

REPORT

TPB Citizens Advisory Committee October 15, 2008 Larry Martin, CAC Chairman

The normal business meeting of the CAC on October 9 focused on discussion of the Street Smart Program, the Priority Regional Bicycle and Pedestrian Projects, and the TPB Policy Principles for Federal Transportation Authorization. The 2008 CLRP and 2009-2014 TIP were also formally released for public comment and briefly discussed at this meeting.

Briefing on TPB Bicycle and Pedestrian Activities including the Priority Regional Bicycle and Pedestrian Projects and the Street Smart Program

Michael Farrell of TPB staff presented to the Committee the list of Priority Regional Bicycle and Pedestrian Projects developed by the TPB Bicycle and Pedestrian Subcommittee. He explained that this list is developed annually and conveyed to the TPB for consideration for inclusion in the next TIP (FY 2010-2015). He said that the projects on the list are all currently unfunded, and the development of the priority list is intended to promote the importance of the projects in state and regional-level discussions of transportation funding priorities.

CAC members asked about how projects are identified as “priorities” and how they could potentially be funded, including funding by land developers. Mr. Farrell described how each local jurisdiction comes up with priority project lists and considerations of regional, cross-jurisdictional significance are also applied in developing the list. He also explained that most of the projects on the list involve retrofits of already-developed areas, so developer funding is not a possibility in most cases. Members also raised concerns about the consistency in application of design standards for bicycle and pedestrian facilities around the region, as some facilities seem to have created safety hazards.

The CAC voted to endorse the Priority Regional Bicycle and Pedestrian Project List and call upon the TPB to include these projects in the FY2010-2015 TIP.

Mr. Farrell also updated the committee on the Street Smart pedestrian safety campaign. He summarized the program’s Annual Report, including information about the advertising campaign and survey results indicating the reach of the campaign’s message and possible influence on behavior.

Discussion by the CAC on the Street Smart program included the choice of languages used for radio advertising and informational flyers, and the reasons for disparities in pedestrian injury and fatality statistics among ethnic groups. Members also discussed

ways in which TPB staff can better track and communicate the impact of the campaign, including additional performance data and ways to normalize crash data based on trends in pedestrian exposure.

Briefing on TPB Policy Principles for the 2009 Authorization of Federal Surface Transportation Programs

Darren Smith of TPB staff provided the CAC with an overview of the five policy principles approved by the TPB at its September 17 meeting for the 2009 Authorization of the Federal Surface Transportation Programs. He said the current transportation program, SAFETEA-LU, is set to expire on September 30, 2009. He summarized the various proposals for the new transportation program from various commissions and interest groups. He summarized the five TPB policy principles. He asked for suggestions as to how the CAC could participate in the reauthorization of the federal surface transportation program and suggested two ideas: the CAC provide input to the TPB as it develops more specific policy recommendations for authorization; and the CAC could assist the TPB in building region consensus and national coalitions around policy principles.

Comments from CAC members included:

- What is the TPB trying to achieve through these policy principles?
 - Staff responded that many metropolitan planning organizations (MPOs) around the country are following suit in developing similar principles. Additionally, the Association for Metropolitan Planning Organizations (AMPO) has in the past organized a collective MPO voice for the federal transportation authorization and will likely do so again.
- One member asked why the TPB did not advocate for higher density land-use development around transit corridors through these policy principles. Another wondered if the link between land-use and transportation has actually been realized, in terms of increasing transit use and decreasing congestion.
 - Staff responded the federal transportation program focuses on transportation funding, not locally-governed land-use policy. A CAC member added that the concept of “smart growth,” a term used to describe compact, dense developments near transit, has not been implemented on the ground until recently and cannot be analyzed just yet.
- The CAC discussed the different requirements for project selection for highway and transit projects. They discussed cost/benefit analysis as a new measure, and wondered if it could be applied equally to both highway and transit projects.
- A member of the public suggested that the CAC could take two approaches with regard to the authorization of the federal surface transportation programs:
 - Work in conjunction with the Metro Rider’s Advisory Council and other local and regional citizen’s organizations to develop advocacy positions.
 - Reach out to CACs from other MPOs around the country to develop advocacy positions.

Chair Martin suggested that the CAC gather comments on transportation priorities to submit to the TPB. The CAC will work with TPB staff to determine the most appropriate timing for the delivery of its recommendations to the TPB.

Other CAC Business

- Darren Smith of TPB staff updated the Committee on the schedule for TPB approval of the 2008 CLRP and FY 2009-2014 TIP, and the call for projects for the 2009 CLRP and FY 2010-2015 TIP. Members had some project-specific questions about the 2008 CLRP and FY 2009-2014 TIP that will be addressed as part of the formal public comment process.
- Sarah Crawford of TPB staff provided an overview of items on the October 15 TPB Agenda. This included detail about Item 8, during which the TPB will be asked to approve the release of the call for project applications for the Transportation/Land-Use Connections (TLC) Program along with a revised project selection process.
- The CAC discussed the possibility of alternative locations and schedules for regular business meetings and/or special outreach meetings of the Committee. Members noted the difficulty in finding suitable, transit-accessible locations in outer jurisdictions, but discussed possibilities for remote participation such as tele- or video-conferencing.

ATTENDANCE CAC Meeting, October 9, 2008

Members in Attendance

1. Larry Martin, DC, Chair
2. Harold Foster, DC
3. Farrell Keough, MD
4. Bill Klenke, MD
5. Robin Marlin, DC
6. Allen Muchnick, VA
7. Emmet Tydings, MD
8. Shirley Williams, DC

Alternates in Attendance

Members Not in Attendance

1. Jim Larsen, VA
2. Grace Malakoff, DC
3. Suresh Narasimhan, VA
4. Todd Reitzel, MD
5. Daphne Sahlin, VA
6. Lynn Shanton, MD

Staff/Others

Sarah Crawford, COG/TPB
Michael Farrell, COG/TPB
Rex Hodgson, COG/TPB
Darren Smith, COG/TPB
Allen Greenberg
Bill Orleans