

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

777 North Capitol Street, NE
Washington, D.C. 20002-4226
(202) 962-3200

**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
September 17, 2014**

Members and Alternates Present

Robert Brown, Loudoun County
Rick Canizales, Prince William County
Helen Cuervo, VDOT
Emad Elshafei, City of Rockville
Dan Emerine, DC Office of Planning
Gary Erenrich, Montgomery County Executive
Lyn Erickson, MDOT
Jay Fisette, Arlington County
Jason Groth, Charles County
Konrad Herling, City of Greenbelt
Cathy Hudgins, Fairfax County
Sandra Jackson, FHWA
John D. Jenkins, Prince William County
Shyam Kannan, WMATA
Tim Lovain, City of Alexandria
Phil Mendelson, DC Council
Bridget Donnell Newton, City of Rockville
Mark Rawlings, DC DOT
Peter B. Schwartz, Fauquier County
Paul Smith, Frederick County
Linda Smyth, Fairfax County Board of Supervisors
David Snyder, City of Falls Church
Tammy Stidham, National Park Service
Todd Turner, City of Bowie
Jonathan Way, City of Manassas
Victor Weissberg, Prince George's County and DPW&T
Tommy Wells, DC Council
Patrick Wojahn, City of College Park
Sam Zimbabwe, DDOT

MWCOG Staff and Others Present

Gerald Miller	
Robert Griffiths	
Elena Constantine	
Eric Randall	
John Swanson	
Andrew Meese	
Jane Posey	
William Bacon	
Andrew Austin	
Wendy Klancher	
Erin Morrow	
Ben Hampton	
Bryan Hayes	
Lamont B. Cobb	
Debbie Leigh	
Deborah Etheridge	
Jeff King	COG/DEP
Bill Orleans	HACK
Patrick Durany	Supervisor Jenkins' Office/Prince William County
Jim Dinegar	Greater Washington Board of Trade
Allison Davis	WMATA
Don Vary	CDM Smith
Malcolm Watson	FC DOT
Betsy Massie	PRTC
Mike Lake	Fairfax County DOT
Christine Green	Safe Routes to Schools National Partnership
Bill Sadler	Safe Routes to School National Partnership
Nancy Smith	NVTA
Jeff Bech	Gov Partners, LLC

1. Public Comment on TPB Procedures and Activities

Chairman Patrick Wojahn called the meeting and opened the floor to comments.

Mr. Orleans remarked that in his ten years of experience watching the TPB, he has rarely seen the board divided or not reach consensus on an issue. He said he believed that contention could be a good thing, which allows decision makers to work toward better consensus. The Board never seems to question anything that comes from the Steering Committee. Despite not having the Board by-laws available, he felt that the Board has the right to question the decisions and actions of the Steering Committee. He requested that the Board be more reflective on projects presented to it.

Ms. Green commented that the TPB's 2012 Safe Routes to School policy, Regional Transportation Priorities Plan and regional activity centers all support walking, bicycling and transit as safe and convenient transportation options. These options align with the Safe Routes to School National Partnership, more specifically the Greater Washington D.C. Safe Routes to School Regional Network. She said that the CLRP and TIP programs lacked the vision of TPB's policies. She stated that a focus on car trips leads to increased congestion and unsafe walking and bicycling environments for children. She concluded that Board should act to implement the vision of the Complete Streets policy and the RTPP through the CLRP and TIP.

Mr. Schwartz stated that the Coalition for Smarter Growth was encouraged by some of the positive trends in the CLRP performance analysis, but they felt that the results are not enough. He stated that the region must work to contribute to meeting climate change goals, and asked the TPB to consider adopting a measurable goal for total CO₂ reduction to match the goals set by the region for other pollutants. He mentioned that the Board should focus on urbanization and building more walkable, mixed-use, transit oriented places in our inner suburbs, the region's biggest problem areas. He recognized that transit capacity expansion is happening despite limited funding. The Board should shift toward more projects that support TOD, transit, walking and biking, and less interchange and lane expansions. In particular, the Coalition opposes the Bi-county Parkway and Manassas Battlefield Bypass. Mr. Schwartz concluded with a request for the Board to set specific goals for CO₂ reduction.

2. Approval of Minutes of July 16 Meeting

A motion was made to approve the minutes of the July 16 Meeting. The motion was seconded and approved unanimously.

