
TRANSPORTATION PLANNING BOARD
MEETING MINUTES
December 20, 2017

MEMBERS AND ALTERNATES PRESENT

Charles Allen, DC Council
Bob Brown, Loudoun County
Ron Burns, Frederick County
Chris Conklin, Montgomery County
Allison Davis, WMATA
Marc Elrich, Montgomery County
Dan Emerine, DC Office of Planning
Dennis Enslinger, City of Gaithersburg
Jay Fisette, Arlington County
Dannielle Glaros, Prince George's County
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Sydney Hawthorne, DC Council
Neil Harris, City of Gaithersburg
Konrad Herling, City of Greenbelt
Cathy Hudgins, Fairfax County Board of Supervisors
John D. Jenkins, Prince William County
Julia Koster, NCPC
Shyam Kannan, WMATA
R. Earl Lewis, Jr., MDOT
Tim Lovain, City of Alexandria
Dan Malouff, Arlington County
Ron Meyer, Loudoun County
Jackson H. Miller, Virginia House of Delegates
Bridget Donnell Newton, City of Rockville
Martin Nohe, Prince William County
Nichole Opkins, DC Council
Mark Rawlings, DC-DOT
Kelly Russell, City of Frederick
Linda Smyth, Fairfax County Board of Supervisors
David Snyder, City of Falls Church
Brandon Todd, DC Council
Victor Weissberg, Prince George's County
Sam Zimbabwe, DDOT

MWCOG STAFF AND OTHERS PRESENT

Ron Milone
Lyn Erickson
Tim Canan
John Swanson
Dusan Vuksan
Rich Roisman
Jon Schermann
Ken Joh
Mark Moran
Lori Zeller

Abigail Zenner	
Sergio Ritacco	
Arianna Koudounas	
Debbie Leigh	
Deborah Etheridge	
Wendy Klancher	
Stuart Freudberg	COG/EO
Paul DesJardin	COG/DCPS
Steve Waltz	COG/DEP
Paul DesJardin	COG/DCPS
Bill Orleans	Hack
Nydia Blake	Prince William County
Paolo Belita	Prince William County
Ramiro Alberto Rios	City of Alexandria
Dan Malouff	Arlington County
Jane Peters	Prince William County
Rob Whitfield	Fairfax County Taxpayers Alliance
Lisa Webb	MDOT
Stewart Schwartz	Coalition for Smarter Growth
Josh Veverka	Northern Virginia Transportation Coalition
Beth Zgoda	ICF
Regina Moore	VDOT
Norman Whitaker	VDOT
Maria Sinner	VDOT
Andrew Mawry	Loudoun County
Mike Lake	Fairfax County DOT
Monica Backmon	NVTA
Andrea Lasker	Prince George's County DPW&T
Anthony G. Bigio	GWU

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Mr. Buchanan, from the 2030 Group, commended the board for reviewing meaningful priorities for the region's transportation system. He said that if the region is going to attract and retain a talented workforce the transit and highway system needs investment. He said that the northern river crossing is an example of a project that should be further explored. He said that it is important the region be seen as being proactive in addressing the challenges of transportation and housing affordability. He said that expanding the American Legion Bridge and building a new river crossing are both needed.

Mr. Rybeck congratulated the TPB on the work of the Long-Range Plan Task Force. He said that the big question is how to implement the strategies and programs that go beyond the level of the funding expected for the future. Regarding the land-use balance, he said that the way in which money is raised is as important as how much is raised. He said that different funding mechanisms will come with their own incentive effects that influence travel and land-use decisions. He said that by choosing a balanced array of funding mechanisms TPB jurisdictions can assure more optimal travel and land use choices. He added that a balanced array of funding mechanisms can also have beneficial impacts on housing affordability, job creation, environmental quality, and health.

Mr. Veverka, from the Northern Virginia Transportation Coalition and the Northern Virginia Association of Realtors, encouraged the board to combine the northern river crossing initiative with the express lane initiative for further analysis. He said that to ensure the region's economic future, security, and qualitative life it is essential that the region consider a northern Potomac river crossing. He said that

this crossing should be considered as an integral part of the regional framework.

