

REPORT

TPB Citizens Advisory Committee
April 16, 2003
Karren Pope-Onwukwe, Chair

The Citizens Advisory Committee met on April 10. Items under discussion included an analysis of Census data looking at low-income and minority communities, and a briefing on issues related to the 2003 Update to the Constrained Long-Range Plan.

Briefing on Analysis of Demographic and Transportation Data Related to Low-Income and Minority Communities.

Wendy Klancher of the COG/TPB staff briefed the CAC on U.S. Census information related to low-income communities and race. Her presentation focused on east-west regional divisions, as highlighted in the Brookings' report "A Region Divided." Ms. Klancher noted that the eastern side of the region—what has been defined as areas east of I-95 in Virginia and Maryland and east of 16th Street, NW in the District of Columbia—has the majority of the region's African American population (80%). The eastern side of the region also had the largest concentrations of poverty. The Western side of the region includes the majority of the Asian, Hispanic and White population. Job growth on the western part of the region outpaced job growth on the eastern side of the region 20 to 1. Overall, 60% of the region's population and jobs were found on the western areas, with 40% on the eastern side.

The number of transit users dropped 16% in the eastern side of the region, largely due to the loss of workers. On the western side of the region, the number of transit users increased 4%. However, the use of single occupant vehicles (SOVs) also increased 18% in the western areas, while SOV use increased only 2% in the east.

A decline in federal employment on the eastern side of the region was a prime factor influencing changes in commuting patterns over the last decade. Job growth occurred in places that were less transit-friendly.

The share of people using transit to get to work held steady in areas well served by transit. In areas with higher poverty, the transit mode share is higher. In "poverty areas" (6% or more of the population below U.S. poverty line), 19% of workers used transit, compared to 8% in "non-poverty" areas.

CAC members raised a number of questions and comments:

- Members generally agreed that overall, this data was very important and needs to be shared.
- Members asked if the following analysis could be provided:
 - Trends from Census data between 1980 to 1990;
 - Average commute time in the eastern and western sides;
 - Percentage of each population group in the east and the west, rather than regional shares of each population group.
- A member emphasized that this information supports the argument that congestion has been exacerbated by employment decisions to locate jobs on the western side of the region.
- Another member said that market forces should not be left to determine land use. He said that policy decisions can play a pivotal role in creating transit-oriented development.

Constrained Long-Range Plan (CLRP) Development Process

Jerry Miller of the COG/TPB staff explained the process for this year's update to the CLRP, including how the plan update ties into the schedule for updating the State Implementation Plans for air quality attainment.

Members' questions and comments included:

- A member asked how the CLRP update ties into the Regional Mobility and Accessibility Study (RMAS) and the Vision. Jerry Miller explained that the CLRP is financially constrained. The RMAS will look at various future scenarios that are not financially constrained. The RMAS will measure the effectiveness of these various scenarios based on goals laid out in the Vision.
- A member asked how the RMAS will influence the CLRP. Mr. Miller replied that the findings of the RMAS will inform, and hopefully sharpen, the debate about which transportation solutions should be pursued to achieve the Vision's goals. But, he said, the RMAS findings will not definitively answer which directions need to be taken.
- A member expressed frustration that it seems to him that modeling has almost exclusively become an exercise in meeting air quality objectives. He said he had long hoped that modeling and analysis could be used to produce better overall planning. Three years ago, he said, the CAC had worked to rate the CLRP according to the goals of the Vision, which turned out to be a very difficult exercise. But nonetheless, he said that some effort needed to be made to compare the CLRP to the Vision. He

suggested that, at least, an analysis should be done to see how the CLRP relates to the issues laid out in the Brookings' Region Divided report.

CAC Outreach Meetings

An outreach meeting has been scheduled for May 20 in New Carrollton. The meeting is titled "The Purple Line: What Would It Mean for Prince George's County?" It will feature County Executive Jack Johnson, County Council Member Tom Hendershot, and MTA Director of Planning Henry Kay. This forum will be moderated by Peter Shapiro, who chairs both the Prince George's County Council and the TPB.

An outreach meeting in the District of Columbia has been preliminarily planned for May. It will be titled "Show Me the Money: Financing D.C.'s Transportation System." DC Councilmember and WMATA Chairman Jim Graham will be a featured speaker along with Dan Tangherlini, DDOT Director. The session will be moderated by Phil Mendelson, DC councilmember and TPB vice chair.