3. Report of the Technical Committee

Ms. Lyn Erickson presented the report of the Technical Committee. The committee met on September 5, and Ms. Erickson welcomed the new representatives from Fauquier County and the Culpeper District of VDOT to the committee. She reported that the committee discussed the

following seven board items and two information items at the meeting.

Board items included:

- The committee received the TPB Participation Plan and associated comments. Although there were suggestions for improvement, the plan is ready for adoption. Staff can address suggestions through the work program.
- The committee recommended approval of the resolution concerning public transit representation, and is prepared for further discussion on the matter.
- TPB staff briefed the committee on the 2014 CLRP, the FY 2015-2020 TIP, the Air Quality Conformity Analysis, and the long-range financial plan. In particular, they discussed the CRLP performance analysis and CLRP assessment in relation to the Regional Transportation Priorities Plan.
- The committee received short briefings on the draft update of the TPB's Bicycle and Pedestrian Plan, as well as the development of MAP-21 performance measures.

Information items included letters received and provided in packets to TPB members including an announcement from VDOT on their six-year transportation improvement plan, and MDOT's outreach for their Consolidated Transportation Program Tour.

4. Report of the Citizen Advisory Committee

Chairman Wojahn recognized Citizens Advisory Committee Chair Tracy Loh and her newborn daughter. In her place, Vice-Chair Veronica Davis gave the report of the committee.

Ms. Davis reported that the committee had its first meeting with new Department of Transportation Planning Director Kanti Srikanth on September 11. She highlighted that two concerns arose out of the meeting related to the draft 2014 CLRP: housing affordability around activity centers and funding of WMATA's Momentum 2025 package. During the discussion about activity centers and metro station utilization, the committee stressed the importance of affordable housing for the workforce and middle class. The committee also supported full funding of WMATA's Momentum 2025 plan to add core capacity to the Metrorail system.

Ms. Davis also mentioned the CAC's recommendation, which was presented at the TPB's July meeting, that the TPB create a task force to develop principles regarding the reauthorization of MAP-21. Although Congress has reauthorized MAP-21 through May 2015, the committee wants the TPB to keep the issue on its radar.

Mr. Fisette reported that local officials throughout the region are looking at affordable housing and its integration with land use, transportation and smart growth. He pointed out the Columbia Pike plan in Arlington County, which calls for a new streetcar line and no net loss in affordable housing.

5. Report of Steering Committee

Mr. Kanti Srikanth reported on the actions of the Steering Committee. He reported that the committee met on September 5 and upon review had approved two TIP amendments:

- Add funding to the Belmont Ridge Road project (VDOT)
- A funding for an interchange at Maryland 210 and Kirby Road, and intersection improvements near the naval support activity in Bethesda (MDOT)

Mr. Srikanth then reviewed letters sent and received by the Board:

- The Virginia Commonwealth Transportation Board sent a letter announcing public hearings on amendment to the six-year improvement program. Hearings will be held in Northern Virginia and Culpeper, a part of Fauquier County. Mr. Srikanth reported TPB staff would attend both, providing materials and presentation on the RTPP and the TPB's vision document.
- The Virginia Office of Intermodal Planning and Investment sent a letter regarding the first phase of a statewide long-range plan. The first phase will serve as the policy framework for the decisions to be implemented in the second phase. Phase one will be completed in 2015, and phase two in 2016. TPB staff have attended planning sessions regarding the statewide plan and will share the TPB's policy plan, vision document and the RTPP.
- The Northern Virginia office of VDOT sent a letter to the TPB requesting that the Board participate in a Tier II Environmental Impact Statement (EIS) study. The study will look at improvements to the I-66 corridor from U.S. 15 to the Capital Beltway, a distance of about 25 miles. The improvement would provide three general-purpose lanes in each direction, along with two tolled express lanes also open for Rapid Bus Transit and high occupancy vehicles.
- The Access for All (AFA) committee sent a memo containing comments on the draft 2014 CLRP.

Mr. Srikanth then acknowledged the presence of Fauquier County Supervisor, Mr. Schwartz, as the newest member of the Board and welcomed him. Members of the Board welcomed Mr. Schwartz with applause.

- Mr. Srikanth noted that the CAC had made a recommendation during the July meeting that the TPB look into taking some action in regards to federal reauthorization of transportation funding. He noted that in the past the Board has developed a set of priority principles that were sent to the Washington area Congressional delegation. However, since Congress is not currently considering reauthorization, he said that TPB staff could bring some recommendations to the Board following the November elections when reauthorization activity picks up.