Mr. Chase, from the Northern Virginia Transportation Alliance, said that the Long-Range Plan Task Force tested projects in clusters, ranging in size from 13 to 70 projects. He said that the northern river crossing was tested as a stand-alone project. He said that it was no surprise that the initiatives with improvements in multiple corridors tested better than a single project in one part of the region. He said that the analysis includes lots of assumptions. He said that the analysis was only conducted over a few months and with not much detail. He wondered if this level of analysis is sufficient. He said that choices and assumptions determine outcomes. He said that he hopes that the TPB will have the courage to conduct more detailed studies that include a new Potomac River crossing in conjunction with an expansion of the American Legion Bridge.

Mr. Schwartz, from the Coalition for Smarter Growth, said that his group submitted a letter along with 13 other organizations highlighting that the TPB's analysis shows that the balance of land-use and transportation demand scenarios performed better than the other scenarios. He said that bus rapid transit and Metro core capacity also performed better. He said that the northern river crossing performed poorly, and that it has been studied a number of times. He said that one such study in 2015 showed that the American Legion Bridge and the Rosslyn Tunnel were the sites of the greatest need and greatest demand. He said that the recommendations made by the Long-Range Plan Task Force match the findings of other scenario work completed by the TPB over the last two decades. He thanked the board and the task force for their work.

2. APPROVAL OF MINUTES OF THE NOVEMBER 15, 2017 MEETING

A motion was made to approve the minutes from the November 15 TPB meeting. The motion was seconded and approved.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Davis said that the Technical Committee met on December 1. He said that the committee reviewed the Long-Range Plan Task Force recommendations. He said that the committee was briefed on project submissions for the constrained element Visualize 2045 as well as the draft scope of work for the air-quality conformity analysis. He said that a 30-day public comment period will run from December 14 to January 13. He said that there was also a presentation on the financial component of the constrained element of Visualize 2045. He said that the committee was also briefed on the federally required performance-based planning and programming draft highway safety targets, as well as a package of pedestrian and bicycle initiatives that have been identified for inclusion in the unfunded aspirational element of Visualize 2045.

Mr. Davis said that the committee also heard about the National Capital Planning Commission parking study and the Metropolitan Area Transportation Operations Coordination, also known as MATOC.

Mr. Davis added that he attended a COG luncheon in which Chairman Newton received the Elizabeth and David Scull Metropolitan Public Service Award. He also thanked TPB staff for their guidance and assistance of the last year.

4. REPORT OF THE CITIZEN ADVISORY COMMITTEE

Mr. Martin said that the Citizens Advisory Committee met on December 14. He said that the committee was briefed on the Long-Range Plan Task Force and the effort put into developing a resolution for the board. He said the committee discussed the overlap and difference between the committee recommendations and the recommendations from the Task Force. He said that the committee was briefed on the non-motorized regional priority projects. He said that the committee finished the meeting by starting a discussion about CAC accomplishments and missed opportunities for the 2017 term.

Mr. Allen said that the Access for All Advisory Committee met on November 30 to discuss three items.

The first covered the Long-Range Plan Task Force. The committee discussed suggestions to pass on to the task force. The second item covered Metro's Abilities-Ride program, which offers Metro Access, customer subsidized taxis rides in Prince George's and Montgomery Counties. He said that the third item discussed was Montgomery County's mobility management efforts.

Mr. Allen said that this is his last report as AFA chair and that he enjoyed working with staff and the members of the committee.

5. REPORT OF STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Mr. Srikanth said that the Steering Committee met on December 14 to approve one amendment to the TIP and another for the Commuter Connections work program. He said that the TIP amendment added approximately \$11 million for a bridge replacement and rehabilitation project in Prince George's County. The details are on pages 5 through 11 of the report. He said that the Commuter Connections work program added about \$23,000 to expand the current pool rewards program that pays money to new carpools and vanpools. He said the program is being expanded to include I-395. The details can be found on pages 13 through 2- of the report.

Mr. Srikanth said that there were four letters sent and received. He said that all four letters were related Long-Range Plan Task Force activities. He said that there was a letter from the McLean Citizens Association, one from the Montgomery County Council President. There were also letters from the Coalition for Smarter Growth and the Audubon Naturalists Society. These letters can be found on pages 24 through 38 of the report.