A third meeting will be held this spring in Northern Virginia.

Discussion and Passage of Resolution Regarding the Projects Endorsed by the TPB at its March 19 Meeting

CAC members discussed the TPB's endorsement on March 19 of project lists that local jurisdictions had submitted to Congress for consideration in the forthcoming six-year reauthorization of federal transportation legislation.

CAC members agreed that the TPB should be reminded that in 2001 the Board had established Metro as a regional transportation priority. The CAC approved a resolution asking the TPB to send a letter to the House Transportation and Infrastructure Committee indicating that Metro is a regional priority, as established in the TPB's April 2001 resolution.

A copy of the CAC resolution is attached.

ATTENDANCE

CAC Meeting

April 10, 2003

Members

1. Karren Pope-Onwukwe, MD, Chair
2. Nathaniel Bryant, MD
3. Jim Clarke, MD
4. Federico Cura, VA
5. Dennis Jaffe, DC
6. Allen Muchnick, VA
7. Lee Schoenecker, DC
8. Stewart Schwartz, VA
9. Merle Van Horne, DC

Alternates

Harold Foster, DC
Harry Sanders, MD

Members Not Present

Steve Cafilisch, MD
Bob Chase, VA
John Edwards, VA
Glen Harvie, MD
Nancy Jakowitsch, DC
Jacque Patterson, DC

COG/TPB Staff

Jerry Miller
Wendy Klancher
John Swanson

RESOLUTION

Of the TPB Citizens Advisory Committee

Approved April 10, 2003

The CAC requests that the TPB communicate to the U.S. House of Representatives Transportation and Infrastructure Committee that Metro should be a regional transportation priority, as established in TPB Resolution R36-2001, which was approved by the TPB on April 18, 2001.

Attached to this resolution is a copy of TPB Resolution R36-2001, which is referenced above.

TPB R 36-2001
April 18, 2001

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, NE
Washington, D.C. 20002**

**RESOLUTION RECOGNIZING THE TREMENDOUS SUCCESS
OF METRORAIL ON ITS 25TH ANNIVERSARY, AND
DECLARING PRESERVATION, REHABILITATION, AND
CAPACITY EXPANSION FOR THE EXISTING METRORAIL SYSTEM
TO BE A REGIONAL PRIORITY**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Transportation Equity Act for the 21st Century (TEA-21) of 1998 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the Washington Metropolitan Area Transit Authority (WMATA) began to operate the Metrorail system for revenue service on March 29, 1976, and;

WHEREAS, the entire planned 103-mile Metrorail system was completed and opened for service on January 13, 2001, and;

WHEREAS, at the Metrorail system's 25th Anniversary, it has grown to be the second-largest rail system in the United States, carrying 605,000 passengers on an average weekday, and;

WHEREAS, today the Metrobus and Metrorail system together provide a total of 1.1 million passenger trips on an average weekday, and carry approximately 40% of peak period trips into the regions' core, and;

WHEREAS, ridership on the system has increased more than 20 percent over the past three years and continues to grow rapidly, and at a pace that is approaching current capacity capabilities; and

WHEREAS, growth in transit ridership must be accommodated in order to maintain regional mobility levels and help the region to continue to meet air quality conformity requirements;

WHEREAS, on October 18, 2000 the TPB approved the *2000 Update to the Financially Constrained Long-Range Transportation Plan (CLRP) for the National Capital Region*, which included only those projects and programs that can be accommodated within the funding reasonably expected to be available, as required by federal planning regulations; and

WHEREAS, the funding identified in the 2000 CLRP addressed only 88 percent of the \$6.5 billion (constant 2000 dollars) requested by WMATA for preservation and rehabilitation of the existing Metrorail system through the year 2025; and

WHEREAS, no funding could be identified in the 2000 CLRP to address the \$1.54 billion (constant 2000 dollars) requested by WMATA for access and capacity enhancements to accommodate ridership growth on the existing Metrorail system through the year 2025; and

WHEREAS, there are a limited number of transit capacity expansion projects included in the currently adopted Constrained Long Range Plan (CLRP) for the metropolitan area;

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

Recognizes the tremendous success of Metrorail on its 25th anniversary,

Declares that addressing unmet preservation, rehabilitation, and capacity expansion needs for the existing Metrorail system is a regional transportation priority,

Urges that reliable sources of funding be identified by the federal, state, and local governments at the earliest possible time to address the unmet needs