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

January 22, 2025
Ra Amin, CAC Chair

The January meeting of the CAC was held in person and virtually on Thursday, January 16. The meeting featured a presentation on the DMVMoves survey results, a presentation on the 2024 Regional Roadway Safety Summit, and review of the 2024 CAC Annual Report. This was the last meeting of the present CAC cohort. Members were recognized for their service.

DMVMoves COMMUNITY SURVEY

Kenneth Joh, Principal Statistical Survey Analyst, presented the findings of the survey, which indicate the top priorities for future planning and funding are reliable service, efficiently run transit, and expanded service across the region. Also, people are willing to pay for better transit.

Questions and comments included the following:

Do you have statistics to ascertain whether the people who advocated for increased fees for private occupancy vehicle (POV) use own POVs? How increased fees for POV use differed by vehicle ownership was not explicitly analyzed in this presentation. However, 21% of respondents did indicate they did not own a car, so some portion of the remaining percentage probably agreed to the idea.

Was there any indication that if there was better transit, people may be able to reduce the number of cars they have? That question was not included in the survey, but it would be an excellent follow-on question. If off-peak service was extended, it seems likely that people would have more choices. It's not just charging more, but how we reduce the number of vehicles in the whole system.

A member commented that we need to change the narrative around transit versus private vehicles. There are benefits to both, and both should be a choice, if we had better transit options. There's a lot of great transit planned, but no money to pay for it. This survey may be misleading because it is asking about transit exclusively. There is no plan to raise taxes in Maryland because people are already feeling stretched. Perhaps New York City's move to congestion pricing is worth watching.

More people in Virginia took the survey than any place else. Did you wait until the survey was closed or did you monitor the data as it was coming in? The data was compiled after the survey was completed, but overall, it's proportionate among the three states.

Regarding the reliability of access for people with disabilities, it looks like 10% identified as having a disability, but 2% reported using MetroAccess. Also 18% said that transportation could be more accessible. Is it possible to get a breakdown of that part of transportation to understand the quality of paratransit better? This survey didn't go into that layer, but it's a good suggestion.

Can you tell us more about how these results are being used by DMVMoves? The survey was constructed with a very specific and narrow focus to better understand the needs and desires of DMV residents for future public transportation in the region. Officials wanted to gauge the sentiment on how we might go about raising more funds for transit and how to invest those funds. The survey results were not unexpected, but it provides context for the actions underway now. Now there are six working groups from 13 transit systems tasked with identifying what actions each of them can take to advance these goals of better transit.

2024 REGIONAL ROADWAY SAFETY SUMMIT SUMMARY AND RECOMMENDATIONS

Janie Nham, TPB Planning Manager, briefed the committee on the outcomes from the TPB discussion of the summit and about recommendations for action the TPB and partners may pursue. Ms. Nham recapped the proposed actions, including joining the USDOT's Allies In Action campaign, inventorying safety activities, and researching automated enforcement.

Questions and comments included the following:

Regarding automated enforcement, how is that enforcement if there is a delay in getting the citation? The citation is considered the enforcement. With ticket reciprocity, there is an agreement between jurisdictions that allows them to take action against drivers with out-of-state licenses who violate laws in their jurisdiction, and currently we do not have that.

What is the first priority that TPB is going to work on out of all of these? There is a work plan for pursuing these priorities over this fiscal year and the next. The first action was joining the USDOT's Allies in Action campaign.

A member commented that emphasis should be on pushing for safer streets rather than focusing on an unattainable goal of zero fatalities. Vision Zero counts fatalities that cannot be prevented, which undermines the effectiveness of the initiative. The emphasis should be on safer streets, not on an unattainable goal. The best you can do is aim to decrease fatalities on the road.

How can the CAC help to achieve these goals? Continue to bring roadway safety to the attention of the TPB. Also advocate for federal regulations to improve roadway safety. Keep yourself informed about what is happening and look for opportunities to take action.

CAC ANNUAL REPORT

Members discussed the draft report, including revisions made after circulation of the draft. The report was approved. Chair Amin will deliver the report and provide remarks at the January 22 TPB meeting.

ATTENDANCE

CAC Members

Ra Amin, Chair
Christina Farver
Felipè Francisco Millàn
Jeff Parnes
Nancy Abeles
Gail Sullivan
Heather Gaona

Kalli Krumpas
Mark Scheufler
Lorena Rios
Rick Rybeck
Zach Israel

Staff
Leonardo Pineda

Rachel Beyerle
Laura Bachle
Amanda Lau
Lyn Erickson
John Swanson
Kenneth Joh
Kanti Srikanth
Janie Nham