Mr. Srikanth said that the announcements and updates section of the report includes a memo, on page 41, about a pilot program offered by Commuter Connections that offers commuters with flexible schedules information about congestion on their travel routes during peak periods. If commuters change their travel times to avoid congestion in response to the information, they would be eligible for a cash prize. He said that Commuter Connections is working on this pilot jointly with the University of Maryland. He said that page 43 to 46 is a memo he wrote to the TPB with an update on COG's Metro Strategy Group work. He said that the memo provides an outline for where the region stands in its efforts to secure additional dedicated funding to meet WMATA's funding needs. He said that this work going well.

Mr. Srikanth said that there were several other items received after the director's report was distributed. These include a copy of a letter from the Northern Virginia Transportation Alliance and other organizations urging the TPB to combine the new northern Potomac River crossing initiative with the Regional Express Lane Network initiative when the board acts on the task force's recommendation. There was also a copy of a letter from the Federal Highway Administration approving the revisions to the air-quality conformity analysis that were made several months ago. He added that the schedule of meetings for 2018 has been distributed.

6. CHAIRMAN'S REMARKS

Chairman Newton said that this is her last remarks as chairman and that she will use the time to recognize contributions and to thank colleagues. She thanked Mr. Davis for his work as chairman of the Technical Committee. She recognized Mr. Martin who served as chairman of the Citizens Advisory Committee. Both men were presented with certificates and receive a round of applause.

Chairman Newton recognized the board members that are not returning in 2018. These include Mr. Schwartz from Fauquier County, Mr. Miller from Virginia's House of Delegates, and Mr. Herling from Greenbelt. She said that Mr. Fiset from Arlington County is also stepping down. She recognized his service as a TPB officer and as chairman of the Long-Range Plan Task Force, and as a member of the COG, MWAQC, CEEPC, and Region Forward. She presented a certificate to Mr. Fiset. There was another round of applause.

Chairman Newton also thanked the board. She said it has been an amazing experience and that she

feels like the board has accomplished a lot. She also thanked Mr. Srikanth and his staff for their professionalism, expertise, and wisdom.

Mr. Allen said that Chairman Newton has done a phenomenal job leading the board in a conversation about transportation that keeps all of the regional perspectives and goals in mind. He presented the Chairman with a certificate. There was applause.

ACTION ITEMS

7. REPORT OF THE NOMINATING COMMITTEE FOR YEAR 2018 TPB OFFICERS

Chairman Newton said that the terms for the three TPB officers are completed at the end of December. She thanked Mr. Lovain, Mr. Mendelson, and Ms. Gaines for serving on the committee to nominate new officers for 2018.

Mr. Lovain said that the nominating committee met on December 7 and submits the following nominations to serve as TPB officers for 2018. Mr. Allen, from the District of Columbia, was selected to serve as Chairman. Mr. Nohe, from Prince William County, was selected to serve as First Vice-Chair, and that Ms. Russell, from the City of Frederick, was selected to serve as Second Vice-Chair.

A motion was made and seconded to approve the nominations. The nominations were approved. There was applause.

8. LONG-RANGE PLAN TASK FORCE: BRIEFING ON RECOMMENDED INITIATIVES FOR TPB ENDORSEMENT

Mr. Fisetite thanked Ms. Newton and Mr. Allen for their support and leadership of the task force. He then thanked all members of the task force and noted what was being presented to the board was the culmination of a lot of time and effort by members of the task force. He also thanked staff and the consultants who, he said, worked well with staff and with the task force, and added value.

Mr. Fisetite then noted that the task force did have a lot of challenges including being open to numerous ideas to improve transportation and coming up with a method to winnow them down in way that, in the end, was fair. He noted that right from the beginning there was one issue that generated lots of discussion, which was the northern river crossing. He said that the task force worked collectively to include and incorporate this idea in its work. He noted that the idea of a northern river crossing has been and will remain a polarizing issue, as it seems to be seen either as a good thing or a really bad thing. He said that he trusts the board will find that the task force's work in examining this issue was conducted relatively effectively.

Speaking to the task force's process, he said that the memo and the resolution, which were included in the read-ahead packet, provide a good summary of the background of the task force's work to-date. He said he believed the task force's process was transparent, deliberate, and was fact-based. He said the membership was balanced, with effort to ensure that various viewpoints and a balanced geographic representation were included. He also noted that the task force had built on the past work of the TPB on regional mobility and accessibility studies and the direction from the task force to the staff was, "don't start from scratch. Build on what we know, and if there are new realities, take those into account."

