

LWVNCA Transportation position, re-adopted May 6, 2017 (see highlighted text re dedicated funding source- dates indicate when position was adopted and then amended)

TRANSPORTATION

1. In support of the concept that there be some form of public transportation available for all, we endorse public policy in services and planning that:
 - a. supports a coordinated public transportation system which includes bus and rapid rail transit (1964, 70, 83, 89),
 - b. promotes and improves the present and proposed public transportation systems to encourage the use of mass transit (1963, 70, 89).
2. Priorities in transportation services and planning should include:
 - a. transportation systems services that are convenient, frequent, regular, speedy, and economical to the user and for the benefit of the larger community (1963, 64, 70, 83, 89),
 - b. reduced air pollution through the promotion of mass transportation systems (1970, 89),
 - c. allocation of road space for use of high-occupancy vehicles (buses, carpools, vanpools) to speed services, including traffic control measures.
3. We support public participation and supervision in determining information needed and in evaluating transportation proposals, transportation planning, and operations. Public involvement and decision-making should include
 - a. appointment of citizen members to decision-making boards with full authority to participate in their functions, and enough tenure to master the subject. (These members should be residents of the jurisdictions involved and include consumer advocates who do not have business connections or official roles in the transportation and appropriations process) (1971, 89),
 - b. every effort by local governments to include minorities, senior citizens, economically and/or physically challenged persons and other traditionally under- represented citizens on transportation and land use advisory committees and to facilitate this participation (1997),
 - c. open public meetings of all regulatory and public management boards (1971, 89),
 - d. compulsory paid publication in general circulation newspapers of proposals on which public review is to be held (1971, 89),
 - e. decision-making on the level of services for the regional mass transit system by the Washington Metropolitan Area Transportation Authority (WMATA) with local input, including citizen input early in the decision-making process (1981, 89).
4. We support financial measures that include:
 - a. informing the public of the total costs of auto use and full public disclosure of the costs of transportation service, of who pays for service and who receives it, and of full cost/benefit information,
 - b. public investment to finance public transportation systems, to encourage substantially greater use of mass transportation, to increase resources for bus and rail transit, to achieve a realistic alternative to private auto use, to provide funds for bus shelters and information services (1971, 83, 89),
 - c. reduction of subsidies to auto use, such as tax favors which support parking and free parking for employees paid out of public funds (1971, 89).
 - d. the use of a dedicated tax to help fund public transportation. The objective of such a tax should be to spread the costs of mass transit among the total population and to encourage the use of mass transit instead of the automobile. A sales tax which excludes such necessities as food and medicines would be the best means of financing mass transportation in the metropolitan area. The most important criteria to be used in evaluating particular taxes dedicated to transportation should be revenue potential, timeliness, and reliability (1980).

Note: the above position applies only to the Washington metropolitan area, and may be acted upon within the context of interstate regional cooperation, despite its partial conflict with the LWVMD, LWV-VA and LWVDC positions.