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**TRANSPORTATION PLANNING BOARD  
MEETING MINUTES**

November 20, 2019

**MEMBERS AND ALTERNATES PRESENT**

Charles Allen - DC Council  
Sam Stephens – DC Council  
Mark Rawlings – DDOT  
Jim Sebastian – DDOT  
Andrew Trueblood – DC Office of Planning  
Kelly Russell – City of Frederick  
Dennis Enslinger - Gaithersburg  
Evan Glass – Montgomery County  
Gary Erenrich – Montgomery County Executive Office  
Dannielle Glaros – Prince George’s County  
Victor Weissberg - Prince George’s County Executive Office  
Bridget Newton – Rockville  
Emad Elshafei - Rockville  
Kacy Kostiuk – Takoma Park / Teleconference  
R. Earl Lewis, Jr. - Maryland DOT  
Canek Aguirre – Alexandria  
Dan Malouff – Arlington County  
Catherine Hudgins – Fairfax County  
Linda Smyth – Fairfax County  
David Snyder – Falls Church  
Ron Meyer – Loudoun County  
Pamela Sebesky – City of Manassas  
Jeannette Rishell – City of Manassas Park  
Martin Nohe – Prince William County  
Victor Angry – Prince William County  
Shyam Kannan - WMATA

**MWCOG STAFF AND OTHERS PRESENT**

Kanti Srikanth  
Chuck Bean  
Deborah Etheridge  
Brandon Brown  
Jackie Sellman  
Lynn Winchell-Mendy  
Jon Schermann  
Ken Joh  
Scott Fisher  
Eric Randall  
Matthew Gaskin  
Greg Grant  
Charlene Howard  
Jessica Mirr  
Stacy Cook  
Sergio Ritacco

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Andrew Meese  
Bryan Hayes  
Jane Posey  
Abigail Zenner  
Karen Armendariz  
Nicole McCall  
Tim Canan  
Rob Jackson - CAC  
Stephanie Murdoch – Alexandria  
Lee Ricker Keiser – CLI  
Nicholas Smith – DC  
Jim Epstein – CLI  
Stewart Schwartz – Coalition for Smarter Growth  
Raymond White – Prince William County  
Jim Maslanka – City of Alexandria  
Sean Pardo – MCDOT  
Kristin Calkins – DC Office of Planning  
George Phillips – Prince William County DOT  
Meagan Landis – Prince William County DOT  
Bill Orleans – Public

### **1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES**

Mr. Orleans said that the increasing privatization of bus services will likely result in conflict. He said that decent bus service throughout the region is dependent on a consistent operator of services and he believes that WMATA should take that role.

Mr. Schwartz, Executive Director of the Coalition for Smarter Growth, said his group supports the Street Smart campaign and the Regional Travel Survey. He urged the board not to forget that transit, biking, and walking are critical in the commute peak hour. He said his organization supports work on the American Legion Bridge but would like to see alternative analysis on whether HOT lanes and a public private partnership deal is the proper plan for improving the amount of people who can be moved over the bridge.

### **2. APPROVAL OF THE OCTOBER 16, 2019 MEETING MINUTES**

Ms. Glaros made a motion to approve the minutes from the October 16 TPB meeting. The motion was seconded by Ms. Newton and approved by the board.

### **3. TECHNICAL COMMITTEE REPORT**

Mr. Rawlings said that the Technical Committee met on November 1. At the meeting, the committee discussed four items: the Street Smart annual report; the proposed 2016-2020 targets for highway safety performance measures; analysis of where the TPB stands in five safety target categories compared to peer MPOs; and the Regional Travel Survey.

Mr. Rawlings said that the committee was briefed on four other items. First, the committee was briefed on the traffic impact assessment of the summer 2019 Blue and Yellow lines Metro platform shutdown. He said that the platform shutdown had minimal impact on regional congestion. Second, the committee received information on the new MARC commuter rail long-range plan. Third, the committee was briefed on the update of the TPB's public participation plan. Fourth, the committee was briefed on the recruitment of the 2020 CAC and the possible restructuring of the CAC.

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#### **4. CAC AND AFA REPORTS**

Mr. Jackson said that the Citizens Advisory Committee met on November 14. At the meeting, the committee focused on three items. First, the committee was given a presentation on the Street Smart campaign. He said that the committee liked the campaign and believes that safety should be a topic of focus. He said the committee offered suggestions for the campaign including the idea of working with bicycle and pedestrian groups in the region to help shape the campaign message. Second, Mr. Jackson said that the committee had a conversation on transportation safety. Third, Mr. Jackson said the committee discussed ways in which the committee can provide better advice to the TPB. He said that the current CAC members will be invited to serve an additional year on the committee in 2020.

