
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

April 18, 2018

MEMBERS AND ALTERNATES PRESENT

Charles Allen, DC Council
Ron Burns, Frederick County
Allison Davis, WMATA
Christian Dorsey, Arlington County
Gary Erenrich, Montgomery County
Tawanna Gaines, Maryland House of Delegates
Charles C. Glass, MDOT
Rene'e Hamilton, VDOT
Neil Harris, City of Gaithersburg
Cathy Hudgins, Fairfax County Board of Supervisors
John D. Jenkins, Prince William County
Kacy Kostiuk, City of Takoma Park
Christine Kulumani, DC Council
Tim Lovain, City of Alexandria
Phil Mendelson, DC Council
David Meyer, City of Fairfax
Ron Meyer, Loudoun County
Martin Nohe, Prince William County
Mark Rawlings, DC-DOT
Rodney M. Roberts, City of College Park
Kelly Russell, City of Frederick
Eric Shaw, D.C. Office of Planning
Linda Smyth, Fairfax County Board of Supervisors
Dave Snyder, City of Falls Church
Tammy Stidham, National Park Service
Brandon Todd, DC Council
Victor Weissberg, Prince George's County Exec.
Mark Wolfe, City of Manassas
Sam Zimbabwe, DDOT

MWCOG STAFF AND OTHERS PRESENT

Lyn Erickson
Andrew Meese
Nicholas Ramfos
Tim Canan
John Swanson
Eric Randall
Andrew Austin
Kenneth Joh
Jon Schermann
Douglas Franklin
Dusan Vuksan
Mark Moran
Lori Zeller
Abigail Zenner

Arianna Koudounas
Debbie Leigh
Deborah Etheridge
Wendy Klancher
Bill Orleans
Kari Snyder MDOT
Nydia Blake Prince William County
Mike Lake Fairfax County DOT
Maria Sinner VDOT
Norman Whitaker VDOT
Ben Kaufman RSG
Kristin Calkins D.C. Office of Planning
Sydney Hawthorne Chairman Mendelson, DC Council
Malcolm Watson FC DOT
Kristin Frontiera Washington Area Bicyclist Association
Chloe Ritter City of Fairfax
Nancy Huggins MDOT MTA

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

No members of the public spoke before the board.

2. APPROVAL OF MINUTES OF THE MARCH 23, 2018 MEETING

Ms. Kortum asked that her name be added to the attendance for the March 23 TPB meeting.

A motion was to amend and approve the minutes. The motion was approved.

3. REPORT OF THE TECHNICAL COMMITTEE

Ms. Erickson said that she would present the report on behalf of Mr. Brown who was unable to attend. She said that the Technical Committee met on April 6. She said that many of the items on the TPB agenda were discussed at the meeting. She said that WMATA presented on Transportation Network Companies. She said that the committee has received presentations from jurisdiction staff about initiatives and projects that are in line with initiatives endorsed by the board, and offered the opportunity for all members to come and present these types of on-going projects and efforts. She said that Embark Richmond Highway will be presented at the May meeting.

4. REPORT OF THE CITIZEN ADVISORY COMMITTEE (CAC)

Ms. Kortum said that the CAC met on April 12. The meeting focused on items related to Visualize 2045. First, there was a briefing on the results of the public opinion survey conducted during phase 1 of outreach, which was followed by a discussion on phase 2 activities. The final item covered ways that the CAC could be ambassadors for the second phase of Visualize 2045 outreach.

Ms. Kortum also announced that she has appointed Rob Jackson to serve as the CAC vice-chair from Virginia, and Ronit Dancis to serve as CAC vice-chair from Maryland.

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

Mr. Srikanth said that the Steering Committee met on April 6. At the meeting the committee approved a request from the District Department of Transportation to amend the TIP to provide funding for the rehabilitation of Eastern Avenue. The amendment also provided some additional funding for the Rock Creek Park Trail project and citywide roadside improvements. He said that details on this amendment could be found on pages 5 through 8 of his memo.

Mr. Srikanth said that the letters received and sent includes a copy of the TPB's letter supporting the Greyhound Corporation's application for federal Section 5311 funding from Maryland Transportation Administration to fund intercity bus service between the District of Columbia and Wilmington, Delaware with stops in Maryland.

