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**TRANSPORTATION PLANNING BOARD  
MEETING MINUTES**

September 18, 2019

**MEMBERS AND ALTERNATES PRESENT**

Phil Mendelson – DC Council  
Charles Allen -DC Council  
Sam Stevenson – DC Council  
Mark Rollins – DC-DOT  
Jim Sebastian – DC-DOT  
Sakina Khan – DC Office of Planning  
Monroe Dennis – College Park  
Denise Mitchell – College Park  
Kelly Russell – City of Frederick  
David Edmondson – City of Frederick  
Dennis Enslinger – Gaithersburg  
Evan Glass – Montgomery County  
Gary Erenrich – Montgomery County Executive Office  
Terry Bellamy - Prince George’s County Executive Office  
Kacy Kostiuk – Takoma Park  
Charles Glass – Maryland DOT  
Libby Garvey – Arlington County  
David Meyer – City of Fairfax  
Catherine Hudgins – Fairfax County  
Linda Smyth – Fairfax County  
David Snyder – Falls Church  
Ron Meyer – Loudoun County  
Robert Brown – Loudoun County  
Kristen Umstattd – Loudoun County  
Martin Nohe – Prince William County  
Victor Angry – Prince William County  
Rene’e Hamilton – Virginia DOT  
Shyam Kannan – WMATA  
Pamela Sebesky – City of Manassas (Phone)

**MWCOG STAFF AND OTHERS PRESENT**

Kanti Srikanth  
Lyn Erickson  
Andrew Meese  
Nick Ramfos  
Lynn Wendell-Mendy  
Charlene Howard  
Greg Grant  
Eric Randall  
Jon Schermann  
Dusan Vuksan  
Mathew Gaskins  
Jessica Mirr  
Michael Farrell

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Andrew Austin  
Abigail Zenner  
William Bacon  
Nicole McCall  
Charlene Howard  
Bryan Hayes  
Stacy Cook  
Brandon Brown  
Deborah Etheridge  
Jackie Sellman  
Nick Suarez

Rob Jackson – CAC Chair  
Chris Laskowski – DC Council  
Sean Pardo – Montgomery County DOT  
Victor Weissberg – Prince George’s County Council  
Jim Maslanka – Alexandria  
Kristin Calkins – DC Office of Planning  
Kari Snyder – MDOT TSO  
Tim Kerns – MDOT MVA  
Andrew Mowry – Loudoun BOS  
Malcolm Watson – Fairfax County  
John Townsend – AAA Mid-Atlantic  
Monica Backmon – NVTA  
Bill Orleans – Public Observer

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

No members of the public signed up to comment.

**2. APPROVAL OF MINUTES OF THE JULY 24, 2019 MEETING**

Mr. Meyer made a motion to approve the minutes from the July 24 TPB meeting. The motion was seconded and approved by the board.

**3. REPORT OF THE TECHNICAL COMMITTEE**

Mr. Rawlings said that the Technical Committee met on September 6. At that meeting three items on the board agenda were discussed: highlights from the 2019 State of the Commute survey; MDOT’s safety presentation; and plans to meet with jurisdiction staff to further implementation of the Aspirational Initiatives.

Mr. Rawlings said that the committee was briefed on four other items. First, an overview of incenTrip, a new mobile application created through a partnership between the United States Department of Energy and Commuter Connections. Second, the committee was briefed on the status, scope, activities, and schedule for the data evaluation project. Third, the committee was briefed on a TPB project to expand the Capital Region Trail Network. Finally, the committee was briefed on MPO-level activities and multi-state efforts, including the Transportation and Climate Initiative, which is geared towards reducing greenhouse gas emissions.

**4. REPORT OF THE CAC AND THE AFA**

Mr. Jackson said that the Citizens Advisory Committee met on September 12. At the meeting the

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committee focused on two items. First, the committee was briefed on efforts to expand the National Capital Regional Trails Network. He said that the committee supported staff efforts to expand the regional bicycle and pedestrian trail network. He referenced his report and said that the committee offered some ideas to consider in the future for making trails safer and easier to navigate.