Mr. Srikanth mentioned that the Access For All (AFA) committee had provided comments on the proposed 2014 CLRP. He invited Vice Chairman Mr. Lovain to speak to the AFA's memorandum. Referring to the AFA memo, Mr. Tim Lovain provided further information on the committee's comments. Committee members were concerned that shifting from HOV to HOT lanes may affect low-income residents and wanted to see more community-based affordable transportation, especially for people with disabilities. They were also concerned about the impacts of higher fares on public transit.

Mr. Lovain reported that the committee noted that it was important for implementing agencies to consider accessibility throughout the project development process. He cited examples related to the Route 123 widening in Virginia and the D.C. and Arlington streetcar projects. The committee stated that projects that help disabled persons also help all pedestrians.

Mr. Lovain also noted that the committee had comments on transportation-related concerns, more support for bicycling and pedestrian related infrastructure, and improving and maintaining bus stops and pedestrian infrastructure. The committee also had concerns on MetroAccess service eligibility and fares. He said that members of the AFA expressed the importance of implementing agencies considering accessibility throughout the planning, design, and building stages of projects

Mr. Lovain remarked on the death of Bobby Coward, a long-time member of the Access for All committee and the Human Services Transportation Coordination Taskforce.

Ms. Smyth highlighted the complexity of the I-66 study, with the constrained right-of-way, Metrorail orange line tracks, and power substations in close proximity. He noted that these constraints should be addressed to keep the Orange Line operative.

6. Chair's Remarks

Mr. Wojahn gave his appreciation to all participants in the earlier work session discussion of the CLRP performance review and the assessment of the CLRP in relation to the Regional Transportation Priorities Plan.

Mr. Wojahn noted that he had recently participated as master of ceremonies at the Commuter Connections awards program. He mentioned that video highlights of the event were projected as the meeting assembled. He also noted that Commuter Connections had also released a set of summary brochures of the 2013 State of the Commute report, used to estimate transportation and emissions impacts for Air Quality Conformity Analysis and the region's congestion management program. He also gave a reminder of Car-Free Day on September 22.

Mr. Wojahn also recognized the death of Bobby Coward, and highlighted his service as a member of two TPB groups. In particular, Mr. Coward played a key role in the development of the Wheelchair accessible cab program, Roll D.C. Mr. Coward served on the Access for All

committee for 11 years and the Human Services Transportation Coordination Taskforce for eight years. Mr. Wojahn requested a moment of silence in memory of Mr. Coward.

ACTION ITEMS

7. Approval of an Update of the TPB Participation Plan

Referring to the mailout materials, Mr. Swanson briefed the Board on comments received for the 2014 Update of the TPB Participation Plan. He said that this federally required plan was last approved in 2007. He said that the plan provides guidance on how the TPB conducts participation and engagement activities. He said that the plan acknowledges that many important decisions related to transportation in the region happen at the local level, and that TPB engagement is most effective when it helps residents understand how the regional decision-making process works. He said that the process to update the Participation Plan started in the spring and included input from key stakeholders including the Technical Committee, the Citizens Advisory Committee, the Access For All Advisory Committee (AFA), as well as public comment.

Mr. Swanson said that, following a 45-day comment period, TPB staff addressed three comments, which were described in a memorandum. He said that based on the first comment, which came from the AFA, TPB staff updated the Participation Plan by clarifying the need to seek participation from traditionally difficult to reach groups. The second comment, which was submitted by TPB members including VDRPT and MARC, asked that the Participation Plan include very specific language that describes how public involvement is being used to meet federal requirements. The third comment was submitted by the public and members of the Board. It requested that audio or video from TPB meetings be shared via the website. He said that staff is currently exploring the technical and staffing implications of making those materials available. He also said that support is needed from the Board.

Related to the second comment, Mr. Swanson said that since the final draft was released, staff received a request from FTA staff and Virginia transit agencies asking for more specific language describing how the Participation Plan meets federal requirements. This additional language was included in a memo, which was distributed. He asked that the Board consider this additional comment for inclusion in the approved plan.

Mr. Jenkins said that Prince William County fully supports the last-minute change included on the blue sheet.

Ms. Erickson said that MDOT also supports the changes in response to public comment. She said that updated language on the blue sheet would enable the TPB to comply more fully with federal

requirements.

Mr. Zimbabwe asked if there was a specific timeline for sharing audio or video from TPB meetings.

Mr. Swanson said that the timeline is as soon as possible. He deferred to Mr. Srikanth for further comment.

