

REPORT
TPB Citizens Advisory Committee
April 18, 2012
Tina Slater, 2012 CAC Chair

The CAC's meeting on April 12 included a briefing on the TPB's Household Travel Survey of seven specific geographic subareas and a discussion of topics and issues the CAC would like to focus on this year, including the Regional Transportation Priorities Plan (RTPP). At the end of the meeting, the CAC passed a resolution (attached to this report) recommending that the TPB establish a working group to provide input on the RTPP.

Briefing on Household Travel Characteristics and Behavior in Seven Focused Geographic Subareas of the Region

Bob Griffiths of the TPB staff briefed the committee. He said that in 2011, the TPB conducted a survey of 2,400 households in seven focused geographic subareas of the region to obtain demographic information and travel data for more intensive analysis of specific growth and transportation issues. These locations included Logan Circle (DC), White Flint (Montgomery), Purple Line International Corridor (Montgomery/Prince George's), Largo (Prince George's), City of Frederick, Reston (Fairfax) and Woodbridge (Prince William). Mr. Griffiths briefed the CAC on comparisons of the household travel characteristics and behavior identified in these seven locations.

Following Mr. Griffiths' presentation, John Swanson of TPB staff engaged the CAC in a focus group-style session to solicit feedback from committee members about the focused Household Travel Survey and the results presented by Mr. Griffiths. Feedback from members included the following:

General observations about the results

- The study makes it clear that transit must be within reasonable distance if we expect people to use it. Perhaps it would be useful to correlate or cross-tabulate non-auto trips with proximity to transit (both bus and rail).
- The number of auto-passenger trips (as distinct from "driver trips") seems surprisingly low in many of the study areas.
- Public spending on transportation does not seem to be aligned with travel behavior. In some areas, half of all trips are by bicycle or on foot, but nowhere near half of transportation spending is on these modes. One member said that another way to view this is to say that bicycling and walking should be encouraged and that additional investments should be made to facilitate travel by bike or on foot, since it requires so much less spending and is therefore much more cost-effective.

Suggestions for further analysis and/or future surveys

- More attention should be paid to neighborhoods east of the Anacostia River. So far, none of the studied neighborhoods in the District of Columbia are east of the river.

- More attention should be paid to low-income neighborhoods. It seems that many of the study areas so far have median incomes that are above the regional median.
- Information on multi-modal trips should be collected. More and more, people are using different modes to get from Point A to Point B.
- The relationship between transit use and the overall distance of a person's trip should be explored. This might help answer questions like, "Do people who live in Reston work in Reston?"
- Characteristics of the physical environment in each of the study areas should be collected and/or studied. Availability of transit, sidewalks, and bicycle lanes could affect travel behaviors.

Comments and suggestions on presenting the survey results

- Data should be presented in graphical form.
- The presentation should describe how this information is used by the TPB and its member jurisdictions.
- Data should be related to regional averages and county averages. This would provide useful context that is currently missing.
- Showing any available historical data would be useful in determining how observed characteristics and travel behaviors have changed over time.

In response to these comments, Mr. Griffiths explained:

- Staff will be calculating miles of travel per household and miles of travel per person, in order to provide an added level of detail and analysis.
- Survey areas are chosen based on input from member jurisdictions, which often choose:
 - areas where planners are expecting change to occur soon (so as to have a baseline against which to compare changing characteristics and behaviors);
 - areas that "work well" now (so as to provide insight into why some areas work and others don't); or,
 - areas or corridors where improvements may be needed, but local travel behavior information would be useful in planning the improvements.
- Staff plan to add graphs and maps to the presentation of data and analysis.

Discussion on the TPB's Draft Complete Streets Policy

John Swanson of the TPB staff distributed the latest version of the draft TPB Complete Streets Policy. He told the committee that TPB staff had revised the previous draft to respond to comments made in March by the CAC and members of the TPB. Mr. Swanson noted that the draft now included a document explicitly called a "Complete Streets Policy" while previously the draft had been called a "Template." He further noted that the new draft responded to a number of CAC requests for clarification regarding documentation. Mr. Swanson noted that the draft had been included as a discussion item on the TPB's April agenda.

A number of CAC members noted that the new draft was much improved and they expressed appreciation to TPB staff for responding to the committee's concerns. Instead of making

additional comments at this time, the committee indicated that it would await the outcomes of the TPB's discussion of this item at the April 18 meeting.

Election of CAC Vice Chairs for 2012

According to the TPB Participation Plan, the CAC is required to annually elect two vice chairs. Because this year's CAC chair is from Maryland, the two vice chairs were elected from the District of Columbia and Virginia.