Mr. Fisetite noted that the technical analysis was done by professionals on staff and with the consultant team. He noted that the task force spent a fair amount of time discussing and agreeing to the assumptions that would be used in the analysis. He said that he believed that everyone on that task force agreed that the process was fair and deliberative, and there was a lot of opportunity for input into the assumptions that were used in the analysis.

He explained how the task force had agreed on how the various initiatives being analyzed would be measured – what performance measures would be used and what they were being measured against. He noted that the initiatives analyzed were not being measured against one person's special goal or another person's priorities but rather they were measured against regionally adopted goals and priorities.

Mr. Fisetete noted how the task force spent time discussing and agreeing to a process by which the different initiatives analyzed would be evaluated against a set of priorities using the previously agreed-upon set of performance measures. All of this was done before the task force members knew how the initiatives would fare in the analysis. This was done so that the evaluation of alternative ideas would not be biased.

Mr. Fisetete said that when the task force began the work of trying to select from the ten initiatives to recommend to the board, it had not decided how many initiatives to choose. The process would have allowed ending up with just one recommended initiative, and it also would have allowed all ten initiatives to be recommended. He said that it was really to the credit of the task force that the recommendations before the board was not only a consensus, it was unanimous. He said that the initiatives being recommended were five big things and task force members felt that it covered both the non-construction, non-project options with the TDM and the land use, as well as including new capacity with transit and roadway projects. He noted how the set of five initiatives appear to have included the best of each of those areas of opportunity that were before the task force.

Mr. Fisetete said that he saw the board meeting as a milestone in this work activity. He then read the resolved clauses from the resolution, and made a motion to adopt resolution R8-2018. The motion was seconded and further discussion ensued.

Mr. Elrich explained his support of the resolution. He said that this is an important milestone and that the TPB can lead and coordinate efforts to move these ideas along. He noted that there were two big challenges, funding these ideas and getting political support. He said he hoped that this launches us into a better place where we actually work and talk about policies we can each enact in our own jurisdictions that are consistent with this and actually get us where I think we're going or trying to go. He also explained that he was concerned that none of the ideas are new and many are already being done but that he saw room for more progress and was happy to support the resolution.

Mr. Snyder also spoke in support of the resolution. He said he still had concerns about the way the group was put together and was surprised that technology for incident management did not make it in the list but that he hoped that new technology would be incorporated in the region in different ways.

Mr. Groth praised the way the jurisdictions collaborated and worked together through this effort. He wondered why the recommendations explicitly specified Bus Rapid Transit rather than including street car or light rail systems as well. He said he would prefer this initiative to be more inclusive, with BRT being presented as an example.

Mr. Fisetete explained that the discussion is ongoing and just because it was not included on this list does not mean it was forgotten. He asked Mr. Srikanth to talk about the transitways and BRT question.

Mr. Srikanth explained that though the resolution leads with regional Bus Rapid Transit, it includes Transitways such as light rails. He said that the idea for this initiative all along was to have it represent high-capacity transit and that would be clarified in the report.

Mr. Lewis explained that MDOT is working with various groups to look at connected and autonomous vehicles and intelligent transportation systems as well as electric vehicles. He said this work is ongoing and will continue, and that it is not just a focus for the National Capital Region, but for the entire state of Maryland.

Mr. Herling said he supported the resolution but that he did have some concerns about toll lanes and affordability in terms of transportation. He was concerned that those who could afford the lanes could

use them and those who could not would not be able to use them. He also asked what happens after the TPB action.

Mr. Srikanth emphasized that this would be an endorsement of ideas that could help the region meet its goals. He explained that once endorsed it would be up to each jurisdiction in the region to work collectively, and when appropriate individually, to take up the ideas and come up with projects, programs, and policy actions to implement them. Making them happen for the TPB means making these ideas part of the regional long-range transportation plan. He also explained that the TPB could also serve as a technical resource for the region and that it could provide technical assistance on these ideas.

Mr. Fisetete added that it is up to the TPB to educate and inform, explain, coordinate, and introduce these concepts in a way that ultimately show up in the region's development and in the long-range plan.

