

Summary

2012 CAC Year-End Discussion

At the last meeting of the 2012 CAC on January 17, 2013, the committee held a facilitated discussion to evaluate its activities, and to set a framework for establishing future priorities. This document synthesizes the results of this year-in-review conversation, and aims to serve as a springboard for the 2013 CAC establish goals for the upcoming year.

Accomplishments of 2012 CAC

Members of 2012 CAC hoped to accomplish two different but related goals: (1) enhance their own personal education about transportation challenges in the region, and (2) influence regional transportation policy. Over the course of the year, the CAC successfully contributed in the following ways:

- **Assertive in Pushing TPB Action:** Members of the 2012 CAC felt that they made great inroads towards advocating for various issues. Several CAC meetings included focused discussions where input from the CAC directly contributed to TPB recommendations.
- **Regional Transportation Alternatives (TA) Program:** The CAC was instrumental in urging the TPB to begin conversations about establishing and implementing a regional Transportation Alternatives Program, which was a new requirement of MAP-21. The TA Program provides funding on a competitive basis to projects considered "alternatives" to traditional highway construction, and combines three former federal programs: Transportation Enhancements (TE), Safe Routes to Schools (SRTS), and Recreational Trails (RTP).
- **Street Smart Pedestrian Safety Campaign:** The CAC established a way to regularly participate in the planning for this annual public safety campaign by acquiring formal representation to the Street Smart Advisory Committee.
- **Regional Complete Streets Policy:** The CAC successfully advocated for the TPB to develop and adopt a Regional Complete Streets Policy, which encourages TPB member jurisdictions and agencies that do not already have a Complete Streets policy in place, or who are revising an existing policy, to adopt a Complete Streets policy that includes common elements that the TPB believes represent current best practices.
- **TPB Information HUB:** The CAC assisted TPB staff in developing this clearinghouse "one stop shop" website that provides information on regional transportation processes, regionally significant projects, and important stakeholder contact information. The HUB is still being completed, and the intent is to release this website later in the year.

Continued Efforts Needed in 2013

Though the CAC has made great strides in affecting regional policy, there are a number of areas that will need continued focus and support to ensure success.

- **Continue To Be Assertive:** To effectively address regional transportation challenges and engage a variety of stakeholders, the CAC should be proactive and concentrate on issues in conjunction with

broader state-level discussions. When information items are presented to CAC, TPB staff should prompt CAC in advance with the specific “feedback ask” in order to frame the discussion and use meeting time efficiently. The 2012 CAC also requests that staff moderate discussions by curtailing technical questions in favor of providing time for the CAC focus on broader issues that address specific feedback needs.

- **Regional Transportation Priorities Plan (RTPP):** The CAC has been working for more than two decades to promote a regional discussion of transportation priorities, and was pleased that the TPB initiated the development of the Regional Transportation Priorities Plan (RTPP) in 2011. However, the development of the RTPP over the past year has generated some concerns regarding the transparency of information, inclusiveness in the planning process, the role of public involvement, and the final product and methodology for the plan. Members of the 2012 CAC hope that the 2013 CAC will monitor the TPB’s actions relating to the RTPP, and continue to advocate for the CAC’s involvement in the RTPP process.
- **Regional Complete Streets Policy:** As part of adopting this regional policy, the TPB now has a record of which jurisdictions hold Complete Streets Policies, which jurisdictions are planning to adopt Complete Streets Policies, and which jurisdictions do not have policies in place at all. In the words of the 2012 CAC: “We need to keep moving the goal post” on this effort to ensure that (1) jurisdictions that do not have Complete Streets Policies in place grow to adopt them, and (2) areas where such policies exist embrace the opportunity to grow these “basic policies” into “fantastic policies.”
- **Transportation Alternatives (TA) Program:** Because 2013 is a critical year for this new federal program, the CAC should stay abreast of the TPB’s implementation of this program, with the goal of maintaining transparency and ensuring that the program reflects regional values.

Questions to Consider

- Are there specific policy objectives that are important to this group?
- What transportation issues would this group like to learn more about?
- Can the CAC identify opportunities where it may have influence over TPB activities?
- Are there certain internal operational matters that the CAC should address up front?

NOTES: CAC Year-End Discussion
January 17, 2012

What were your expectations in being part of the CAC in 2012?

- Push Priorities Plan along
- Get a better understanding of transportation issues in region
- Get a regional Complete Streets Policy
- Facilitate development of Info Hub (website on transportation planning activities in the region)
- Find out where \$\$ came from on bigger scale – how that trickles down (learning)
- To get a scope or vision of different things – projects, initiatives, connecting regional to local - that are forthcoming

What ACTUALLY happened over the course of the past year?

- Members were assertive in pushing for TPB action
- TPB approval of a Regional Complete Streets Policy
 - Now we have a record of who has and has not adopted policy and who's planning on adopting a policy
 - Need to keep moving the goal post – by knowing what different policies are, we get stronger and stronger policies – adopt policies, then aim for fantastic policies
- Several of the reporting promises that were included the Complete Streets Policy haven't begun yet – e.g., reporting and updating regional bike/ped plan (120 day requirement from policy)
- Info Hub – not as large as originally expected, but good first step
- Began conversation about regional Transportation Alternatives Program (TAP)
- Improved CAC input into Street Smart campaign
- Didn't get adequate info on the Priorities Plan.
 - Didn't get a general understanding of how the public and key stakeholders are being engaged in the plan's development. The planning process should seek to identify key things through public involvement. For example: "THIS is what people are really looking for in region." Or "What does the public think MUST be done to make transportation work in the region."
 - The Priorities Plan doesn't seem to be designed to generate bold, new ideas
 - CAC would have liked more input into Priorities Plan strategies
- Didn't have enough opportunity to talk more about ongoing things in region that would provide more context for our conversations. For example, the committee should have conversations around how to engage people in transportation in light of broader state-level conversations. What are the actual issues happening on the ground?
 - Have an engaged discussion among three states. Our conversations felt more theory-based and abstract
 - One meeting where it happened – Bus on Shoulder
 - A recurring sentiment over the years

What should the 2013 CAC prioritize?

- If informational items are being presented, email specific "feedback ask" to CAC in advance – this would focus CAC a bit better; frame discussion in advance

- Be more explicit in what staff asks of CAC – it is OK to cut off clarifying technical questions so that there's time to get more deeper feedback
- Info HUB – more engagement on project-specific items. Opportunities for public engagement on specific projects – more robust info hub that takes projects from cradle to implementation
 - Presentations on regional or sub-regional/update to state planning in MD, VA, and DC – may help to integrate into what TPB is doing
- 2013 is a critical year for the Transportation Alternatives Program (TAP). CAC must keep a finger on the pulse – be sure the program is transparent and reflects regional values.
- TPB Weekly Report is excellent – a helpful factual highlight, extremely well-written
 - Figure out how to share through social media immediately through page (rather than cutting and pasting)
- Consider travel needs of the “defense community” – this is relevant and unique to region – start a conversation on what this might be. e.g., Ft. Belvoir
- Stay focused on Priorities Plan – don't lose focus!