
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

April 17, 2019

MEMBERS AND ALTERNATES PRESENT

Monique Anderson-Walker – Prince George’s County Council
Canak Aguirre – City of Alexandria
Terry Bellamy – Prince George’s County DPWT
Bob Brown – Loudoun County
Ron Burns – Frederick County
Dennis Enslinger – City of Gaithersburg
Bill Goddard – City of Laurel
Catherine M. Hudgins – Fairfax County
Kacy Kostiuk – Takoma Park
R. Earl Lewis, Jr. – MDOT
Phil Mendelson – DC Council
Bridget Donnell Newton – City of Rockville
Marty Nohe – Prince William County
Kelly Russell – City of Frederick
Jim Sebastian – DDOT
Pamela Sebesky – City of Manassas
Tammy Stidham – NPS
Dave Snyder – City of Falls Church
Dolly Turner – DC Council

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Lyn Erickson
Chuck Bean
Brandon Brown
Deborah Etheridge
Sergio Rittaco
Abigail Zenner
John Swanson
Andrew Meese
Tim Canan
Paul DesJardin
Greg Grant
Patrick Zilliacus
Brandon Franklin
Arianna Koudounas
Kenneth Joh
Matthew Gaskin
Eric Randall
Jon Schermann
Dan Sheehan
Doug Franklin
Dusan Vuksan
John Swanson
Mark Rawlings - DDOT

Colin Brown – WABA
Maria Sinner – VDOT
Norman Whitaker – VDOT
Regina Moore – VDOT
Mike Lake – Fairfax City – DOT
Kate Roetzer – WMATA
Regina Sullivan – WMATA
Mark Phillips – WMATA
Kristin Calkins – DC Office of Planning
Chimgae Tumurbaature – WMATA
Bill Orleans – Public Participant
Bob Whitfield – Fairfax Alliance Lorena Rios
Henry Dunbar – BTWD Steering / Arlington
Linda Bailey – DDOT
Jordan Pascale – WAMU
Bruce DePuyt – Maryland Matters

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

No members of the public signed up to submit public comment.

2. APPROVAL OF MINUTES OF THE MARCH 20, 2019 MEETING

Ms. Newton made a motion to approve the minutes from the March TPB meeting.

The motion was seconded by Ms. Sebesky and approved by the board.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Rawlings said that the Technical Committee met on April 5. He said that the committee was briefed on Bike to Work day, the Community Leadership Institute, and DDOT's safety program.

Mr. Rawlings was also briefed on the federal certification review. Prince George's and Montgomery Counties briefed the committee on their efforts to support the Purple Line. He said the committee was also briefed on bike lanes in D.C., VDOT's recent accomplishments, the Transportation Alternatives Set-Aside Program, and activities of the Systems Performance, Operations, and Technology Subcommittee (SPOTS).

4. REPORT OF THE CITIZEN ADVISORY COMMITTEE (CAC)

Mr. Jackson announced that a current CAC member and a former CAC member were guests on the Kojo Nnamdi show to discuss the merits of Maryland's plan for toll roads. He mentioned that the role of the TPB and the CAC in the region is significant.

Mr. Jackson said that the CAC met on April 11. He said that most of the meeting was set aside for a discussion with representatives from federal transportation agencies. He said that the conversation went well. He said that details of the conversation can be found in the CAC report. In short, transportation is complex, our region is complex, and change happens slowly.

Mr. Jackson said that the committee was also briefed on Bike to Work Day and the Washington-Baltimore Air Passenger Survey.

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

Mr. Srikanth said that the Steering Committee met on April 5. At the meeting the committee approved two amendments to the TIP and recommended a third amendment be approved by the board. The first

amendment from Virginia adds about \$7.3 million in federal and state funds for bicycle and pedestrian facilities near Route 123. He said that this is part of the I-495 express lane project. He said it also adds about \$5 million for improvement projects near the Franconia/Springfield Metro Station. He said that details of this amendment can be found on pages 5-10 of the Director's Report. He said that the second amendment was from the District of Columbia. This amendment added about \$600,000 for the replacement of the 31st Street Bridge in NW. He said the amendment also added about \$35 million in local funds for a citywide streetscape project, particularly on Florida Avenue in NE. He said details are on pages 11-14 of the report. He said that the committee reviewed WMATA's request for a full update on the WMATA projects in the FY 2019-2024 TIP. He said that due to the comprehensive nature of this update, the committee decided it was important to have the full board review and act on the request. He said that the committee recommended that the board approve this request and that details would be covered under Agenda Item 8.

Mr. Srikanth said that under Letters Sent and Received there is a letter from MDOT providing an update on recent project planning activities on the proposed I-495/I-270 managed lane study. The letter notes that the study has narrowed 11 alternatives to seven which will be carried forward for further analysis. He said the letter also documents public outreach activities undertaken and invites the public to participate in ongoing workshops. Details can be found on pages 17-19.

