
**COMMUNITY ADVISORY COMMITTEE
MONTHLY REPORT TO THE TPB**

May 15, 2024
Ra Amin, CAC Chair

The May meeting of the CAC was held virtually on Thursday, May 9. The meeting featured a discussion with Kanti Srikanth about the DMVMoves initiative, an update on the public outreach for Visualize 2050, and a presentation on the Regional Bus Stop Design Forum.

DMVMOVES: COG-WMATA REGIONAL TRANSIT INITIATIVE

Kanti Srikanth, Director, Transportation Planning Board, gave an overview of the initiative and the CAC's role in it. He said the initiative aims at coming up with a unified vision for transit in the region. There are two advisory groups that will assist a task force with the effort. The Community Partners Advisory Group (CPAG) will include the CAC. The chair, Ra Amin, has been asked to represent the CAC, assisted by the two vice-chairs as alternates, Ashley Hutson, and Richard Wallace. Ra Amin will provide the conduit for communications between the CPAG and the CAC, assisted by TPB staff. Kanti Srikanth described details of what the effort is all about, how it is organized, the goals of the effort, the work products, and the proposed schedule.

Member questions included the following:

Will the CPAG meetings be virtual or in-person? Will the public be able to view those meetings?

The work sessions will not be open to the public to allow for progress to be made among a very divergent representative group. The group may decide to hold an open meeting from time to time. The task force meetings will be open to the public. There is a community involvement component in addition to the two working groups to coordinate review of work products and feedback from the public.

What is the timeline?

It's envisioned as a two-year effort. The effort kicked off May 1. The first task force meeting is scheduled for June 10, with the first advisory committee work sessions being scheduled in June. Draft recommendations are expected by winter 2025, and an interim report is expected by spring 2025. The second year will focus on implementation of the recommendations.

Who is in charge of the effort?

This effort is a consensus-seeking process. It is hoped that the outcome will be actions that will be implementable, so working collaboratively will be key. Parties agree that the current system is not sustainable and that progress needs to be made. The process has four goals, starting with a vision of what a world-class transit system looks like, what the standards would be for such a system, what actions are needed to get there, what capital is needed, and how the system would be governed.

Regarding funding, how might that work? Would something like a land use tax or penalty be considered to discourage growth that is not near transit?

All ideas are on the table at the moment. There are several options to generate revenue that could be explored once the criteria for the funding is identified, for example, a criterion regarding reliability, and sustainability, that can be used to evaluate funding options.

The CPAG is a very diverse group. It includes business owners, labor unions, advocacy groups, and community organizations. How is this group going to be managed?

Two facilitators well-regarded in the transportation industry have been hired to manage the effort: Nuria Fernandez, who served as the administrator of the Federal Transit Administration, and Nick Donohue, Principal at Capitol Transportation Consulting.

Discussion concluded with noting that this will be a reoccurring topic on the CAC agenda with opportunities to share and discuss progress as the working group gets started.

UPDATE ON PUBLIC OUTREACH FOR VISUALIZE 2050 (NATIONAL CAPITAL REGION TRANSPORTATION PLAN) AND NEXT STEPS

Cristina Finch, TPB Transportation Planner, provided a briefing on comments received on the draft project inputs and scope of work for the Air Quality Conformity analysis of Visualize 2050 and the FY 2026-2029 Transportation Improvement Program (TIP). The TPB received a summary of comments in response to the technical inputs submitted for inclusion in the Visualize 2050 Air Quality Conformity (AQC) process. The 30-day comment period took place between March 1 and March 30. The committee received a presentation on the two documents to be reviewed at the May 15 TPB meeting, a summary of the public comments received, and an outline of the next steps in the process. Links to the documents were provided. Cristina Finch noted how the documents have been formatted to indicate any changes in the project inputs table. The project inputs table, after review and adoption by the TPB, will serve as the basis for the ten-month conformity analysis that needs to be undertaken to comply with Clean Air Act regulations. All the public comments received by the TPB were conveyed to the TPB Board last month.

Member questions included the following:

How did this public comment process compare to the last one?

The number of comments received this time were greater than in the past, mostly due to the use of an application, MetroQuest, that was publicized throughout social media and the jurisdictions. Over 800 comments were received via MetroQuest. It was noted that MetroQuest was not a formal survey and that the results are not statistically significant.

Will there be any evaluation? How will feedback on the public comment process be gathered?

TPB staff continue to examine the public comment process and are open to understanding more from the CAC about this public comment effort.

What's the difference between a study and a survey? Does TPB do any formal surveys?

A survey is a statistically significant information-gathering effort. The TPB undertakes a survey whenever there is an effort that they believe might benefit from robust information-gathering. The TPB does two substantial surveys: the Regional Travel Survey done once every ten years, and the State of the Commute Survey produced by Commuter Connections, which is undertaken every three years. TPB has a budget to undertake these surveys. There has been discussion of doing the travel survey more frequently.

REGIONAL BUS STOP DESIGN FORUM

Pierre Gaunard, TPB Transportation Planner, gave an overview of a workshop held by the Regional Public Transit Subcommittee on the Bus Stop Design Workshop on April 23. More than 50 organizations attended. The workshop looked at new types of stops, such as floating island stops

and bulb-outs. Forum discussions included design of floating bike lanes, use of tactile surfaces, fixed signage, shade provision, as well as accessibility and safety features. Pierre Gaunaurd was asked to return to the June meeting to follow up with feedback and discussion due to time constraints.

OTHER BUSINESS

CAC Chair Ra Amin asked committee members who participated in the Community Leadership Institute to share their reflections at the next meeting. He also mentioned two ideas for future CAC consideration: an “Act Locally” component to add to each meeting in which CAC members could share something about what they are doing in their communities and an oral history of the CAC.

ATTENDANCE

Members

Ra Amin, Chair
Ashley Hutson
Christina Farver
Daniel Papiernik
Zach Israel
Kalli Krumpos
Lorena Rios
Maribel Wong

Mark Scheufler
Bernie LoCascio
Jeff Parnes
Gail Sullivan
Richard Wallace

Staff

Kanti Srikanth
Rachel Beyerle
Leonardo Pineda
Pierre Gaunaurd
Cristina Finch
Laura Bachle