick (VA)
- Emily Oaksford (DC)
- Lorena Rios (VA)
- Tina Slater (MD)
- Emmet Tydings (MD)
- Neha Bhatt (DC)

Alternates Present

- Tom Burrell (VA)
- Rosemarie Helen Savio (DC)
- Anita Hairston (DC)

Members not present

- Jeff Parnes (VA)
- Mark Skiles (VA)

Staff and Guests

Bob Griffiths, COG/DTP Staff
John Swanson, COG/DTP Staff
Ben Hampton, COG/DTP Staff
Bryan Hayes, COG/DTP Staff
Mike Farrell, COG/DTP Staff
Christine Green, Safe Routes to Schools
Bill Orleans, citizen
Colleen Hawkinson, DDOT
David Whyte, Kimley-Horn