Mr. Srikanth said that announcements and updates include a notice about a webinar organized by the Transportation Land Use Connections (TLC) Program that will be hosted jointly by the TPB and the Urban Land Institute on May 10. The subject of this webinar is improving walk and bike access to transit stations. He said that this announcement can be found on page 15. He said that a copy of Chair Allen's presentation to the COG board can be found on pages 17 through 20, and that pages 21 through 24 are a brief from COG's executive director covering the latest status of efforts to fund Metro's capital program. He said that page 25 is an announcement for a public forum being hosted by the Northern Virginia Transportation Authority and George Mason University.

Mr. Srikanth said that other items include the kickoff of the spring 2018 Street Smart Pedestrian and Bicycle Safety Campaign. He said that the TPB also hosted a best practices in pedestrian enforcement workshop.

Mr. Srikanth said that a private company has proposed to build a high-speed intercity public transportation system between DC and Baltimore. He said that the company is working with Maryland and federal departments to develop the project. He said that he has been informed that MDOT will ask the MPOs to consider including this project in the long-range plans for both the TPB and Baltimore's MPO.

Mr. Srikanth said that the final item was a letter from Mayor Jordan of the City of Greenbelt. He said that the letter from Greenbelt expressed the position that the TIP amendment approved by the Steering Committee in March to approve \$67 million for Maryland's proposed express lanes on I-270 and I-495 should have been brought to the full board. Mr. Srikanth recapped the briefing that he had provided in March to the TPB regarding the Steering Committee's detailed discussion about the project, prior to its approval. He said that MDOT had said that the funding is to be used for project planning and preliminary engineering. He said that this is typical operating procedure.

Mr. Srikanth thanked Ms. Hudgins and Ms. Smyth for inviting TPB staff to brief the Fairfax County Board's Transportation Advisory Committee. He said that the committee was briefed on Visualize 2045 and the seven initiatives endorsed by the TPB.

Mr. Roberts said that Maryland's proposed express lane project should have been brought to the board because it will impact air-quality by increasing automobile use at the expense of public transportation.

Mr. Srikanth said that the amendment was not to approve building the project. The amendment just approved a study. He said that because it is just a study it will have no air quality impacts.

Mr. Roberts said that the study includes engineering, which is one step closer to making the project real. He believes that the amendment should have been open for more public input.

Mr. Todd said that he is excited about three TIP amendments that will impact Ward 4.

Mr. Shaw asked if the proposed high-speed intercity public transportation system was part of the new Hyperloop project and if it needed to be included in the Transportation Improvement Program (TIP).

Mr. Srikanth said that no, the Maglev was not part of the Hyperloop project. He said that when the Maglev project reaches a level of readiness it will need to be added to the TPB's TIP and the TIP for Baltimore's MPO.

6. CHAIRMAN'S REMARKS

Chair Allen said that he spoke at the April COG board meeting about the seven endorsed initiatives. He said that COG board members expressed interest in having a deeper understanding of some of the work

that the TPB is doing. He said that there was a desire to figure out how the different jurisdictions can prioritize the initiatives.

Chair Allen reminded the board that phase 2 public outreach for Visualize 2045 is underway. He also said that he recently spoke at a Vision Zero conference. He shared an anecdote about the effectiveness of enforcing traffic speed laws. He said that some street designs actually promote speeding and encouraged members to work their transportation departments to think through new design solutions to make roads safer.

ACTION ITEMS

7. APPROVAL OF REGIONAL BIKE TO WORK DAY 2018 PROCLAMATION

Mr. Ramfos said that Bike to Work day is scheduled for Friday, May 18, 2018. He said that this year's event will have more than 100 pit stops, up from 86 in 2017. He said that the goal for this year's event is to exceed 20,000 participants. He said that Commuter Connections works with the Washington Area Bicyclist Association (WABA) and other partners to provide support for people choosing to bike to work. He said that there has been \$60,000 in corporate sponsorships for 2018 event. Additionally, Commuter Connections works with employers to incentivize participation in Bike to Work Day. He summarized data from the 2016 Bike to Work Day survey and said that invitations to participate in the event will be sent to members of the TPB. He thanked the state departments of transportation for their support.

Mr. Nohe said that registration to participate in Bike to Work Day is so easy that he was able to do it during this presentation.

Mr. Erenrich said that dockless bikesharing might make it easier for more people to participate in the event.

Mr. Harris said that Gaithersburg supports the event and is adding a second pit stop this year.

Mr. Weissberg said that Prince George's is adding a new pit stop in Largo this year.

Mr. Ramfos introduced Kristin Frontiera from WABA.

Ms. Frontiera said that WABA offers education and organization programming to get people confident riding bikes in the city.