Mr. Srikanth said that staff is considering the internal technical and administrative processes required to share audio and video from TPB meetings. He said that the audio is something that can likely launch sooner, within the next 60 days. He said that the video piece is more challenging, and requires more consideration into capital and staffing resources, so that will likely take longer.

Mr. Jackson asked about the evaluation element of the Participation Plan.

Mr. Swanson responded that historically evaluation has been conducted informally, but with the new plan, an evaluation of the participation process will occur annually and will provide input into the UPWP for the coming year.

Mr. Erenrich encouraged TPB staff to read WMATA's new participation plan as an example of a plan that is comprehensive and includes a tool kit for different factors. He also encouraged staff to review Title VI work that area jurisdictions are pursuing that might affect TPB outreach.

Ms. Hudgins said that she appreciates Mr. Erenrich's comments and added that the TPB's Access for All Advisory Committee provided good input into the plan.

A motion was made and seconded to adopt Resolution R3-2015 to approve the update of the TPB Participation Plan. The motion passed.

8. Approval of a Resolution on Planning Representation by Public Transportation Providers on the TPB

Mr. Srikanth noted that he Board was briefed, at its July meeting, on the MAP-21 requirement that MPOs include transit representation on their boards and that the Board had discussed a two-step action plan. He said the proposed resolution for the Boards' action today attempts to capture the action plan developed. He thanked the state departments of transportation, transit agencies, and WMATA for working closely with staff to develop the resolution responding to this requirement.

Mr. Srikanth said that the resolution states that the TPB has long had representation of public transportation providers on the Board. This representation comes in two forms: from WMATA, the largest transit provider in the region, and from local public transportation services that are represented by officials from the jurisdictions in which those providers operate. For these

reasons, he said, the TPB resolution asserts compliance with the requirement. Mr. Srikanth said that the resolution also acknowledges the TPB's desire to examine the current process it uses to discuss and highlight issues of interest for the providers of public transportation and to consider enhancing the process as needed. He noted that the proposed resolution resolves to: first reconstitute the existing Regional Bus Subcommittee into Regional Public Transportation Subcommittee and to broaden its scope to include all eligible transportation service providers and topics of their interests, and secondly to continue the cooperative discussions with representatives of the public transportation service providers on regarding any mutually agreed changes to the TPB's Board membership and/or its committee process. He noted that the Board would be updated on both of the actions.

A motion was made and seconded to adopt Resolution R4-2015 on planning representation by public transportation providers on the TPB. The motion passed.

INFORMATION ITEMS

9. Briefing on the Draft 2014 CLRP and FY 2015-2020 TIP

Mr. Austin said that the draft 2014 Constrained Long-Range Transportation Plan (CLRP) and the draft FY 2015-2020 Transportation Improvement Program (TIP) were released for public comment on September 11. He said that the CLRP has a 26-year planning horizon, includes more than 500 regionally significant projects, and would add an additional 1,188 lanes miles and 44 rail miles to the region by 2040. This year's CLRP includes a Financial Analysis because it is a major four-year update.

Referring to his presentation, Mr. Austin described some of the major projects in the plan. He said that the Silver Line phase 1 was completed in 2014, and that phase 2 is scheduled for completion in 2016. He added that in Maryland the Corridor Cities bus rapid transit project and the Purple Line project are both scheduled for completion in 2020. The District of Columbia has four streetcar segments scheduled for completion by 2020. He said that the first segment of the Crystal City-Potomac Yards bus ways was completed in 2014, and that the second segment is expected to be completed in 2015.

Mr. Austin said that the TIP, which allows states to access federal funds, covers all modes and capital projects as well as operations and maintenance. The six-year total of the 2015-2020 TIP is \$18 billion.

Mr. Austin said that the 2014 CLRP and the 2015-2020 TIP will be up for approval by the Board at the October TPB meeting.

Ms. Smyth asked why the listed completion date in the TIP for the Silver Line phase 2 is 2016, and not 2018.

Mr. Austin said that when the second phase of the Silver Line was updated in the TIP in April

the completion date was expected to be 2016. The new 2018 completion date will be included in next year's TIP.

Mr. Herling asked why a pair of proposed bus-only lanes on H and I street were removed from the plan.

Mr. Zimbabwe responded the lanes were planned for construction this year, but they were not going to be built in 2014, so they were changed from the construction category to the study category. He said that whether or not they will be built depends on the outcome of the study.