Mr. Srikanth said that in the Announcements and Updates section of the report, there is a memorandum informing the board about the solicitation for applications for the Transportation Alternatives Program funding. He said that all three states receive this funding from the federal government. He said applicants need to provide 20% matching funds. More details can be found on page 23. He said that there is also a media advisory about the upcoming regional Street Smart campaigns on page 27. He said that on page 29 there is a save-the-date notification for a regional workshop on dockless vehicles, which be held at COG on May 30. He said that page 31 has a notification from VDOT about public meetings they are holding about their six-year capital funds program. Page 33 has an announcement about a public meeting in Virginia to update the state's multimodal statewide transportation plan, called VTrans.

Mr. Srikanth said that there were several more announcements that were not included in the report. First there was a letter from a Montgomery County resident who wrote the board reminding them about the need to have alternate routes for major roadways for use where there are incidents and accidents. Second, he said there was an update to COG's Title VI plan, which was approved by the COG board last week. Third, staff are finalizing a contract with a consultant to conduct a market assessment for VRE and MARC about run-through service. The fourth item was about the federal certification review that happened on April 10 and 11. The final item was a notice that TPB staff had been invited to present the work we have done on transportation and connectivity in the context of Visualize 2045 at a VDOT statewide summit on land-use.

Ms. Newton expressed frustration with MDOT that they have not conducted an outreach meeting at the City of Rockville about I-496 and I-270.

Mr. Lewis described the outreach for the I-495 and I-270 projects. He said that one of the seven alternatives that will be further studied is a no-build option. He said two meetings have already been held, and that six more are scheduled in April and May.

6. CHAIRMAN'S REMARKS

Chair Nohe said that the recent shutdown on the Beltway demonstrates that there is a real connectivity problem across the Potomac River. This problem has the potential to impact the safety and economic vitality of the region.

ACTION ITEMS

7. APPROVAL OF REGIONAL BIKE TO WORK DAY 2019 PROCLAMATION

Mr. Dunbar provided a short overview of the history of Bike to Work Day in the Washington region. He said it was started by the Washington Area Bicycle Association (WABA) and that it joined forces with the TPB's Commuter Connections in 2001. He said that Bike to Work Day 2019 is on May 17. He said that the objective is to get commuters of other modes to try bicycling to work, specifically people who typically drive alone to work. He said that classes are offered to help new cyclists build confidence and knowledge to bike commute safely. He referred to his presentation and described other services provided on Bike to Work Day, including convoys and a guaranteed ride home. He said that incentives include free water bottles, t-shirts, and chances to win other prizes.

Mr. Dunbar said that participation in Bike to Work Day grows every year. He said that last year there were over 17,000 registered cyclists at 100 pit stops. He said that this year 19,000 cyclists are expected to register and that there are more than 115 pit stops across the region. He said that employers are an important partner in Bike to Work Day. He said that Commuter Connections conducts a Bike to Work Day survey every three years. He presented some results from the 2016 survey. This event is also held rain or shine and he explained why.

Mr. Dunbar encouraged elected officials to participate in the event and encouraged the board to approve the Bike to Work Day Proclamation for 2019.

Mr. Brown said that WABA, which has been around since 1972, aims to get more folks on bikes and to make sure that everyone in the region can get where they are going safely and comfortably on a bike. He said that WABA is grateful for the partnership with Commuter Connections and the TPB.

Ms. Russell said that Frederick is excited to participate. There are pre-registration events and after-parties hosted by local breweries. She also said that the mayor of the City of Frederick and the mayor of Rockville have officially challenged each other to see which city can get the largest increase in registration.

Ms. Russell made a motion to approve the Bike to Work Day 2019 Proclamation.

Ms. Garvey seconded the motion. It was approved by the board.

The meeting paused briefly so that the proclamation could be signed.

8. APPROVAL TO AMEND THE FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE PROJECT AND FUNDING UPDATES FOR THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)

Ms. Sullivan said that WMATA requests an amendment to the FY 2019 to 2024 TIP in order to align the funding program with Metro's updated FY 2020-2025 Capital Improvement Program. She said that the proposed amendment does not add, remove, or substantially change any of the projects included in the TIP or Visualize 2045. She said the amendment only reprograms funds. She said that thanks to dedicated funding, Metro is able to advance several large state of good repair projects sooner than expected. She said that since these projects include funds from 2019 to 2024, the overall amount of the TIP would increase by \$650 million.

Mr. Enslinger made a motion to approve Resolution R17-2019 to amend the FY 2019-2020 TIP.

The motion was seconded by Ms. Huggins and approved by the board.

INFORMATION ITEMS

9. ACTIVITIES TO ADDRESS SAFETY CHALLENGES IN THE REGION: DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)

Mr. Schermann reminded the board that they requested regular updates from the state DOTs on efforts to improve transportation safety in the region. He said that this is the second presentation on this topic. VDOT presented in March.

Ms. Bailey, the new DDOT Vision Zero Director, said that she would present an overview of DDOT safety programs and also the proposed budget. Additionally, she would present on some contributing factors that have been identified in fatal and major injury crashes. She said that the goal is that no one should lose their life while going about their day on streets in the District.

