
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

March 20, 2019

MEMBERS AND ALTERNATES PRESENT

Canek Aguirre – City of Alexandria
Charles Allen – DC Council
Monique Anderson-Walker – Prince George’s County
Paolo Belita – Prince William County
Ron Burns – Frederick County
Allison Davis – WMATA
Dennis Enslinger – City of Gaithersburg
Gary Erenrich – Montgomery County
Libby Garvey – Arlington County
Dannielle Glaros – Prince George’s County
Evan Glass – Montgomery County Council
Bill Goddard – City of Laurel
Jason Groth – Charles County
Renee’ N. Hamilton – VDOT
Neil Harris – City of Gaithersburg
Earl Lewis – VDOT
Sakina Khan – DC Office of Planning
Julia Koster – National Capital Planning Commission
Kacy Kostiuik – City of Takoma Park
Dan Malouff – Arlington County
Phil Mendelson – DC Council
Ron Meyer – Loudoun County
Denise Mitchell – City of College Park
Bridget O’Donnell Newton – City of Rockville
Marty Nohe – Prince William County
Mark Rawlings - DDOT
Jeanette Rishell – City of Manassas Park
Kelly Russell – City of Frederick
Jim Sebastian – DDOT
Pamela Sebesky – City of Manassas
Linda Smyth – Fairfax County
Dave Snyder – Falls Church Virginia
Kari Snyder – MDOT
Tammy Stidham – National Park Service
Brandon Todd – DC Council
Andrew Trueblood – DC Office of Planning
Kristen Umstattd – Loudoun County
Victor Weissberg – Prince George’s County

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Lyn Erickson
Brandon Brown

Deborah Etheridge
Sergio Rittaco
Abigail Zenner
John Swanson
Andrew Meese
Nicolas Ramfos
Tim Canan
Paul Des Jardin
Greg Grant
Ken Joh
John Schermann
Michael Farrell
Mark Moran
Daivamani Sivasailam
Charlene Howard
Dusan Vuksan
Eric Randall
Bill Bacon
Sarah Bond
Rob Jackson, CAC Chair
Ken Fealing – Storm Center Communications
Lee Schoenecker – APA-NCAC
Malcolm Watson FCDOT
Bob Whitfield – Fairfax Alliance
Mark Phillips – WMATA
Toria Lasster – MDOT/SHA
Andrew Mowry – Loudoun County
Mike Lake – Fairfax County DOT
Kristin Calkins - DCOP
Sree Nampoothiri – NVTA
Stephen Read – VDOT
Norman Whitaker – NVTA
Regina Moore - NVTA
Bill Orleans - Public Participant

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

No public comments were shared with the board.

2. APPROVAL OF MINUTES OF THE FEBRUARY 22, 2019 MEETING

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

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Rawlings said that the Technical Committee met on March 1 and was briefed on five items that are on the TPB agenda. In addition to these items, the committee was briefed on the Washington-Baltimore Regional Air Passenger Survey and the Community Leadership Institute, which will be held in April and May 2019.

4. REPORT OF THE CITIZEN ADVISORY COMMITTEE (CAC) AND ACCESS FOR ALL ADVISORY COMMITTEE (AFA)

Mr. Jackson said that the CAC met on March 14. At the meeting the committee received a briefing on Visualize 2045. He said that the committee was also briefed on a report that evaluated the TPB's public participation activities from January 2017 to December 2018. He said that the consultant report included 18 recommendations that were shared with the committee. He said that following this briefing the committee divided into small groups to discuss recommendations around: communications, incorporating learnings from Visualize 2045 outreach, and enhancing the role and function of the CAC. He said that a summary of committee comments on the recommendations can be found in the CAC report.

Ms. Kostiuk said that the AFA met on March 7. She said that the meeting started with a status update on the enhanced mobility projects that were funded by 2017 Enhanced Mobility grants. She said that the committee was briefed on the evaluation of the TPB's public participation activities from 2017 to 2018. She said that there was a presentation on enhancements to the Reach a Ride program and WMATA's Abilities-Ride program. The final presentation was from Easter Seals, which received funding from the National Aging and Disability Transportation Center to develop an app for Metro Access users that would provide them with real-time information. She said that more detail can be found in the committee report.

