

**Friendship Heights  
Transportation Management District  
Advisory Committee  
September 18, 2018**

**Voting Members**

Barbara Condos (Vice Chair)	Town of Somerset
Elizabeth Demetra Harris	Friendship Heights Village
John Mertens	Friendship Heights Village

**Non-Voting Members**

Sandra L. Brecher	MCDOT/Transportation Policy-Commuter Services
Derrick Harrigan	B-CC Services Center

**TMD Staff**

Nakengi Byrd	MCDOT/Transportation Policy-Commuter Services
Jim Carlson	MCDOT/Transportation Policy-Commuter Services

**Absent**

Tiffany Anderson (Chair)	Chevy Chase Land Company
Charles Crerand	CBRE Asset Services/Wisconsin Place
Joe Dixon	GEICO
Chief John Fitzgerald	Chevy Chase Village Police
Christopher Itteilag	Somerset House Management Association
Katie Mencarini	M-NCPPC
Manuel Ochoa	Citizens Coordinating Committee on Friendship Heights
Afua Ofori	Polinger Co./Large Employer

**Guests**

Morgan Bassford	Sharp & Co.
Bob Joiner	The Agenda News

**Item 1 & 2 – Introductions/Minutes:** Members and guests introduced themselves. Minutes were tabled for lack of quorum.

**Item 3 – NextGen TDM: Sandra Brecher** gave a presentation on NextGen TDM, the proposal to apply transportation demand management (TDM) county-wide. The proposed legislation seeks to modify Chapter 42A of the County Code as it applies to TDM legislation:

- Changes to Chapter 42A include eliminating individually negotiated traffic mitigation agreements (TMAGs) for new developments. Developers, depending on size of the development and proximity to a Metro station, would be required to meet certain minimum TDM goals.
- The types of TDM plans are mapped according to size of development (regardless of land use) - under 25,000 sq.ft. have no requirements; from 25,000 to 100,000 sq.ft. requirements are based on density criteria (Red, Orange, Yellow policy areas).
- Red, Orange and Yellow policy area plans dictate the type of TDM plan used for developments based on square footage.

- TDM program levels:
  - Level 1 TDM Basic – a business point of contact, facilitate outreach activities, provide Real time transportation info, survey participation.
  - Level 2 Action program – middle range program, developer funds TDM strategies to achieving non-auto driver mode share (NADMS) goal.
  - Level 3 Results program – developments of 100,000 sq.ft. or more required to achieve NADMS goals within 6 years, includes independent monitoring by approved consultant.
    - Self-monitoring of program by giving developers the choice to change program elements not working. If the plan is not contributing to the NADMS goal, then funding commitments need to be made to finance transportation programs to achieve the goal.
    - If goal is achieved, then awards are based on TDM fee rebate.
- The current \$0.10 per square foot TMD fee is applied to commercial buildings and to multi-unit residential development since both are being served by the TMD.
- Increased funding required to improve Action program level 2 and Results program level 3 funding is for the companies own use and not given to the County – it’s up to the developer to decide how program funds are spent to achieve NADMS goals.
- If company does not achieve NADMS goals after six years, it would be required to add up to one multiple of TDM fee (e.g., spend up to \$0.10 per square foot to augment current programs to achieve goal). If 8 years out and not achieving goal 4 times of TMD fee (.40 per square foot) will be required to fund transit options.
- A hearing will be scheduled for the proposed changes after Council review of the Bill.
- An important TDM strategy is to reduce parking incentives which counter achieving TDM goals by unbundling parking in lease agreements.

**Ms. Brecher** explained why separate traffic mitigation plans are needed for both the developers and employers occupying space inside the development, as employers have a direct impact on mode share goals via employees.

**Item 4 – TMD Marketing Outreach Update: Morgan Bassford** of Sharp & Co. announced:

- Commuter Information Days planned twice a week in the Friendship Heights area
- Car Free Day – Friday, September 21
- Promoting the Walk & Ride Challenge to all Friendship Heights employers
- Updating the business contact database for point of contact liaisons – discussion followed regarding difficulty entering businesses to conduct outreach and keeping lines of communication open

**Item 5 – Updates**

- Car Free Day Friday, 9/21 & Saturday 9/22 - On 9/22 Ride On extRa offering discounted service to Black Hills park and the Outlets in Clarksburg
- Park(ing) Day Friday, 9/21
- Donate a Bike Day October 26
- Dockless pilot project continues in Silver Spring. Two companies have withdrawn (Ofo & MoBike); LimeBike and Spin remaining, with LimeBike the only visible presence
- County is looking at expanding dockless pilot to include e-bikes and scooters – prohibited areas can be geo-fenced; however, not a finely tuned process

- Toole Design did dockless analysis – first, the community complained that there were too many bikes; now there are too few. Balancing supply and demand remains a challenge.

**Item 6 – Around the Room:**

- The Village of Friendship Heights Shuttle is in awful condition, creating a hazard for mobility impaired riders – shuttle bus service contracted with Armeey

**Item 7 – Adjourn: Next meeting date: Nov. 13, 2018**