

REPORT
TPB Citizens Advisory Committee
March 19, 2014
Tracy Loh, 2014 CAC Chair
Stephen Still, 2013 CAC Chair

The 2014 CAC held its first meeting due to the February weather cancelation. Introductions were delivered by members and staff. TPB Chairman Patrick Wojahn also introduced himself and gave an overview of plans for 2014. The major business item was to discuss the comparative assessment between the Regional Transportation Priorities Plan (RTPP) and the 2014 Constrained Long Range Plan (CLRP).

Introductions for the 2014 CAC

The CAC conducted its first meeting of 2014. Approximately one-third of the members and alternates are new to the CAC, and bring new energy and experience. Returning members include some veterans with considerable insight into long standing issues of interest to the CAC. Members described their professional backgrounds and relayed some personal experiences from transportation. Staff supporting the CAC were introduced to the members.

Discussion with the 2014 TPB Chair, Patrick Wojahn

Chairman Wojahn provided a summary of his involvement in local transportation issues, and what brought him to the TPB. He gave an overview of pressing issues for the region, and priorities for the 2014 TPB. He thanked the CAC for its service and reminded members of the contributions the Committee has made in the past to the advancement of transportation in the region.

Discussion on the Comparative Assessment between the FY2014 Constrained Long-Range Plan (CLRP) and the Regional Transportation Priorities Plan

Mr. Swanson of TPB staff presented a revised memorandum that discussed staff plans to conduct an assessment of the comparison between the CLRP and the RTPP.

Prior to the meeting, members had suggested various refinements to the memo.

- Inclusion of a timeline that provided key milestones and activities by month throughout 2014.
- Specific mention of the RTPP provision that jurisdictions are required to provide a report to the TPB describing how the RTPP influenced their CLRP submissions.

The latest version presented by staff included these suggested edits.

The CAC conducted a comprehensive focus group review of the memorandum and general issues surrounding the relationship between the CLRP and the RTPP. Some of the major discussion points and contributions included:

- Revision in the planning process is required if we cannot more clearly articulate the relationship between the RTPP and the CLRP and how the RTPP is linked to specific action in the CLRP.
- The assessment should draw on learnings from prior planning processes. For instance, the evaluation process used in the Region Forward plan could be a model. Comparative metrics between the CLRP and the RTPP could use simple but descriptive measures. Assessment results could be color coded with green meaning "very aligned", yellow meaning "somewhat aligned", red meaning "not aligned."
- A goal of the Phase II assessment due in September 2014 should be to upcoming influence local and state budget planning cycles.

Overall recommendations of the CAC include the following:

- The assessment should be quantified whenever possible. Certainly many CLRP projects can be classified in broad classifications, either aimed at improving the "state of good repair," or focused on "improving transportation efficiency." Those priorities that cannot be directly quantified can be described with color-coded scorecard assessment graphics to indicate relative progress.
- Expectations for the September assessment are higher than for the preliminary review due in April. By September various quantitative measures should be in place.
- The RTPP requirement that jurisdictions write a report describing how the RTPP influenced their CLRP submissions should be enforced and expectation of timing be specified.
- The 2015 CLRP Call for Projects needs to be stronger in requiring jurisdictions to indicate how each project advances specific priorities in the RTPP.
- To the extent that essential priorities are not being addressed in the CLRP, these need to be called out for action. A clear example is executing WMATA's Momentum Plan provision for expansion of core Metro capacity that was also expressed in the RTPP. The 2014 CLRP project submissions, which were released at the CAC meeting, do not address this priority.

The CAC expects further discussion on this topic for the next several meetings.

ATTENDEES
CAC Meeting, March 13, 2014

Members Present

1. Emmet Tydings (MD)
2. John Epps (MD)
3. Veronica Davis (DC)
4. Erin McAuliff (DC)
5. Zachary Smith (DC)
6. Tina Slater (MD)
7. Cindy Petkac (DC)
8. Tom Burrell (VA)
9. Stephen Still (VA)
10. Andrea Hamre (VA)
11. Jeffery Parnes (VA)
12. Lorena Rios (VA)

Alternates Present

- Cherian Eapen (MD)
Gary Hodge (MD)
Karen Young (MD)
Rick Holt (VA)
Doug Stewart (VA)

Members Not Present

1. Neha Bhatt (DC)
2. Tracy Hadden Loh (MD)
3. Jarrett Stoltzfus (MD)

Staff and Guests

Patrick Wojahn, TPB Chair
Bob Griffiths, COG/DTP staff
John Swanson, COG/DPT staff
Bryan Hayes, COG/DTP staff
Ben Hampton, COG/DTP staff
Dan Sonenklar, COG/ DTP staff
Christine Green, Safe Routes to
School National Partners
Bill Orleans, citizens