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

Mr. Srikanth said that the Steering Committee met on March 1 and approved three amendments to the FY 2019 Transportation Improvement Program (TIP). He said that these amendments do not affect the approved air quality conformity analysis and the fiscal constraint demonstrated for the long-range plan and the TIP. He said that the first amendment adds \$17 million in federal, state, local, and regional funds for improvements to Virginia 28 in Virginia. He said that details of this amendment can be found on pages 3 to 7 of the director's report. The second amendment added \$14 million in federal and local funds for two projects in the District of Columbia. The first was a pavement and reconstruction project in Ward 2, and the other upgraded street lights along Pennsylvania Avenue. Details can be found on page 9 to 12 of the report. The third amendment provides \$3.5 million in federal and local funds for improvements to the Harry Truman Bridge in Prince George's County. Project details are on page 13 to 15 of the report.

Mr. Srikanth said that on page 19 of the report there is an announcement reminding TPB member agencies that the TPB is accepting applications for FY 2020 Transportation Land-Use Connections technical assistance projects. Applications are due on April 2. He said the program is intended to help promote and enhance transportation and land-use connection projects, programs, and policies.

Mr. Srikanth said that a copy of COG's news highlights and an FTA press release was distributed to the board. He said that the FTA announced that it certified the Washington Metrorail Safety Commission (MSC) as the state agency to provide oversight of the Metrorail system. He said that this is a requirement in MAP-21. He said that the MSC is a fully independent entity with legal authority to enforce safety recommendations for the Metrorail system.

Mr. Erenrich asked about the funds that the FTA had been withholding.

Mr. Srikanth said that the funds would now be released to the region because the MSC was certified.

Ms. Umstatted asked how the \$48.5 million in funds will be allocated.

Mr. Srikanth said that these are not new funds. He said that they were previously allocated. He said that he could provide Ms. Umstatted the details about how much money will go back to Virginia if desired.

6. CHAIRMAN'S REMARKS

Chair Nohe said that the creation of the Washington Metrorail Safety Commission is a big deal. He added that it is a big deal that people will not notice, which is a good thing. He said people should not have to be aware that there is a commission working to keep them safe. They should just feel safe while riding Metrorail. He recognized the federal, state, and local efforts to get the MSC certified. He said that the TPB played an important role advocating for the kind of reforms that were necessary to make sure the new investments in Metro make sense. He thanked the legislative bodies, the governors, the mayor, and the COG board. He also thanked the state departments of transportation. He said that this is a good example of what the region is capable of doing when it works together.

ACTION ITEMS

7. APPROVAL OF AMENDMENT TO THE FY 2019 UNIFIED PLANNING WORK PROGRAM (UPWP), AND APPROVAL OF FY 2019 CARRYOVER FUNDING TO FY 2020

Ms. Erickson said in January she shared an outline for the FY 2020 Unified Planning Work Program (UPWP), and that in February she presented a draft of the document. She said that the third step is to identify the work that will not be completed in FY 2019 and move the funding for that work to the FY 2020 UPWP. She said that about \$1.2 million of work activities need to be carried over, or reprogramed, for next year. She said that this includes \$600,000 for consultant services to help develop the next generation travel demand model, \$350,000 for consultant services related to completing the regional travel survey, and \$272,000 to complete other activities. She said the memo includes detailed tables.

Mr. Allen made a motion to adopt Resolution R13-2019 to amend the FY 2019 UPWP to revise the budget and work activities. The motion was seconded by Ms. Russell and approved by the board.

Mr. Allen made a motion to adopt resolution R14-2019 to approve carryover funding from FY 2019 UPWP to the FY 2020 UPWP. The motion was seconded by Ms. Kostiuk and approved by the board.