Mr. Jackson said that the remainder of the CAC meeting was spent on an activity that built upon an online survey completed by the committee in August regarding the implementation of the Aspirational Initiatives. He said that the purpose of the activity was to help staff test some questions for a focus group. After the activity, the CAC shared their responses with staff. This input, found in the report, will be used to inform future engagement activities. He described the focus group and said that members were asked to think about their trips to the CAC meeting. Then they were asked to think about how their trips might be improved if one or more Aspirational Initiatives were implemented along their routes.

Ms. Kostiuk said that the Access for All Advisory Committee met on September 5. At the meeting the committee discussed the 2019 Enhanced Mobility Solicitation, which runs from September 1 to November 4. She said that there have been five pre-application conferences. She said that there was an update from Montgomery County regarding their Accessible Taxi Incentive Program, which uses up-front capital assistance for the purchase of retrofitted accessible vehicles. She said that the program is offering increased incentives to encourage more of these vehicles. She said that the committee expressed frustration about the lack of accessible taxis throughout the region, especially overnight. The committee also discussed takeaways from the dockless bicycle and scooter share workshops that the TPB held earlier in 2019. The committee shared ongoing safety concerns about bicycles and scooters being parked on sidewalks. The committee would like to develop formal recommendations to share with jurisdictions to address their concerns. This will be discussed further at the November AFA meeting. Finally, the committee shared updates from members participating in other regional committees.

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

Mr. Srikanth said that the Steering Committee met on September 6. At the meeting the committee approved four TIP amendments and a technical change to the TPB's procedures for approving administrative modifications of the TIP. He said that the committee also approved one change to the Maryland portion of the TPB's allocation of the Transportation Alternatives Program. He said that the first TIP amendment added about \$9 million in federal and state funding to the reconstruction of Maryland 212, Maryland 5, and Maryland 637 in Prince George's County. Details for this amendment can be found on pages 5 to 12 of the director's report. The second amendment added about \$9 million in FTA grant funds for electric buses in Montgomery County. Details are on pages 13 to 16. The third amendment added about \$3 million federal bridge replacement and rehabilitation program and local funds to the Molly Berry Road Bridge and the Bowie Road Culvert in Prince George's County. Details are on pages 17 to 20. The fourth amendment was from Virginia and impacted four projects: modified the budget and funding for the Rolling Road project in Fairfax County; revised project costs and funding sites for Route 28 widening in Fairfax County that will cost \$10 million; \$8 million was added to the pedestrian bridge connecting Crystal City to National Airport; and \$3.5 million in public/private partnership funding was added to the I-95 southbound auxiliary lane project in Prince William County. Details are on pages 23 to 34. He said that the Steering Committee revised the funding thresholds for projects that would be eligible for administrative modification of the Virginia STIP. Details are on pages 41 to 56. He said that the final action was to correct the funding amount for a Takoma Park and University Park project as part of the Transportation Alternatives Program. Details are on page 57.

Mr. Srikanth turned to letters sent and received. He said that there is a copy of a letter from Maryland's Transportation Secretary informing them that MDOT will be studying an additional alternative to the I-495 Express Lanes project. Details are on page 69. The next letter is from Prince George's County Transportation Secretary thanking the TPB for its support of an FTA grant. Details are on page 71. He said that the next letter is from the TPB to the Fredericksburg MPO informing them that federal partners have recommended that they update their memorandum of understanding with the TPB. Details are on

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page 73.

Mr. Srikanth turned to announcements and updates. He announced that the COG board adopted a resolution that the region would add 75,000 additional housing units in the next ten years, and 75 percent of all housing units in the next ten years would be in regional activity centers around high-capacity transit stations. Details are on pages 81 to 86. He announced the launch of incenTrip, an app created in collaboration between the University of Maryland and Commuter Connections with funding from the United States Department of Energy. Details are on page 87. He said that page 89 includes a letter to the board seeking their assistance in recruiting members to participate in the Fall 2019 Community Leadership Institute. He said that on page 95 there is a letter from the Bus Transformation Project thanking the board for its feedback.