Chair Allen made a motion to approve the 2018 Bike to Work Day Proclamation. The motion was seconded and approved.

8. APPROVAL OF THE NEW METROPOLITAN TRANSPORTATION PLANNING "3C" AGREEMENT BETWEEN THE STATE DEPARTMENTS OF TRANSPORTATION (DOT) AND TPB

Ms. Erickson reminded the board that they were briefed on the new metropolitan transportation planning process "3C" agreement between state departments of transportation and the TPB at the March board meeting. She said that the board is being asked to approve a resolution authorizing the TPB chair and TPB staff director to sign the agreement, and agree to conduct a continuing, cooperative, and comprehensive transportation planning and programming process.

Mr. Meyer (Loudoun) made a motion to adopt Resolution R19-2018 to approve the "3C" Agreement and to authorize the TPB chair to sign the agreement. The motion was seconded and approved.

9. APPROVAL OF PROJECTS RECOMMENDED FOR FUNDING UNDER THE FY 2019-2020 TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM FOR NORTHERN VIRGINIA TPB JURISDICTIONS

Mr. Swanson said that the Transportation Alternatives Set Aside Program provides funding for projects

that make it easier for people to leave their cars at home and chose to walk, take transit, or bike. He said that the TPB is responsible for selecting projects using a sub-allocated portion of this funding for D.C., Maryland, and Virginia. He said that the board is being asked to approve a resolution for funding projects in Northern Virginia. He said staff have been working to integrate the TA set aside program and the Transportation/Land-Use Connections (TLC) program. TLC provides funding for planning and the set aside is focused on capital improvements.

Mr. Swanson said that the deadline for Virginia projects was in November 2017. He summarized the selection process and said that it is coordinated with Virginia's Local Assistance Division and the Commonwealth Transportation Board. He said that staff from other jurisdictions also participated in the process. He said that the policy criteria used when ranking projects includes: expanding multimodal transportation options, supporting regional activity centers, access to high-capacity transit, and increased access in equity emphasis areas. He said the panel met in April and reviewed 18 projects, 11 of which were recommended for funding.

Mr. Swanson referred to his presentation and described a map that shows where the different selected projects are located.

Mr. Meyer (Loudoun) asked if projects are limited because they are assigned consultants through the TPB.

Mr. Swanson clarified that Mr. Meyer seemed to be referring to the TLC program, which pairs jurisdictions with consultants for technical assistance. He said that the TA program uses federal funding and is run through the state DOTs. He said that the TPB's role is primarily selecting projects.

Mr. Meyer (Loudoun) asked if projects can be partially funded through the TA program.

Mr. Swanson said that projects could get partial funding.

Mr. Shaw asked if the different selection criteria are weighted differently.

Mr. Swanson said that the TA application for Northern Virginia included a supplementary application from the TPB that among other things, asked applicants to identify how their projects related to regional priorities. He said the TPB's regional criteria were weighted relatively equally in the TPB's selection process.

A motion was made to adopt Resolution R20-2018 to approve projects for funding under the Federal Transportation Alternatives Set-Aside Program for Northern Virginia for FY 2018. The motion was seconded by Mr. Snyder and approved by the board.

INFORMATION ITEMS

10. VISUALIZE 2045: PHASE 1 PUBLIC OUTREACH SURVEY RESULTS

Mr. Joh said that his presentation has been informed by feedback received by the board and the technical committee in 2017. He said that Visualize 2045 Phase 1 outreach took place over an eight-week period from mid-June to mid-August 2017. He said that the survey is meant to collect a high-level analysis of opinions and attitudes of residents in the region and how they feel about transportation in the region. He said that the results of the survey will be included in the public involvement chapter of Visualize 2045, but they will also be used to inform the ongoing TPB planning process. He said that the survey is an important and useful tool for public involvement in the planning process, but it can also be used to draw conclusions about transportation priorities and issues. He said that two different methodologies were used to gather responses from the public. He said that there was a random sample survey and an open survey. The random sample survey was designed to capture a geographically representative sample of the region. Invitations to participate were sent to randomly selected

households. The open survey was open for anyone to complete. He said that open survey results cannot be used to make inferences about households in the region. For this reason, he said, the following results are from the random sample survey. He said that his presentation will focus on response to the first survey question.

Mr. Joh said that 755 people responded to the random sample survey, which is a 5 percent response rate. He said that this allows for statistical analysis of the region but also sub-region. He said that the sub-regions are the core, the inner suburbs, and the outer suburbs. He said that with such a small sample size it is not possible to conduct meaningful statistical analysis of smaller sub-regional geographies.