Mr. Meyer explained that he would be supporting the resolution. He said it was a step in the right direction. He noted that he prefers carrot methods over stick methods for TDM but that it would largely depend on how these ideas would be implemented. He also noted that one idea, the Potomac River Crossing performed better than the bus rapid transit idea and that dozens of bus lines did not perform as well as the bridge. He also said he would not ask for an amendment but he wanted to continue talking about it in the future. He said he felt that overall the process focused on things that impact the city and the inner suburbs more than the outer jurisdictions but that in the future, jobs and businesses would be moving to the outer jurisdictions. He also expressed interest in maximizing access to BWI and Dulles since the Reagan National Airport is smaller. He also noted there was only one road project on the list and it was a toll road expansion. He said he would support the list but that he expected there would be more and bigger conversations to come.

Ms. Smyth noted that one of the goals of this process was to prioritize what would be the best investments for the future. She noted that extending Metrorail to Loudoun and Dulles Airport will be happening, but she noted that Metro still needs funding and support. She also said she was happy to see the extension of toll lanes across the American Legion Bridge and on the Maryland side as it would help address congestion all the way around the Beltway. She said that addressing the Beltway and American Legion Bridge would alleviate the need for a northern river crossing.

Mr. Allen thanked Mr. Fisetete for leading the task force and getting it to this point. He explained that when the process started the words "game changer" came up a lot and then later that phrase was not used. He explained that these ideas use all modes and that how they are implemented will be a big challenge. He also noted that the AFA really helped in thinking about issues of equity. He then said that the important next step will be what happens after the TPB endorses these ideas and how to get the lawmakers, policy makers into the same room to find the political will to make it happen.

Mr. Elrich explained that for Maryland that there is support for fixes for the American Legion Bridge and for reversible lanes on I-270 and that some of the easier things could begin to be implemented now.

Ms. Hudgins thanked the task force and Mr. Fisetete for his leadership. She said that the important thing is to make the solutions that the region needs to have. She noted that all of these ideas can work together so the region can accomplish its goals.

Mr. Shaw said he was excited to see land-use as one of the first initiatives. He also noted that other groups like ULI can also help coordinate with the TPB on regional land-use issues.

Mr. Harris also thanked Mr. Fisetete. He said that he would have liked to see more initiatives go forward but that the task force did a good job of picking ones that were practical and productive. He also said that it is now up to the elected officials to spread the gospel and talk about how important these initiatives are for the benefit of the region.

Mr. Weissberg said he was pleased that the land use initiative moved forward along with the TDM and transitway initiatives. He also said he hopes these ideas are flexible especially for the transitway item.

Mr. Kannan said that he wanted to highlight the way the task force worked with a regional focus and did not revert to parochial interests. He said the initiatives reflect a variety of ideas, and included both roadway and transit improvements. He said that although not everyone believes that the ultimate package of five is one hundred percent in alignment with their individual jurisdictional interests, the package does meet regional interests.

Mr. Herling noted some concerns about the toll lane approach for the BW Parkway. He said that Greenbelt and a number of municipalities have come out in opposition to this idea and they have sent correspondence to the governor expressing their opposition. He said that he was comfortable with the first four initiatives, but the fifth gave him grave concerns.

Mr. Srikanth explained that these are broad ideas and that there would need to be more detailed study of any specific projects. He explained that there will be plenty of time to address any specific concerns on any individual action that comes under any of these five concepts.

The board voted to approve Resolution R8-2018 to endorse five initiatives recommended by the Long-Range Plan Task Force.

INFORMATION ITEMS

9. VISUALIZE 2045: BRIEFING ON PROJECT SUBMISSIONS FOR THE CONSTRAINED ELEMENT AND ON THE DRAFT SCOPE OF WORK FOR THE AIR-QUALITY CONFORMITY ANALYSIS FOR VISUALIZE 2045 AND THE FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM

Ms. Erickson said that Visualize 2045 is the federally required long-range transportation for the National Capital Region. She said that it will identify all regionally significant transportation investments planned through 2045 and provide detailed analysis to help decision-makers and the public visualize the region's future under current plans. She provided an overview of the work that is currently underway, or already completed, for this plan, including new components like the aspirational element and the performance-based planning and programming requirements.

Ms. Erickson said that this item will cover the constrained element, formally known as the CLRP. She said that the board will be asked to approve the projects and scope of work for the analysis. She said that the project submissions and scope of work for the air-quality conformity analysis were released for public comment on December 14. Referring to those materials she said that all 152 pages contain project submission information. She added that minor corrections were distributed on blue sheets at the board meeting.