Mr. Srikanth turned to items not included in the report. He said that in October the TPB will conduct the Washington-Baltimore Regional Air Passenger Survey at the region's three major airports. He said the survey is conducted every two years. Next, he said that the Regional Household Travel Survey has been completed. He said that there was some funding left over to test conducting the survey via mobile apps. He said that Prince George's County held its first Vision Zero working group meeting after launching their own Vision Zero Initiative. Arlington County launched a similar initiative. He said these counties join the District of Columbia, Montgomery County, and the City of Alexandria as TPB members who have officially adopted Vision Zero. Finally, he said that Car Free Day is September 21 through September 23.

Mr. Snyder asked that the TPB work with the COG air quality committee to explore the potential impacts of the EPA's decision to revoke higher emissions standards on transportation planning in the region.

Mr. Srikanth said that he will have a response by the October meeting.

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

Chair Nohe said that the incenTrip event was fantastic. He said that the app uses a reward system to encourage people to make smarter commutes. He said it provides ways to make better commute trips, regardless of mode.

## **ACTION ITEMS**

### **7. AMEND THE FY 2019-2024 TIP TO UPDATE PROJECTS AND FUNDING IN THE DISTRICT OF COLUMBIA SECTION OF THE TIP, AS REQUESTED BY DDOT**

Mr. Austin said that a notice of DDOT's TIP request was shared with the board in July before being opened for public comment. He said that the public comment period ended on August 23. He said that DDOT submitted a set of technical corrections which are outlined in the memo. He said that the TIP amendment adjusts the District of Columbia's TIP funding from \$2.4 billion to \$2.7 billion. He said that there was one comment received during the public comment period. The comment was on the Arboretum Bridge and Trail Project which would connect the National Arboretum on the west side to the Anacostia River sidewalk on the east side, and eventually connect to Maryland Ave NE. The comment suggested modifying the location or design of the bridge so that the piling does not interfere with the rowing lanes on the river.

Mr. Sebastian said that Mr. Austin's summary was accurate. He made a motion to approve Resolution R5-2020 to amend the FY 2019-2024 TIP. The motion was seconded.

Mr. Allen asked for more information about how DDOT is responding to the concerns about silting.

Mr. Sebastian said that DDOT has been in communication with concerned stakeholders and they are exploring ways to address their concerns. He said that moving the bridge would be difficult, given the planning and environmental reviews and approvals that have been completed to date. He said there is

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still time to address the concerns about navigation and sedimentation.

Mr. Allen said that the District Department of Energy and the Environment is involved in those conversations with hopes of finding a solution that works.

The motion was approved unanimously.

## **INFORMATION ITEMS**

### **8. BRIEFING ON THE 2019 STATE OF THE COMMUTE REPORT**

Mr. Ramfos said that the State of the Commute Survey has been conducted every three years since 2001. He said the survey analyzes commute runs and attitudes and helps Commuter Connections evaluate commuter services in the Washington region. He said that the random survey was sent to employed persons in the TPB's non-attainment area. He said that because fewer people are answering the phone, the survey is now administered online. He said that there were 8,200 responses, which is an all-time high. Based on the response rate and distribution, they have a 95 percent confidence rate in the findings. He said that there are 3.1 million commuters in the region, equating to about 13.5 million commute trips each week. The survey tracks commuter patterns, including mode. The survey also looks at changes to commutes and commute satisfaction. He said that more details about the methodology can be found in the State of the Commute Technical Report.