10. Briefing on the Draft Air Quality Conformity Analysis of the 2014 CLRP and FY 2015-2020 TIP

Ms. Posey, referring to her presentation, summarized the report for the Air Quality Conformity Analysis of the 2014 CLRP and the 2015-2020 TIP. She said that TPB staff analyzes four pollutants--volatile organic compounds, nitrogen oxides, fine particles, and precursor NOx--in an effort to show that the region will maintain air quality standards into the future. She described the conformity analysis uses the EPA MOVES 2010a model and other inputs including the cooperative forecast, regionally significant transportation projects, and 2011 vehicle registration data. She said that even with an increase in regional households and employment, the Washington area is within the mobile budgets set in the regional air quality plans, and that emissions are forecast to continue to drop. The main reason for this drop is the implementation of federal programs for fuel standards and vehicle emission standards.

Mr. Zimbabwe observed that the CLRP Air Quality Conformity Analysis does not analyze CO₂ emissions. He suggested that it is important to consider CO₂ emissions when discussing the performance of the CLRP.

Mr. Srikanth also noted that new federal standards that make automobiles even cleaner have not been accounted for in any of the analysis for the 2014 CLRP because the updated EPA MOVES 2014 model is not finalized. When the new model is in place, within the next two years, he said we can expect to see significant further drop in emissions resulting from the new federal standards.

Mr. Erenrich asked for a comparison between the relationship of mode share and carbon emissions.

Mr. Srikanth said that TPB staff will look into that.

Mr. Kannan suggested that the TPB implement the MOVES 2014 model as soon as possible.

Mr. Srikanth explained that staff have a version of the model and are testing it out. He added that EPA guidance provides a two-year period before the new model is required to be used in Air Quality Conformity Analysis. He noted that with the release of the previous version of the

MOVES model, MOVES 2010, the EPA had to extend the one-year period to two given the significant challenges faced in getting the new model to work well. He noted that staff has already started working with the new model. He also noted that based on past experience and given the importance of the finding of the analysis on regional Plans and Programs to ensure that there is rigorous testing of the new model before adopting it for official use in regional Air Quality Conformity Analysis.

11. Briefing on the Draft Financial Analysis for the 2014 CLRP

Mr. Randall described the Financial Analysis of the 2014 CLRP as the process through which the TPB financially constrains transportation planning in the Washington region, by demonstrating that area jurisdiction can reasonably show that there is enough transportation revenue to fund the costs of projects and programs that are in the CLRP. He said that this analysis is conducted every four years and requires that TPB staff work closely with WMATA, the state departments of transportation, and local agencies. Referring to the Financial Analysis document, he described the methodology for creating the report. He said that the Financial Analysis assumes that: federal funding will remain constant; Maryland, Virginia, and the District of Columbia provide an increased share of the revenue; that fare revenues will continue to cover 55% of WMATA's operating costs; and the Passenger Rail Infrastructure Investment Act (PRIIA) will continue through 2040.

Mr. Randall said that during the development of the Financial Analysis, all agencies were able to identify funding to meet the anticipated state of good repair needs for WMATA through 2040. This agreement does not cover expansions identified in Metro 2025.

Mr. Randall said that the revenues are up in 2014 compared to 2010, and that the Financial Analysis now includes \$244 billion in revenues and expenditures through 2040. The majority of funding originates from state and local levels, followed by federal funding, and user fees. Referencing his presentation, he described how transportation revenue will be spent.

Mr. Randall said that the takeaways from the Financial Analysis are that: the region demonstrates full commitment to maintaining a state of good repair for highways and public transportation; operations and maintenance are covered; and that there is some funding for focused capacity improvements.

A member of the Board asked where the extra funding allocated for the Northern Virginia Transportation Authority (NVTA) was represented in the revenue chart.

Mr. Randall said that NVTA funding is part of the local funding for Virginia.

Mr. Way asked if TPB staff could compile a list of projects described in the Financial Analysis as desirable but unfunded.

Mr. Srikanth said that in order to compile this list TPB staff would have to draw on resources

like NVTA's Transaction 2040 and similar plans from Maryland and the DC. He said that TPB staff can work on compiling a list and present it to the Board at a future meeting.

12. Briefing on a Performance Analysis of the Draft 2014 CLRP

Mr. Griffiths briefed the Board, referring to an on-screen presentation which was also made available in print to Board members.

Following Mr. Griffiths' presentation, Chair Wojahn opened the floor to questions.