Ms. Winchell-Mendy said the Access for All Advisory Committee met on November 7. At the meeting, the committee was briefed on the TPB's Participation Plan update and was able to offer suggestions for the update. She said that the rest of the meeting was dedicated to the presentation on dockless vehicles in the region. She said the presentation was followed by a guided discussion on topics identified by the AFA, such as pathways, safety, and education. She said the committee plans to consolidate the comments from the discussion into recommendations that can be presented to local jurisdictions and at the dockless micro-mobility workshop on December 9.

#### **5. STEERING COMMITTEE ACTIONS AND DIRECTOR'S REPORT**

Mr. Srikanth said the Steering Committee met on November 1. The committee approved one TIP amendment requested by DDOT. The amendment added \$7 million in federal Congestion Mitigation/Air Quality (CMAQ) and state matching funds for the Rock Creek Trail Project. Details for this amendment can be found on pages 3 to 8 of the Director's Report.

Mr. Srikanth said that there were no letters sent or received by the TPB during the past month.

Mr. Srikanth turned to announcements and updates. He announced that board meetings for 2020 will continue on the third Wednesday of each month, except for the months of January and July. In those months the board meetings will be on the fourth Wednesday. Details are on page 13. Next, he summarized the TPB's participation in the 2019 annual conference of MPOs in Baltimore. He said that staff presentations shared information about Visualize 2045, dockless or shared mobility devices and the development of equity emphasis areas to meet Title VI and nondiscrimination compliance. Details can be found on pages 15 to 17. Lastly, he announced the TPB's work on updating its Participation Plan. He said that the most recent federal review of the TPB process recommended that the TPB updates its plan periodically. He explained that a consultant was hired to assess the TPB's public outreach and offer improvements. He said that the Participation Plan is expected to be ready by the middle of next year. Details could be found page 19.

Mr. Srikanth turned to items not included in the report. He said that the Maryland Transportation Authority (MDTA) will be reviewing alternative design proposals for the Harry Nice Middleton Bridge at a meeting on November 21. He said that Maryland DOT and MDTA have indicated their commitment to accommodate bicycle and pedestrian movements across the bridge. He said Maryland DOT and MDTA are committed to updating the TPB when a design alternative is selected.

#### **6. CHAIR'S REMARKS**

Chair Nohe said that the TPB will begin updating its membership for 2020 including the election of one chair and two vice-chairs for the board. He said his term as chair will end December 31, as will that of vice chair, Kelly Russell, and second vice chair, Charles Allen. Next, Mr. Nohe appointed a nominating committee consisting of three past chairs: Phil Mendelson from the District of Columbia, Bridget Newton from the City of Rockville, and Cathy Hudgins from Fairfax County. Next, he introduced participants from the fall 2019 session of the Community Leadership Institute. He then had his picture taken with the CLI graduates.

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## INFORMATION ITEMS

### 7. STREET SMART ANNUAL REPORT

Mr. Farrell shared a video summarizing the Street Smart annual report with the board. He said that more detail can be found in the report. He said that the fall 2019 Street Smart campaign kicked off on October 28 on Florida Avenue NE in DC. He said the centerpiece of the campaign is testimonial videos that are being shared online and on television. He played a long-version of the testimonial video for the board. He then played a shorter version.

Chair Nohe said that these testimonial videos are powerful. He asked where they are being used.

Mr. Farrell said that they have been running on television during Saturday Night Live and other programs. He said that the longer version is available as part of the digital tool kit. He said that videos can help the campaign to reach drivers. He said transit advertising does a good job of reaching pedestrians. He said that the videos were created to give people a reason to do things to help save lives.

Mr. Glass asked if the testimonial videos were available for anyone to use.

Mr. Farrell said that they are all available on the website: [www.bestreetsmart.net](http://www.bestreetsmart.net).

Mr. Srikanth offered a complete media package to all board members on request.

Mr. Kannan asked if audio versions of these ads are available for use on radio to reach drivers while they are driving.

Mr. Farrell said that there are budgeting constraints. To get the testimonial videos finished, half the work needed to start in one fiscal year and be completed in the following fiscal year. He said that currently, the testimonials have not been converted into radio spots. He said that since Street Smart campaigns tend to run for five or more years, there is plenty of time to do that.

Mr. Srikanth said that audio spots could be powerful, and that staff are exploring opportunities to run these on the radio. He said that shorter versions will likely be used as running the full-length version shown today would be expensive.