Mr. Ramfos referred to his presentation and shared some commuter patterns. More details on the survey findings can be found in the presentation and in the technical report. He said that the majority of people who commute in the region drive alone. He said that the share of people who drive alone has continued to decrease since 2004. He said that a quarter of commuters take public transportation, the share increasing since 2004. He said that the average length of a commute is 17 miles, and the average commute time is 43 minutes. The average length has not changed since 2004. The average travel time is now 26 percent longer than in 2004. He said that 35 percent of all commuters telework an average of 1.2 days per week. He said that a very small share of people primarily commute via ride-hailing services. He said that less than half of commuters who drive to work were satisfied with their commute, while nearly 60 percent of people who take transit were satisfied. He said that the shorter the commute, the higher the satisfaction.

Ms. Kostiuk asked how the survey handles people who tackle multiple modes for their commute. She also asked if it was possible to overlay the demographic information from the survey onto the TPB's Equity Emphasis Areas.

Mr. Ramfos said that survey does capture commutes that include multiple modes. He said that the technical report includes that data.

Mr. Srikanth said that this is the first pass at analyzing the data. He said it will be analyzed from an equity perspective, and that will be shared with the board when it is ready.

Mr. Mendelson asked about the increase in car ownership for people under 35. He also asked about commuter attitudes regarding autonomous vehicles.

Mr. Ramfos said that people under 35 are buying more cars. He said about one-third of survey respondents said they were very familiar with the concept of autonomous vehicles, and about 60 percent said they were somewhat familiar. He said males with higher incomes were most familiar. Three-quarters of survey respondents said they could not describe a benefit of autonomous vehicles. He said that 66 percent said they had at least once concern about autonomous vehicles, versus 28 percent who mentioned a benefit.

Chair Nohe observed that the millennials who previously put off having children are now doing so, which

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might explain the increase in automobile purchases.

Mr. Kannan asked if it was possible to see a trend line for telework patterns in the region. He said that there are 17 million trips in the region a day, and that only 3.5 million of them are commutes. He said as a body the TPB needs to figure out how the region is managing those other 80 percent of trips.

Mr. Srikanth said that the Regional Household Travel Survey is a survey of all trips, not just commute trips. He said that the board will be hearing about the Regional Household Travel Survey at an upcoming meeting.

Mr. Ramfos shared a trend line for teleworking going back to 2004.

Ms. Garvey said that she believes that there is an opportunity to increase commuter satisfaction for people who walk and bike. She said protected bike lanes and shade can have an impact.

Mr. Ramfos said that once the survey analysis starts getting to the jurisdictional level the response will be more varied.

Mr. Allen said that the way that this data is used matters. He referenced slide 8 which showed that workers with an annual income of less than \$60,000 rode the bus twice as often as other income groups. He said that this data was helpful when WMATA was considering increasing fares for people who ride the bus a few years ago. He said he hopes this data can be used to help decision makers understand the economic impacts might be for all residents in the region.

Mr. Erenrich said he looks forward to further analysis and jurisdiction-level data from the survey.

Mr. Ramfos said that the technical report contains a lot more detailed information.

Mr. Meyer, from Loudoun, asked if the cost of transit was a deterrent to switching to transit from other modes.

Mr. Ramfos said that there wasn't a question specifically related to the cost of transit. He did say that whenever respondents commented that they did switch, there was a follow-up question that asked why. He said there isn't much data on this for the whole region, but as the jurisdiction-level data becomes available there may be more.

Mr. Srikanth said that there was a lot of discussion about which slides to include in the presentation. He said that more than 40 percent of survey respondents said that when making a decision about a job or housing that the commute was a factor.

A member associated himself with comments made by Ms. Garvey regarding ways to improve satisfaction for people who commute to work on foot and by bike. He said that when everyone is safer, then satisfaction will increase. Regarding the comment on slide 6 that the "average travel time now is 26 percent longer than in 2004," he asked if that finding was largely related to vehicular travel. Mr. Ramfos said that the finding includes all travel modes.

## **9. ACTIVITIES TO ADDRESS SAFETY CHALLENGES IN THE REGION: MDOT**

Mr. Kerns said that Maryland has a strategic highway safety plan in place. He said that 2020 is the last year of the five-year plan. He said this fall the state will plan for the 2021- 2025 strategic highway safety plan. He said that the goal of MDOT, the Highway Safety Office, and the State Highway Administration is to ensure a safe, secure, and resilient transportation system. He said the goal is to reduce the number of lives lost. He said that any number greater than zero is not acceptable. He said that Maryland is working to build partnerships with state agencies and municipalities.

