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

October 16, 2024
Ra Amin, CAC Chair

The October meeting of the CAC was held in-person/hybrid on Thursday, October 10. The new CAC recruitment promotional video was played before the meeting. The meeting featured a discussion of DMVMoves, an update on the Visualize 2050 TPB decisions and plan development status to date, a presentation and discussion on the 2023 Washington-Baltimore Air Passenger Survey, an “Act Locally” round-robin, updates on CAC recruitment, and an announcement on the October 31 Safety Event.

DMVMoves UPDATES

Ra Amin, Chair, briefed the membership on the key take-aways from the September 23 Task Force meeting. Chair Amin asked for any CAC volunteers who might be interested in diving deeper into the details of the effort. TPB staff will poll the membership for interest and set up a time for this discussion. It will also remain a regular part of the CAC agenda. There was discussion about public involvement in the effort. The CAC asked about a possible public-facing event, perhaps one that might be co-sponsored by one of WMATA’s community advisory committees and involving the CAC, to provide a forum for additional public input on the effort.

VISUALIZE 2050 UPDATE

Cristina Finch, Transportation Planning Manager, recapped the decisions made by the TPB regarding the two options to include in the air quality conformity analysis (one that includes the I-495 Southside Express Lanes project and one without), updated the CAC on the new schedule for the plan, and described the current plan development phase on the non-regionally significant for air quality project inputs. She said the next opportunity for public comment will occur when there is a fully drafted plan and will return to speak with the CAC before that time.

Questions and comments included the following:

2050 is only 26 years away. It’s short-sighted not to have fully built out and funded the core Metro system years envisioned ago. The plan’s major projects shared this past spring still don’t achieve this objective.

A member inquired about the meaning of a fiscally constrained transportation plan and how different funding mechanisms can result in different effects. For example, we pay for water by the gallon. If you have a leaky faucet, you are motivated to fix it so you save money. Does Visualize 2050 look at different funding mechanisms and how that may affect human behavior? Initiatives such as DMVMoves are looking at these sorts of questions. Only reasonably expected funding sources are part of the Visualize 2050 planning process though future transportation plans may incorporate new funding sources developed through parallel efforts.

2023 WASHINGTON-BALTIMORE AIR PASSENGER SURVEY

Kenneth Joh, Ph.D, TPB Transportation Planner provided a briefing on the general findings from the 2023 Washington-Baltimore Air Passenger Survey. Discussion focused on survey findings of passenger characteristics, airport ground access trends, differences in airport choice and key takeaways. The members took a few polls to get an understanding of how the survey worked. Results mirrored the findings in the study.

Questions and comments included the following:

How is the information used? Airports use the information to develop their plans and operations. There are several details in the survey that assist with airport planning, such as parking usage and even airport concessions.

Is this type of survey done by all MPOs? Is it a national survey? No, it's not national, and it's not prescribed. TPB is ahead of the curve. Other places do survey, but typically not COGs. It's unique because it is a coordinated effort across the region.

Has there been any consideration on doing a general aviation survey? Not sure that has been discussed. This could be brought up in the future. There is a lot of general aviation use in the region.

Do you consider the roads people use to get to the airport, for example, asking how the roads were? This survey did not look at specific routes people take, but we do look at statistical data outside the survey that provides some information on this topic.

When was the survey started? Have the questions changed much? The survey has been conducted every two years since 2005. There have been some revisions to the survey instrument, but the core questions have remained the same so we can compare trends over the years.

What's the demand for this data beyond its use by airports? Do other transportation providers use it? Other providers such as WMATA could use it. For example, they could see how many people are using Metro to get to the different airports.

ACT LOCALLY ROUND-ROBIN

Chair Amin opened discussion on the activities that members are doing in their local communities. Members have written letters to the Washington Post that have been cited in subsequent transportation-related publications and worked on outreach about public safety improvements for walking and biking. Members are also working on getting communities involved in the H Street re-design. There was also discussion on how transportation safety improvements such as traffic calming are programmed, including the voting procedures and how to advocate for these improvements. Members have also engaged in walk audits. Members expressed an interest in learning more about walk audits.

CAC RECRUITMENT AND THE OCTOBER 31 SAFETY SUMMIT

Laura Bachle, Transportation Planner, briefed the committee the open recruitment for the CAC, asking everyone to re-apply and also share the opportunity with their groups. She also outlined the plans for an October 31 safety summit.

ATTENDANCE

Members

Ra Amin, Chair
Christina Farver
Heather Ganoa
Lorena Rios
Maribel Wong
Rick Rybeck
Timothy Davis

Jeff Parnes
Gail Sullivan
Ashley Hutson
Zach Israel
Nancy Abeles
Kalli Krumpas
Larkin Turman

Staff

Leonardo Pineda
Rachel Beyerle
Laura Bachle
Cristina Finch
Kenneth Joh
Lyn Erickson