Mr. Joh said that the first survey questions asked respondents to identify factors that have the greatest influence on their decision on how, when, and where they travel. He said the survey provided a list of five factors: reliability, affordability, travel time, travel option, and safety. Respondents selected up to two of these factors. Referring to his presentation, he described a table that shows results responses to this question. He said that reliability stands out as the most important factor influencing people's travel choices. Nearly two-thirds of respondents selected reliability. He said that travel time was also selected as an important factor influencing people's travel decisions.

Mr. Joh described a graph that shows priorities by primary travel mode. He said that the Y-axis indicate the percentage of respondents that selected the priority. He said that the color bars show the percentages by travel mode. He said that reliability remained the highest rated priority across all travel modes. He said that affordability was a bigger priority for people who ride trains and busses than it was for people who used other modes. He said that people who drive placed a high priority on travel time. He said that cyclists and pedestrians place more emphasis on travel options and safety.

Mr. Joh said that the analysis was also looked at where respondents live. He said that for all areas reliability remained the highest rated priority. He said that outer suburban residents placed a high priority on affordability. He said that the inner and outer suburban areas placed a higher priority on travel time compared to respondents living in the regional core. He said that respondents from the regional core place more emphasis on travel options, and that safety was important to respondents living in the suburbs.

Mr. Joh said that survey results will be used in Visualize 2045 and that a more detailed report is being prepared.

Mr. Snyder asked if the methodology was scientific.

Mr. Joh said that two methodologies were used. He said that one of those methods, the random sample survey, is considered statistically valid.

Mr. Snyder said that the validity is important to help decision makers weigh their response to the survey. He said that there is a relationship between safety and reliability. He said that most congestion on regional roadways comes from non-recurring situations, specifically motor vehicle crashes.

Mr. Meyer (City of Fairfax) asked how many survey invitations were distributed.

Mr. Joh said that more than 14,000 were sent out and 5% or 755 people responded.

Mr. Meyer (City of Fairfax) said that safety and travel options could have been rated low because people are happy with safety and options available.

Mr. Srikanth said that respondents were asked to pick their top two priorities that affect their travel decisions. As such, the response does not imply the respondents are happy with safety or that is less important.

Mr. Meyer (City of Fairfax) said that the options only have value in the context of other variables.

Mr. Srikanth said that the detailed analysis gets into more depth and that staff felt it was important to

start with this first question.

Ms. Kostiuk asked if the survey was made available to people who do not speak English as their first language.

Mr. Joh said that the survey was conducted online in both English and Spanish.

Ms. Kostiuk asked if it was possible to break down the survey results based on demographics and language. She encouraged staff to explore ways to reach out to more groups than are traditionally represented.

Mr. Zimbabwe said he was interested by how respondents rated safety. He said it is important to think about safety in terms of public health access that may be impacting people's travel options.

Mr. Joh said that even though safety was not rated as highly as the other priorities that does not mean it is not important. He said that attitudes and perception do not necessarily correlate with actual safety concerns.

Mr. Harris asked if there are any insights worth sharing from the open survey results.

Mr. Joh said that reliability and travel time were the top two ranked priorities, just like the random survey. He said that even though the open survey was not statistically controlled there was still a great representation of bicyclist and pedestrians that participated. He said that analysis of the open survey will be included in the detailed report.

Mr. Harris said that he is interested in the ideas that people shared about how to improve transportation in the region. He is particularly interested in a geographic breakdown.

Mr. Erenrich said that there is relationship between safety and travel time.

Ms. Kortum said that the graphs may be difficult for people to read who are color blind.

11. VISUALIZE 2045: PHASE 2 PUBLIC OUTREACH

Mr. Swanson reminded the board that he presented early plans for Phase 2 outreach at the March TPB meeting. He said that Phase 1 was conducted in 2017. During that phase, staff collected surveys from more than 6,000 people. He said that phase 2 consists of nine public forums at which the public will be asked to visualize the region's transportation future, with a focus on the seven initiatives endorsed by the board. He said that the forums are two hours long and start with a short contextual presentation that introduces participants to the TPB and explains how the initiatives were selected. Then there is a presentation that describes the initiatives through the use of a story map, using text, maps, graphics, and illustrations. He said that this information is also available as a brochure. Following the story map presentation, a real-time survey application is used to build a conversational feeling for participant's travel patterns and opinions about transportation today and in the future. This activity is followed by group discussions where participants are given the chance to share their experiences, hopes, and concerns about specific initiatives. He said that staff and consultants will facilitate and take notes at each discussion table.