8. APPROVAL OF THE FY 2020 UNIFIED PLANNING WORK PROGRAM (UPWP)

Ms. Erickson said that the FY 2020 Unified Planning Work Program (UPWP) received one comment during the 30-day public comment period. She referred to a memo that describes the comment from the Town of Riverdale Park, Maryland. She said that town complimented the forthcoming MARC/VRE run-through analysis and would like more information on this project as it moves forward. She said that the project has not started but information will be shared as it proceeds.

Mr. Allen made a motion to adopt Resolution R15-2019 to approve the FY 2020 UPWP. The motion was seconded by Mr. Lewis and approved by the board.

9. APPROVAL OF THE FY 2020 COMMUTER CONNECTIONS WORK PROGRAM (CCWP)

Mr. Ramfos said that the FY 2020 Commuter Connections Work Program (CCWP) did not receive any public comments. He said that staff made some corrections. He said that the budget did not change, but some items within the budgets were moved around. He said that language was added to the Bike to Work Day section acknowledging state funding agencies as sponsors. He said the final change included information about the Car Free Day survey in the program evaluation section.

Mr. Allen made a motion to adopt Resolution R16-2019 to approve the FY 2020 CCWP. The motion was seconded by Ms. Mitchell and approved by the board.

INFORMATION ITEMS

10. ACTIVITIES TO ADDRESS SAFETY CHALLENGES IN THE REGION: VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)

Chair Nohe said that at the January meeting the TPB was briefed on federally required traffic safety goals. He said that these goals are based on historic information and that they are more accurately described as observations. He said that the board expressed interest in learning more about what the states are doing to promote traffic safety.

Mr. Schermann said that over the year each of the state DOTs is being asked to prepare presentations to highlight their particular approaches to reducing fatalities and serious injuries in the region. He said that in this first round of presentations the DOTs are going to provide an overview of their state safety programs and discuss the factors that contribute to fatal and serious injury increases in their part of the region. He said they have also been asked to talk about strategies, programs, and activities in place to improve safety.

Mr. Read said that his goal is to bring some focus on what the Commonwealth of Virginia is doing to grow a “safety culture,” in terms of how the transportation system is planned, delivered, and operated. He said that this culture extends to how staff interact with residents and people who use the system. He said that his presentation would start with trends and then pivot to what the VDOT is doing to influence those numbers.

Mr. Read said that Virginia has seen an increase in fatalities since 2014 for all modes of travel. He said that in the same time period, the number of serious injuries declined and hit a plateau. He said that these types of plateaus are common in transportation safety and tend to change when new technology is introduced. He said that trends in Northern Virginia are the same as the trends statewide. He said the most common factors affecting safety are seen in crashes that result in serious injury or death. These factors include speeding, distracted driving, impaired driving, and not wearing a seatbelt.

Mr. Read said that VDOT’s safety program includes addressing these factors by looking at high crash locations and improving safety at these locations. He said that VDOT and DRPT are working on the infrastructure and operations side. These two are also working on incident response along with the Department of Fire Protection and Emergency Medical Services. He said that the DMV is working on behavior along with the Highway Safety Office, the Department of Education, and state and local police. He said that states are required to develop five-year plans. He said that that these strategic plans tie together the work of all of these partners. He said that they meet regularly to talk about issues and develop countermeasures. He described how funding is distributed in Virginia: \$20 million statewide for behavior, \$60 million for highway safety improvements, and \$5 million for statewide highway/rail grade crossing safety improvements. More detail on funding can be found in the presentation. He also described the breakdown of SMART SCALE funds over the last three years.

Mr. Read said that Virginia is working to be more systematic at looking at the whole transportation system and spreading money across the whole system. He said that the safety program is first looking to identify high-crash locations based on the last five years of data. He said that roadway departures are about 50 to 60 percent of fatalities in Virginia. For this reason, the state is focusing on different types of treatments that can help make sure folks can stay on the roads, including better warnings, and rumble strips. He said that at intersections, warning indicators and treatments to make the intersections high-visibility are important.