The following two individuals were elected unanimously:

- Veronica Davis, District of Columbia
- Stephen Still, Virginia

Discussion of Various Issues for the CAC to Address in 2012

CAC members expressed interest in the following topics:

- ***Street Smart.*** Members strongly suggested that the CAC should be given the chance to provide meaningful input early in the development of next year's Street Smart campaign. Members noted that this year, the committee had been briefed on the campaign at a very late stage in the development process. They asked that the committee be used as a focus group next year to provide feedback early in developing the campaign.
- ***Unfunded transportation needs.*** Members suggested that the CAC and the TPB broadly should discuss the unfunded transportation needs of the region in a more comprehensive manner:
 - A new member said he thought the region needed to develop a long-range transportation master plan that would pull together bold new projects for the region, including consideration of bridges across the Potomac River.
 - Another member suggested that the TPB should pull together a comprehensive list of the unfunded transportation projects that have been planned by the TPB's member jurisdictions. The state DOTs and WMATA might be asked to brief the committee and the public on these unfunded projects.
- ***Requested Briefings.*** Members asked to receive briefings on the following subjects:
 - *Bike-to-Work Day:* What are its impacts, including how it affects the use of other modes?
 - *The public acceptability of congestion pricing:* What are the results of the TPB's study on this subject?
 - *Transportation issues related to low-income and minority communities:* What is the TPB doing on these issues?
 - *Bike-sharing:* As the region looks to expand this program, what have we learned so far?

- *Land-use forecasting*: What is the process for incorporating land-use planning into the TPB's analysis, especially the role of COG's Planning Directors Technical Advisory Committee in developing the land-use inputs for the TPB's travel forecasts?
- *Greater Washington 2050*: What is the status of implementing transportation recommendations from the Region Forward vision document?

Discussion of the CAC's Role in the Development of the Regional Transportation Priorities Plan

In discussing the year ahead, many members said the CAC should focus attention on the development of the Regional Transportation Priorities Plan (RTPP), which is currently underway. Long-term CAC members in particular emphasized that this planning activity was largely instigated through CAC efforts, based upon the committee's assessment that the region needs to conduct long-range planning activities, including public outreach, beyond the confines of the TPB's Constrained Long-Range Plan (CLRP). Several members expressed confusion about where the RTPP is in the development process. This year will be very important because the process for developing the RTPP will be established. Members noted that the committee should seek to be actively involved in the plan's development, including the design and implementation of outreach activities, and the determination of methods for identifying priorities, including performance measures and benefit/cost analysis.

Some members suggested that TPB staff should provide a monthly report to the CAC on the plan. They further noted that a number of documents related to the RTPP had been assembled over the years, including information about the long-range planning activities of other metropolitan planning organizations around the country. A member asked if all those documents could be assembled on the web under a single URL that could be accessed by CAC members.

Finally, Larry Martin proposed a resolution. As background, he said that if the CAC is going to be involved in the RTPP in a meaningful way, there needs to be a forum for the input of the committee as well as for other stakeholders. He noted that the task force that developed the scope for the RTPP had apparently not met since last summer.

Mr. Martin proposed a CAC resolution, which was seconded, calling upon the TPB to either re-establish the scoping task force or establish a new group to provide regular, substantive input into the development of the RTPP. Another member suggested that the TPB should be asked to include CAC members in such a committee.

Maureen Budetti made a motion, which was seconded, to table this resolution until next month so the committee could have more time to consider it. Some members expressed support for the motion to table the resolution, but other members noted that Mr. Martin's resolution would make a recommendation to the TPB that was straight-forward but essentially non-binding. Ms. Budetti's motion to table the resolution was defeated in a voice vote.

The resolution, which is attached, was passed unanimously by the committee.

ATTENDEES
CAC Meeting, April 12, 2012

Members Present

1. Tina Slater, Chair
2. Maureen Budetti (VA)
3. Veronica Davis (DC)
4. Bill Easter (MD)
5. Harold Foster (DC)
6. Kelby Funn (MD)
7. Larry Martin (DC)
8. Allen Muchnick (VA)
9. Krystle Okafor (MD)
10. Jeffrey Parnes (VA)

11. William Soltesz (VA)
12. Stephen Still (VA)
13. Emmet Tydings (MD)

Members Not Present

1. Anita Hairston (DC)
2. Rob Mandle

Alternates Present

Justin Clarke (MD)
John Epps (MD)

Richard Ellis (MD)
Mauricio Hernandez (DC)
Kimberley Kaplan (VA)
Tracy Hadden Loh (DC)
Peter Pennington (VA)

Staff and Guests

Bob Griffiths, COG/TPB staff
John Swanson, COG/TPB staff
Ben Hampton, COG/TPB staff
Bill Orleans, citizen

RESOLUTION

Of the Citizens Advisory Committee (CAC) Of the National Capital Region Transportation Planning Board (TPB)

Recommending that the TPB Establish a Working Group to Oversee the Development of the Regional Transportation Priorities Plan

April 12, 2012

As described in the CAC's report to the TPB of April 18, 2012, the CAC has a long-standing interest in the development of a Regional Transportation Priorities Plan (RTPP). The committee's past recommendations helped to spur the initiation of the RTPP's development, which began in mid-2011 and is slated to be completed in mid-2013. The committee continues to believe that the RTPP is a vital planning activity for the region, but the CAC notes that no working group or task force currently exists to oversee the plan's development.

Considering these factors, the CAC provides the following recommendation:

The TPB should either 1) re-establish the task force that in 2010 and 2011 oversaw the development of the scope and process for the Regional Transportation Priorities Plan (RTPP) or 2) establish some new structure to provide regular and substantive input in the development of the RTPP. The CAC further asks that this oversight group include members of the CAC in its membership.

*Approved unanimously by the TPB CAC
April 12, 2012*