### 8. PERFORMANCE BASED PLANNING AND PROGRAMMING: DRAFT HIGHWAY SAFETY TARGETS

Mr. Schermann said that in January 2019 the TPB adopted its second set of highway safety targets for the region. He said that setting highway safety targets is an annual occurrence and that he would present a draft of the updated targets today. He said that the board would have an opportunity to vote on the targets in January 2020. He referred to his report which provides detailed information about the methodology and requirements for setting targets. He said that the performance measures are five-year rolling averages, not annual numbers, and that federal requirements prescribe the measures and the data that are used. Referring to his presentation, he said the region met the targets for serious injury and serious injury rate, but the region did not meet the targets for fatalities, fatality rate, non-motorist fatalities, and serious injury. He said it is not good that the targets were not met and said that there are no federal consequences for MPOs that do not meet their targets. He described how the three state DOTs set their targets, then explained how the TPB uses each state's methodology to develop targets for their respective portions of the region, which are then combined into regional targets. He said that this methodology resulted in higher targets than last year, so staff propose capping the targets so that they do not get higher year after year. The board did this in 2019. He said that based on the board discussion today he would continue to work on and finalize these targets before they are brought back for approval in January.

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Mr. Srikanth referenced slide 13 of the presentation and said that staff have followed federal guidelines using data that are certified and available to set the five-year rolling targets. He said staff have also worked with the states and the federal regulators to have the flexibility to not adopt targets that are higher than the previous year.

Mr. Erenrich asked for a status update on the regional safety study to better understand trends behind fatalities in the region.

Mr. Schermann said that a consultant is working on a safety study that kicked off in June 2019. To date, the consultant has reviewed the safety work of peer MPOs and acquired crash data from the three states and combined it into a single database. He said the consultant is working with a technical advisory panel to prepare some initial results to share with the Technical Committee in January. He said the study is scheduled to be completed in February. He said that one of the products from the study will be a list of recommendations for measures that are proven to work as fast as reducing fatalities and serious injuries.

Mr. Snyder noted that while having staff recommended targets capped at last year's level are better than what the data indicates, neither set of targets are acceptable. He urged the DOTs to set more aggressive targets and develop a strategy to meet those numbers.

Mr. Srikanth said that although the MPO does not have any penalties for failing to meet these targets, the states do have a certain reporting obligation and they do have some penalties. He said that the states are obligated to report how they performed against their targets and are required to start making progress towards achieving those targets. He said that the states are actively engaged in trying to understand what they should be investing in to improve those numbers. He said that the DOTs are invited back to the board to make this a collaborative discussion.

Mr. Schermann referred to his presentation and said that he developed a couple "what-if" slides to show what will happen next year if the numbers continue to decline. He noted that for the region to stay below the capped fatalities target, the region would have to have a little over 25% reduction in fatalities for 2019 and 2020,

Mr. Srikanth said that the "what-if" slides show the significant amount of annual reductions that are necessary from whatever projects, programs, and policies that the region collectively might want to commit to. He said this speaks to the magnitude of the challenge that the DOTs and the board are engaged in addressing.

Mr. Lewis said he appreciates Mr. Snyder's comments and understands the seriousness of this matter. He said that every death is a tragedy and it is important to make progress in reducing the number of deaths and injuries in the region.

Mr. Trueblood observed that the numbers seem impossibly ambitious as they are, and that setting more aggressive targets will not improve anything on their own. He asked if there is a sense for how the data for fatalities and serious injuries for 2019 compares to 2018.

Mr. Schermann said that he did not know the 2019 performance compared to 2018 as the official numbers for this year were not yet available. Mr. Srikanth noted that staff plans to look into.

## **9. PERFORMANCE BASED PLANNING AND PROGRAMMING: NATIONAL SCAN OF MPO PBPP TARGETS**

Mr. Randall said that his presentation provides some context and brief comparisons with the Performance Based Planning and Programming (PBPP) targets set by other MPOs across the nation. He referred to his presentation and described the federal requirements around target-setting. He said that the federal rules have five main areas for performance planning for which targets must be set: highway safety, highway assets (pavement and bridge), highway system performance (reliability, freight, CMAQ program), transit assets, and transit safety. He said that his comparison focuses on the highway

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performance areas. He said that the comparison focuses on the 10 largest MPOs based on population, in addition to neighboring MPOs in Baltimore and Richmond. He said that when compared to other MPOs, the TPB is an exception, having set its own performance measure targets for all areas. He said that TPB targets are average or above average in performance measures concerning Highway Safety and Highway Assets, but they are below average for Highway System Performance. The full analysis can be found in the presentation.