Ms. Erickson summarized the federal requirements. She said that the plan needs to demonstrate that funding is reasonably expected to be available, and to demonstrate that all future vehicle-related emissions of criteria pollutants remain below the regional emissions budgets. She said that the constrained element includes new projects in addition to projects already in the old CLRP. She said that the region anticipates \$300 billion to fund expansion, maintenance, operations, and state of good repair for the region's transportation network. She said that 19-member agencies submitted financial forecasts and over 650 conformity records that will be modeled over eight to nine months.

Ms. Erickson said that public comment is open for the project submissions. Referring to the public comment information packet, she said it includes highlights some of the changes that are proposed by agencies in the region. She referred to her presentation and showed new projects for the District of Columbia, Maryland, and Virginia.

Ms. Posey said that the scope of work outlines the tasks necessary to complete the air-quality conformity analysis in time to be included in Visualize 2045. She said that the whole scope of work was included in the public comment packet. She also referred to her presentation and said that the table summarizes the scope. She said that staff will analyze the pollutants, VOC, and NOx using the EPA's MOVES 2014

model. She said that the region must show that the projects that are going into the long-range plan do not cause pollution that exceeds the region's mobile budgets. She said that MWAQC recently approved a maintenance plan that included new mobile budgets. She said that those new budgets will be shared with the states, and that once they are approved by the EPA, those new budgets will be used in the final conformity analysis. She said that since there is uncertainty about whether or not the EPA will approve the new budgets, the analysis will be conducted for both existing and new budgets. She said that new fleet information will be included in the analysis, along with data from the new Cooperative Forecast.

Ms. Erickson said that all the information that the board members need is available on the TPB website. She asked that the board members get their constituents to comment. She said that a summary of comments will be shared at the January meeting. She said the deadline for public comment is January 13. She said that next steps include: approving project submissions for inclusion in the air-quality conformity analysis; conducting the air-quality conformity analysis, and a final public comment period in September. She said that the whole plan is expected to be up for approval in October.

Ms. Smyth said that there some projects that need to be change or eliminated because they've been superseded by changes to I-66. She said that she will talk to the representative of VDOT about those changes.

Mr. Meyer said that Route 15 is being expanded because there are no new bridges.

Mr. Zimbabwe asked when the board will be briefed on the new fleet information.

Mr. Srikanth said that the presentation will be ready in the first half of 2018.

10. PERFORMANCE BASED PLANNING AND PROGRAMMING: HIGHWAY SAFETY TARGETS

Mr. Schermann described the highway safety performance measures and target setting requirements for MPOs. Referring to his handout he said that it contains additional information about the process for target setting. He said that at the January meeting the board will be asked to pass a resolution passing these targets for the National Capital Region. He said that there are two ways an MPO can satisfy federal target setting requirements. First, the MPO could agree to plan and program projects to contribute toward accomplishing the DOT targets. The second is to establish quantifiable safety targets for a planning area. He said that staff have developed quantifiable safety targets. He said that MPOs are required to report their targets within 180 days of the state DOT setting its targets. He said that the TPB's deadline is February 27. He said that regulation requires MPOs to coordinate with state partners. He said that state partners have been involved in the TPB's process.

Mr. Schermann listed the five highway safety measures: number of fatalities; the fatality rate per 100 million VMT; number of serious injuries; the rate of serious injuries per 100 million VMT; and the number of non-motorist fatalities and serious injuries. He said that the District of Columbia, Maryland, and Virginia have different safety targets that are detailed in the handout. He said that the methodologies developed by each state were used to determine the targets for the portion of that state that is part of the TPB. Referring to his presentation he listed the specific targets for each state and described the historical corresponding data.

Mr. Schermann said that staff plans to finalize the regional safety targets before the January TPB meeting. He encouraged the board to provide feedback to staff.

Mr. Fiset mentioned that the safety measures around non-motorist fatalities and serious injuries has some parallels with the Long-Range Plan Task Force.

Mr. Allen said that the District council has adopted Vision Zero plan and that the Vision Zero is separate from the targets. He said that in the future he'd be happy to talk about how these targets relates to the District's broader safety program.

11. NON-MOTORIZED PRIORITY PROJECTS

There was not enough time for this item, so it was postponed to a future meeting.

OTHER ITEMS

12. ADJOURN

No other business was brought before the board. The meeting adjourned at 2:04 p.m.