Ms. Bailey said that safety is multi-layered and multi-faceted. She said that the Vision Zero Working Group is staffed by people from many agencies, including police, public works, motor vehicles, and health. She outlined the different safety divisions at DDOT. She said that these groups play crucial roles in how the District approaches safety programming. She said that DDOT has also developed several plans that take aim at different facets of safety. These include the Vision Zero Action Plan, the Strategic Highway Safety Plan, and the Highway Safety Improvement Program. She said that the mayor's budget for 2020 includes \$155 million for operations, and reflects the increased investment in transportation in the district. She said that there is \$229 million for the safety mobility and streetscape programs.

Ms. Bailey said that the District has an average of 5 deaths per 100,000 people, which compares favorably to the U.S. average of 11 deaths per 100,000. She said the District is striving to do even better. She said serious traffic injuries are down. She said that people who walk and cycle were disproportionately affected by traffic fatalities in 2018. She said that the main contributing factors were: impaired driving, unrestrained drivers and passengers, speeding, and aggressive driving. She said that the major crash task force determined that many fatal crashes involve at least three of the five factors.

There is a major crash review task force that is doing research. Ms. Bailey said that the main strategies that the District is going to pursue are speed management and road diets. The goal is to make driving at safe speeds feel natural. She provided some examples, including banning right turns and making it so that at some intersections pedestrians cross the street, in all directions, when there are no cars moving. Another big change is increased use of automated traffic enforcement.

Mr. Mendelson asked if there was an analysis of serious pedestrian injuries and fatalities. He asked if pedestrian behavior is a factor in crashes.

Ms. Bailey said that DDOT does collect data and study pedestrian injuries and fatalities. One factor that makes this analysis difficult, she said, is that different first responders collect information differently. She said that at this time there is no break down by percentage for the cause of pedestrian injury or death.

Ms. Kostiuik asked how DDOT determines where pedestrian signals are placed. She asked how DDOT approaches different options for different demographic groups.

Ms. Bailey said that there is going to be a more geographically specific Vision Zero plan, which will be better able to address equity issues. She said that hybrid pedestrian beacons are placed, typically, after a resident request.

Mr. Snyder asked about the extent to which the different jurisdictions are coordinating.

Ms. Bailey said that since starting her job, she has already had conversations with representatives from other DOTs. She said that coordination is important, especially in terms of sharing information about suspended driving licenses.

Ms. Turner said that she has been pleased with how responsive DDOT Vision Zero Staff have been.

10. 2017 WASHINGTON-BALTIMORE REGIONAL AIR PASSENGER SURVEY

Mr. Canan said that the Continuous Airport Systems Planning Program (CASP) is not necessarily connected directly to the MPO process, though it is part of the UPWP. He said the funding for program comes from the Federal Aviation Administration, the Metropolitan Washington Airports Authority, and the Maryland Aviation Administration. He said that the the CASP process happens every two years, and include the regional air passenger survey. He said that insights taken from the survey are incorporated into the TPB's regional model.

Ms. Koudounas presented a map of the air systems planning region, which consists of 25 jurisdictions. She said the survey focuses on the three major commercial airports in that area: Baltimore-Washington International Thurgood Marshall (BWI), Washington-Dulles International (IAD), and Ronald Reagan Washington National (DCA). She said that they survey examines changing travel patterns and demographics as well as ground side and terminal needs. She said that the survey happens every two years. In 2017, 22,000 departing passengers were surveyed at random from 657 flights. The survey covered mode choice, travel time, passenger origin and destination, airport choice, trip purpose, and more.

Ms. Koudounas said that the key findings from the survey can be found in the report and in her presentation. One example is that use of transportation network companies (TNC) has gone up 5 percent. She said taxis use is down by the same percentage. She said that people tend to chose their mode based on ease of use. She said that each of the airports in the region have different dominant travel purpose: DCA for business, BWI for family-related travel, and Dulles for vacation. She said that the most common mode of access for airports is the car, at 84%. She said that most of the people that take public transit to the airport are concentrated in the Washington core.

Ms. Garvey asked about people who walk to the airport.

Ms. Koudounas said that the issue has come up at the subcommittee recently. She said that staff is looking at updating the survey to make it more sensitivity to other modes. She encouraged the board to send her recommendations.

11. OVERVIEW OF THE TPB'S COMMUNITY LEADERSHIP INSTITUTE

Mr. Swanson said that TPB staff will be hosting the 16th Community Leadership Institute (CLI) this spring. He provided a short history of the program, starting in 2006. He said that the program was designed to help community leaders understand how transportation decisions are made in the region. He said the goal is to get participants to think about the regional implications of transportation issues they are grappling with at home. He said the program also provides guidance on how leaders can get involved in a strategic way.

Mr. Swanson said that the CLI takes place over three sessions. He said that content focuses lightly on process, putting more emphasis on planning realities. He said that there is a role-play and mapping activity. He said that a new activity will focus on what it would like to implement the aspirational initiatives in different communities.

OTHER ITEMS

12. ADJOURN

No other business was brought before the board. The meeting was adjourned at 1:37 p.m.