## **10. REGIONAL TRAVEL SURVEY: ALTERNATIVE TRAVEL OPTIONS**

Mr. Joh said that his presentation provides an overview of the regional household travel survey. He said we would describe how data from the surveys are used and why they are important. He said he would also provide an overview of the Regional Travel Survey data information and present findings from the new alternative travel options questions.

Mr. Joh said regional household travel surveys collect detailed demographic and travel information from individual persons and households, and typically require the completion of a travel diary. The data collected from these surveys provide greater geographic detail than is collected at the federal level. He said that the survey collects data from both work and non-work trips. He said that survey data is the primary source of data for developing the regional travel demand forecasting model and helps inform the development of projects, programs, and policies. He said that the TPB conducts the Regional Travel Survey every ten years. He said that this is the largest and most significant data collection effort conducted by the TPB, and it is the largest discrete project on a cost basis in the TPB's budget.

Mr. Joh said that the Regional Travel Survey consists of two parts. The first is a recruitment survey. The second is a travel diary that asks every member of a household to report their actual trips taken on their assigned travel day. The survey also asks about typical trips and the frequency of alternative travel options and delivery services. He said that survey variables reveal travel behavior patterns. He said that over the coming months staff will be conducting thorough analysis of the Regional Travel Survey data and will share findings with the board in the future.

Mr. Joh shared results from a new set of questions that were included in the recruitment survey. He said that these questions ask respondents about their typical weekday behavior. He said that this information supplements data collected from the travel diary and provides insight on the use of alternative travel options that reduce SOV travel and capture recent travel trends. Referring to his presentation, he said that ride hailing is most frequent in the regional core, especially in the District. He said that there are high rates of transit use across the region, particularly in the District, Arlington, and Alexandria. He said residents of Prince William County carpooled and vanpooled at a rate higher than the rest of the region. He said that HOV use is highest in Prince William and Fairfax Counties. Residents in Loudoun, Prince William, and Fairfax use HOT lanes the most. He said that weekday bicycle use is directly related with the proximity to the regional core, with higher than average use in the places with the highest density of bike lanes, bikeshare stations, and transit stations. He said that alternative travel options are heavily used in the region and that this has a significant impact on reducing driving alone.

Mr. Joh said that his next presentation about the Regional Travel Survey will look at demographic changes.

Mr. Weissberg asked if there was a question about pedestrians with the alternative travel options.

Mr. Joh said that the alternative travel options only included questions about select travel modes. He said that pedestrian data will be analyzed during a future phase of data analysis.

Mr. Snyder said that this data highlights how the region is not offering attractive alternative transportation options for outer suburbs. He said that in the future the TPB should explore what people in outer suburbs need and how can those needs be met.

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Mr. Joh said that it is not surprising that there is lower frequency of use for alternative transportation options because of lower population densities. He said that if these data were available ten years ago, he would expect to see that solo driving trips have gone down across the region, even in the outer suburbs.

Mr. Allen asked if there would be a follow-up or a connected study that looks at how people's choices impact other modes. For example, he described how ride hailing can impact use of bike lanes.

Mr. Joh said that ride hailing has transformed the region's mobility landscape. He said that the findings he shared today are high-level and preliminary. He said that future analysis will look more closely at the relationship between ride hailing and transit.

Mr. Srikanth referred to slide 5 in the presentation and encouraged board members to let him know which cross tabulations of data they are interested in having staff explore further.

Mr. Sebastian asked if results from the most recent travel survey will be analyzed in the context of results from previous surveys.

Mr. Joh said that staff will analyze how survey results of changed over time.

Mr. Weissberg referred to the slide on page 19 and asked why Prince George's County had such a high rate of carpooling/vanpooling.

Mr. Joh suggested that demographics characteristics in Prince George's County, like larger households in comparison to the region, might explain the high rate of carpooling. To answer the question precisely, he said observation would be necessary.

Mr. Erenrich asked about the margin of error for the data on alternative transportation options.

Mr. Joh said that the margin of error is small. He said it is more important to look at groupings to understand trends.

Ms. Glaros asked if there will be a geographical component to future analysis. She is interested in geography because it might give insight into demographic questions.

Mr. Joh said that geography and demographics matter.

Ms. Kostiuk asked about how representative these data are across different demographics. She also asked if there was an opportunity to analyze the survey at a level smaller than the county.

Mr. Joh said that it is important that the survey is representative, and that future analysis will look within and outside Equity Emphasis Areas. He said he could look at the data to determine whether it is possible to understand the data at a finer geographic level.

## **OTHER ITEMS**

### **11. ADJOURN**

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