Mr. Wells asked whether there was an opportunity to better reflect or quantify in the CLRP any investments or policies that are supporting trip reduction and non-auto use in the region, especially changes to land use, increases in bicycling and pedestrian infrastructure, and efforts to encourage teleworking.

Mr. Griffiths said that all three of those factors have been incorporated into the TPB's travel demand model and that the performance analysis reflects those changes.

Mr. Wells asked whether the actual investments and policy changes could be better captured in the CLRP document.

Mr. Srikanth said that there are opportunities to include case-study examples of such policies being implemented or such investments being made.

Mr. Kannan called attention to the commitment to Metro's state of good repair included in the 2014 CLRP, saying it is the first step toward funding further improvements, like those included in the Metro 2025 proposal, to meet the region's growing needs. He called on the TPB to look more closely at the relative payoff of investments in different modes, in particular the significant transit ridership benefits that low-cost pedestrian improvements can achieve. Finally, he pointed out that the TPB still has not set a target for greenhouse gas emissions against which to measure the performance of the CLRP. He called on the TPB to do so in time for future analyses, and, in particular, to consider adopting the greenhouse gas-reduction goals developed and adopted by the COG Board of Directors.

Mr. Srikanth responded to Mr. Kannan's comments. He said that the performance analysis of the CLRP does include estimates of greenhouse gases. He noted that following the 2008 publication of the Climate Change Report the TPB in 2010 accepting COG's emissions goal for greenhouse gases as is had examined what would it take within the transportation sector for this region to achieve those goals. This work is captured in the What Would It Take study report which to examined the relative costs and payoffs of different emissions-reduction measures. He said that the study could be updated with more recent trends and information. He also noted that there had been discussions about reduction in absolute amounts of CO₂ reductions as against to CO₂ reductions on a per capita basis and other regions in the country were using CO₂ reductions on a

per capita basis.

Mr. Way suggested adding two items to the summary of points at the end of the presentation on the Performance Analysis. One was a comparison of greenhouse gas emissions under the CLRP to COG's long-term emissions-reduction goal. The other was to note the increase in congestion in the region despite \$244 billion in planned spending in the CLRP.

Mr. Wojahn closed the floor to questions in order to fit in the final item on the agenda.

13. Briefing on an Updated Priorities Plan Assessment of the Draft 2014 CLRP

Mr. Swanson briefed the Board, referring to an on-screen presentation which was also made available in print to Board members.

Following Mr. Swanson's presentation, Chair Wojahn opened the floor to questions.

Ms. Hudgins commented on the importance of the relationship between providing parking near transit stations and the ability of those station areas to become dense, walkable centers in the future.

Mr. Elrich asked how much of the regional decline in vehicle-miles traveled (VMT) per capita is attributable to a handful of major redevelopment projects, like Tysons. He suggested that focusing too much development in a handful of Activity Centers could wind up meaning longer commutes and more travel for people not living in centers. He also expressed significant concern about the TPB's lack of a reduction target for greenhouse gas emissions.

Mr. Srikanth said that staff could more closely examine the effects of certain major projects and investments, likely through case studies.

Mr. Emerine expressed his appreciation that the release of the CLRP Performance Analysis and the CLRP Priorities Plan Assessment was timed to happen along with the release of the final draft CLRP for Board consideration. He said it should prompt Board members to ask more of the right questions about how to improve the trajectory the region is on in terms of the performance information highlighted in the presentations. He also encouraged staff to dig below the gross regional scale, perhaps by including more maps in future analyses, as they help show more specifically where the region is doing well, where it is not doing so well, and what the region might do differently to achieve better outcomes.

Mr. Snyder expressed concern that the region is barely keeping up with population growth and asked what steps could be taken to get out ahead of the population curve. He expressed interest in the use of scenario planning to explore different options for achieving better outcomes. Finally, he encouraged staff to distill the reports and analyses from the 2014 CLRP update into a short handout that could be used to educate decision-makers and the public about the big issues

and decisions facing the region.

Mr. Srikanth said that staff would work with the Board and others to develop materials more friendly for elected officials and the public to communicate the findings of the various CLRP analyses.

Chair Wojahn also expressed a desire to use scenario planning to focus the region's efforts on key strategies for moving the region closer to its transportation goals.

Mr. Turner thanked staff for their hard work on the Priorities Plan and using it in the analysis of the CLRP. He said that although the Priorities Plan process has taken longer than most people expected, he believe the TPB is taking steps in the right direction.

14. Other Business

No other business was brought before the board.

15. Adjourn

The meeting adjourned at 2:15pm.