Mr. Kerns referred to his presentation and said that the current strategic highway safety plan has six emphasis areas that focus on the primary causes that lead to fatalities on Maryland roads. These are: aggressive driving, distracted driving, impaired driving, occupant protection, pedestrians and bicyclists, and highway infrastructure. He said that the state collects data on all of those areas in addition to target

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groups like young drivers, old drivers, motorcycles, and large trucks to name a few. He said that 64 percent of all Maryland road fatalities over the past five years include some combination of speed, impairment, and not wearing a seatbelt. He said that the strategic highway safety plan sets a goal of 296 traffic deaths by 2030. He said that last year the number was 513, down from 558 the previous year. He said that this year the state is on pace for just over 500 fatalities. He said that data for Maryland counties that are TPB members follow the statewide trends. He said that one of the other measures used is serious injuries. He said that there was a steady decrease in serious injuries from 2004 to 2009. He said some of this decline is a result of a change to how injuries are reported. He said that in recent years, the number of serious injuries in Maryland has leveled off.

Mr. Kerns referenced another dataset for nonmotorized fatalities and serious injuries. He said that pedestrian fatalities and injuries have trended upward. He said that last year the trend was up, with 25 percent of injuries and fatalities involving a pedestrian or cyclist. He said that this year the trend is closer to the typical 20 percent. He said that the Maryland Highway Safety Office tries to improve these numbers through a supply of highway safety grants to local and state partners. He said funding comes from the National Highway Traffic Safety Administration and state funds. He said that this money focuses on the Four E's: enforcement, education, engineering, and emergency medical services. Statewide, \$12.6 million is obligated for the fiscal year starting on October 1. He said that the National Capital Region gets \$1.7 million of that funding. He described several activities currently underway in the region, including "Buckle Up, Phone Down," Street Smart, and Frederick Safe Kids. He said a significant portion of funding goes to law enforcement agencies, who are critical partners in efforts to get impaired drivers off the road.

Ms. Mookherjee said she would provide a quick overview of all the partnerships and collaborations with local jurisdictions and how these relationships inform work that she does in traffic safety. She said that within Maryland the State Highway Administration has regular knowledge sharing exchanges with local jurisdictions and partnerships with construction and industry partners. She said that outside the state Maryland participates in national conferences and brings a lot of ideas from other places. She referred to the presentation and said that State Highway Administration is the federal highway liaison for local agencies. This means they support local agencies and jurisdictions with interim approvals. She said they also do a lot of training and education. Another way they build partnerships is through participating in the programs and projects conducted by local agencies. She said there is an ongoing collaboration with law enforcement partners, helping out with automated enforcement and commercial vehicle safety grants.

Ms. Mookherjee said that her office has worked with other states to share findings about automated speed enforcement, signal timing workshops, and railroad crossing safety programs. She said they also help organize peer exchanges and conferences. Recent examples include a collaboration with Pennsylvania on high-friction surface treatments, and Delaware on mumble strips. They are also looking to North Carolina to rethink how Maryland does work zone pavement marking. She also pointed out the pedestrian safety guidelines.

Mr. Snyder referenced slide 5 and asked what combination of programs and laws will actually bring a reverse to the trends of increased fatalities and injuries.

Mr. Kerns said that these trends can be seen across the country. He said it will take a combination of education and enforcement, and improved data. He said that they use programs to try and get people to wear seatbelts and not drive impaired.

Ms. Mookherjee said the engineering perspective takes a more systemic look. This involves strategies like reducing speed limits, using more high-visibility crosswalks, no more turning on red lights in urban areas. On the highway, they've been looking at the locations for wrong-way crashes and nontraditional interchanges.

Mr. Kerns said that when an engineering change is made, there is follow up with enforcement and

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education.