Mr. Read said that the state’s quantitative project evaluation process, SMART SCALE, uses safety as an explicit evaluation factor. He noted that this statewide activity was developed to identify locations that have a potential for safety improvement and to target funding for projects at those locations.

Mr. Read said that there are requirements through the FHWA and NHTSA that states set aside money for highway safety. He said that those funds are split by the state’s secretary of transportation between

the behavioral side to address driving while intoxicated through enforcement and education, and targeted safety improvements. He said that in Virginia it is split 50/50, so that \$20 million a year is divided between the two approaches. He also noted that this funding is increased by a small amount due to the state's open container statutes.

Ms. Russell asked for more information on an open container provision.

Mr. Nohe asked if Virginia gets extra money from the federal government because it does not have a strict open container law.

Mr. Read said that the state does not receive extra money, but rather, money is reallocated from existing federal transportation money since the open container law is not considered stringent enough.

Mr. Meyer observed that only spending \$1.8 million on pedestrian safety at the state level puts a burden on the local governments. He asked if VDOT is letting the General Assembly know that localities are having to spend local tax money that should go to education, toward transportation because safety programs are not even close to being adequately funded.

Mr. Read said that at present federal funding requires a 10 percent match from state funds.

Mr. Meyer said that in Loudoun County there are pressing needs for pedestrian access. He said that VDOT has helped a little bit, but that the funding is not adequate.

Mr. Read said that the amount of money for pedestrian projects is much more than it was ten years ago.

Ms. Garvey said that there are more and more aging drivers. She asked if accident data is collected by age group.

Mr. Read said that it was. He said the data shows that young and old drivers are prone to accidents. He said that DMV has a program called "Grand Driver" which seems to help families have the discussion about deciding when someone is no longer able to drive.

Ms. Garvey said that she has difficulty seeing pedestrians wearing dark clothes at night.

Mr. Read said that educational outreach does raise awareness about pedestrian visibility.

Ms. Garvey encouraged the state to collect data on what pedestrians involved in collisions are wearing.

Ms. Smyth said that more and more people are speeding through neighborhoods. She said that while VDOT has been helpful with traffic calming, they have not been willing to lower speed limits. She encouraged VDOT to think more about how speed limits impact safety.

Mr. Snyder said that addressing distracted driving, unbelted passengers, speeding, and impaired driving would go a long way towards addressing the driver part of the safety triad. He said he hopes that the TPB will have recommendations to share with VDOT and other jurisdictions as to how to address safety, especially the behavior element.

Ms. Glaros said that similar bad driving behavior is prevalent in Virginia, Maryland, and the District. She suggested more emphasis on a regional campaign to raise more awareness of these risky behaviors.

Mr. Srikanth reminded the board that TPB staff have initiated a consultant study that is working with the three DOTs to understand the factors or influences behind these trends in safety. He said that the follow-up study will look at engineering, enforcement, and education actions that could help address the issue.

Mr. Allen asked if VDOT categorized crashes, fatalities, and injuries by road type, for example highway or local street.

Mr. Read said that the data can be sliced many ways. He said that 2017 was a bad year in Virginia. He said that numbers of fatalities increased for all road types.

Mr. Allen said that he feels design determines function. He wondered if local streets have been

designed to move as many people as possible, as fast as possible, and if that kind of design might account for some of the dangerous driving on local streets. He asked how traffic safety data inform design decisions that reduce speeds and create safer experiences.

Mr. Read said that the SMART SCALE approach pushes the idea of reducing conflicts and providing for all modes. He added that it takes time to change the culture around design and use.

Ms. Umstattd said that if elderly drivers are going to be discouraged from driving there needs to be a system in place to help them get around. She also asked for clarity about how fatalities are going up and serious injuries are going down.

Mr. Read said that the serious injuries are going down because of automobile safety improvements.

Ms. Umstattd asked if VDOT is coordinated with companies that are designing autonomous vehicles about safety needs.