Mr. Swanson shared the list of dates and locations for upcoming forums. He said that the first forum was in Frederick and was well attended. He said that more details can be found at visualize2045.org.

Ms. Zeller provided a quick overview about where to find the interactive story map on the website and described how it is used at the forum.

Mr. Swanson said that the qualitative feedback will be combined with the information from the Phase 1 survey results and will be distilled into a discrete report that will be shared with the TPB during the summer of 2018. He said it will also be include in the public involvement chapter of Visualize 2045.

Mr. Swanson said that three open houses will be scheduled for September one in D.C., one in Maryland, and one in Virginia. He said that these open houses will be part of the final public comment period.

Ms. Smyth clarified the location for the May 8 meeting.

Mr. Roberts asked why the TPB is not conducting more forums.

Mr. Swanson said that resources are limited. He said that staff is open to conducting more sessions around the region, but that first they wanted to commit to conducting the nine planned sessions across the region.

Mr. Roberts asked why Prince George's County only has one session scheduled.

Mr. Swanson said that there is only one session scheduled in each of the member counties, including the District of Columbia.

Chair Allen said that staff is working to identify good locations in each jurisdiction to hold a forum. He said that in a region the size of the Washington area that can be difficult. Even within the District, he pointed out, the location is not equally convenient for all residents.

Mr. Roberts said that he thinks staff can be doing a better job.

Mr. Nohe said that there should be multiple meetings in each jurisdiction that is a member of the board. He said that Prince William and Fairfax County contain more planned changes than any of the other jurisdictions.

Chair Allen repeated that staff resources are limited, and the TBP committed to holding at least one meeting in all of the TPB's member counties. He said that as long as staff is available they are willing to hold additional sessions throughout the region.

Mr. Zimbabwe asked if it was possible for TPB to send staff to meetings planned by the DOTs.

Chair Allen said that was a great idea.

Mr. Glass said that there is a meeting on Tuesday, April 24 in Greenbelt to discuss the Maryland highway widening.

Ms. Kortum suggesting adding dates of the forums to the brochure.

Ms. Kostiuik said that the Visualize 2045 website is confusing and suggested adding a menu item for forums in addition to the Participate menu.

12. VISUALIZE 2045: NATIONAL CAPITAL REGION FREIGHT FORUM AND LIVABILITY

Mr. Schermann said that federal regulations require MPOs to guide the transportation planning process according to factors, which include enhancement of the efficient movement of freight. He said that Visualize 2045 reflects the region's work to address the federal freight requirement by emphasizing the importance of goods and movement to the region, highlighting emerging freight trends, and discussing the role of the freight subcommittee in providing freight-related input to the transportation planning process. He said that Visualize 2045 also encompasses the National Capital Freight Plan, which was most recently approved by the TPB in 2016.

Mr. Schermann said that the theme for the freight forum was "freight as an enabler of livability." The forum used three locations from the region—downtown Frederick, downtown D.C., and the Roslyn-Ballston corridor—as case studies. He said that FHWA, the Volpe Center, and the Institute of Transportation Engineers as well as the City of Frederick, VDOT, and Arlington County all contributed to the success of the event.

Mr. Schermann said that the first part of the forum provided an overview of urban freight challenges and featured a mix of public and private sector speakers. He said that there were breakout sessions focusing on the positive and enabling aspects of goods delivery and on research-proven strategies. He said that the final session was the culmination of the event, in which officials from DC, Frederick, and Arlington introduced their neighborhood-focused work and explained their associated freight challenges. The

participants the divided into groups and worked to identify key strategies for mitigating the challenges. He said that detailed summary of the discussion can be found in his memo.

Mr. Snyder asked that the freight committee explore how to manage driverless technology and all of the positive and negative externalities of that technology.

Chair Allen said that members of the board are all already thinking about pilot programs, or legislative and policy decisions. He encouraged board members to consider how local decisions may impact neighboring jurisdictions.

Mr. Meyer (City of Fairfax) said that the effectiveness of zoning requirements and timed deliveries may be impacted by driverless deliveries that occur overnight.

Mr. Harris said that one way that Vision Zero policies seek to reduce traffic deaths is by making narrower and slower streets. He asked that the committee think how Vision Zero street design might impact last-mile freight deliveries.

OTHER ITEMS

13. ADJOURN

No other business was brought before the board. The meeting adjourned at 1:58 p.m.