Ms. Garvey asked if the increase in fatalities and injuries has surpassed the increase in population or number of vehicle trips.

Mr. Kerns said that a measure that is used, but was not included in the presentation, is the vehicles miles traveled as an exposure rate. AS VMT goes up, he said, the number of crashes and fatalities also go up.

Ms. Garvey referenced stricter approaches to punishing and reforming people who drive impaired in different countries.

Mr. Kerns said that there are some programs that address behavior. He said that Howard County has a DUI court, and that trauma centers provide intervention programs. He agreed that other countries are much stricter about enforcing and treating impaired driving.

Ms. Garvey requested data about how effective these programs are in places like Howard County.

Mr. Kerns said that next time they present to the TPB they can include some information about what other states are doing.

Mr. Kannan said that it would be helpful if staff could provide some guidance on how the board is meant to use the information from Items 8 and 9. He asked if there was a way to act tactically based on this information.

Mr. Srikanth said that Item 10 will provide an indication of what staff are planning to do to take action on the information.

Chair Nohe said that it is important to have realistic expectations about what an MPO can do to change people's behavior.

Mr. Meyer from the City of Fairfax said that changing normative behaviors is the answer. He said enforcement needs to be vigilant and year-round.

Mr. Kerns said it is ideally a combination of enforcement, education, and other factors. He said that there is a conference next week in Roanoke, Virginia focusing on distracted driving. He said that distracted driving is difficult to measure based on current data. He said that being able to accurately identify a distracted driving crash is difficult.

Ms. Kostiuk asked how Maryland's new Vision Zero policy for the state will change the state's safety work.

Mr. Kern said Maryland is the only state that has legislated safety goals. One of the things that they are planning to do is incorporate the goals into the next strategic highway safety plan, and then redevelop the next five-year plan incorporating Vision Zero. He said that they are also taking information from the legislation and using it to create a website and rebrand activities.

## **10. VISUALIZE 2045 ASPIRATIONAL INITIATIVES: SITE VISITS WITH TPB MEMBER TECHNICAL STAFF**

Ms. Cook said that the next update to the long-range plan is due in 2022. She referred to her presentation and provided a brief overview of the Aspirational Initiatives and a history of the process for developing and approving them. She said that work is underway by TPB to further implementation of some of the initiatives, including: a study to improve walking and biking access to transit stations; completing the National Capital Trail network; and the incenTrip app to help people consider other options for commuting.

Ms. Cook said that on top of the work that TPB staff are doing to further implementation of the initiatives, she also wants to track the projects, programs, and policies that have started moving forward at the jurisdiction level to further the initiatives. She said that jurisdiction and agency staff that sit on the Technical Committee are helping out by completing an online form to provide some information. She



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said that it will be even more helpful for TPB staff to go to each jurisdiction and learn more about what is going on. She said that the purpose is to talk about what the jurisdictions are doing to advance projects that align with the initiatives and talk about how the TPB can help. She said that staff will be listening for themes about potential projects and activities that the TPB might be able to help promote. She said that elected members of the board can help by signing and sending a letter to their local planning staff to help schedule these meetings.

Mr. Srikanth said that there are three more years before the long-range plan update is completed. He said the goal is to not have to wait three years to find out what projects, programs, and policies will be included. He noted that this targeted outreach to each member jurisdiction is intended to communicate TPB's policy priorities and preferences. Additionally, data from surveys and data analysis, including equity emphasis areas, will be shared with member agencies to help them develop projects, programs, and policies for the next update of the long-range plan.

#### **11. VISUALIZE 2045 ASPIRATIONAL INITIATIVES: WALKSHEDS FOR EXISTING HIGH-CAPACITY TRANSIT STATIONS**

Mr. Srikanth said that this is not enough time for this interesting item. He said it will be brought back to the board in October.

#### **OTHER ITEMS**

#### **12. ADJOURN**

No other business was brought before the board. The meeting adjourned at 2:05 p.m.