Mr. Read said that Virginia is testing autonomous vehicles at Virginia Tech. He said they are looking how these cars are interacting with those traffic control devices.

Ms. Russell asked if there is a regional effort to coordinate the efforts underway in Maryland, Virginia, and the District to prepare connected and autonomous vehicles.

Mr. Read said that he is not aware of any efforts in the region, though he said that FHWA has called for a pooled fund study, in which all the states are working together to share the information, research, and technology.

Mr. Srikanth said that within the TPB's Technical Committee there is a group called the Vehicle Probe Users Group that has been meeting for about 18 months to work on technology-related elements. He added that the TPB work program calls for the convening a regional forum to discuss autonomous vehicles.

Ms. Russell encouraged the TPB to add "encouragement, evaluations, and equity" to the "three e's."

11. VISUALIZE 2045: ADDRESSING THE REGION'S CAPACITY FOR ADDITIONAL HOUSING

Mr. Desjardin referred to the seven endorsed initiatives from Visualize 2045. He said that this presentation focuses on the first, to bring housing and jobs closer together. He referred to a table in his presentation that summarizes the cooperative forecast. He said that the region is expected to add about 1 million new jobs by 2045. He said that in order to keep pace with that growth in jobs, the region needs to add about 26,000 new housing units a year. He noted that forecast data indicate that the number of housing units permitted in the region will be below the target number of housing units needed. He said that the COG board directed the Planning Directors Technical Advisory Committee and the Housing Directors Advisory Committee to assess the region's ability to accommodate future growth, examine incentives for adding additional housing, work with Region Forward, assess impediments to adding housing, and identify local government planning efforts that support the initiatives of the TPB Long-Range Plan Task Force.

Mr. Trueblood said that the planning directors work addressed three questions: Can the region accommodate an additional 100,000 households above what is currently forecast by 2045?; can the additional households be located in Activity Centers near High Capacity Transit areas?; and what is the right mix of housing types and prices to accommodate current and future workers? He said that comprehensive plans in the region have enough capacity to address increased housing production. However, zoning and comprehensive plan changes may be needed in some jurisdictions. He added that supply alone does not address the region's current and future housing affordability needs. He said that the barriers to increased housing production are: land-use/regulatory structure, market forces, and community dynamics. Details about these barriers can be found in the presentation.

Mr. Trueblood said the planning directors will next explore questions related to accessibility and

affordability of housing. He showed a work schedule for the planning directors committee.

Mr. Allen said that when explaining the benefit of adding housing, it is important to think about what happens if new housing is not created. He said that he is troubled by the stagnation in permitting for single family homes. He asked how the experts plan to knit together the different aspects of housing type, amount of housing, transportation needs, and employment possibilities.

Mr. Trueblood said there are opportunities for land-use planning to influence long-term transportation planning. He said that the question about employment centers is also about housing. He said that these concerns will not necessarily be addressed in this round of the work plan, but it could be included in future work.

Ms. Smyth said that in her experience, more effort spent on comprehensive planning often results in more public acceptance of the findings of those planning efforts.

Mr. Trueblood said that he agrees. He said that the sooner that communities are informed and brought in to face difficult decisions, the better.

Ms. Glaros spoke about the importance of middle-income housing. She said that Prince George's County is affordable compared to the region. She said that this regional imbalance creates some unique challenges.

Mr. Trueblood said that the role of the private side is growing. He said that it is important that employers start thinking of themselves as aligned with housing. He referenced a study that found a connection between housing stability and health.

Ms. Newton said that preserving naturally occurring housing is important, especially for older apartment buildings.

Mr. Trueblood said that it needs to be made clear where there are opportunities for new building, but also it should be clear where there are opportunities for preservation.

Ms. Davis said that in 2015 Metro released a report called Connect Greater Washington, that tried to balance jobs and housing across the region and explained what that meant for the region in terms of ridership, revenue, taxpayer resources, congestion, and the environment.

OTHER ITEMS

12. ADJOURN

No other business was brought before the board. The meeting adjourned at 2:03 p.m.