

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

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**MINUTES OF THE
TRANSPORTATION PLANNING BOARD**

July 18, 2012

Members and Alternates Present

Monica Backmon, Prince William County
Melissa Barlow, FTA
Andrew Beacher, Loudoun County
Kerry Donley, City of Alexandria
Marc Elrich, Montgomery County Council
Gary Erenrich, Montgomery County
Lyn Erickson, MDOT
Jason Groth, Charles County
Rene'e Hamilton, VDOT
John Jenkins, Prince William County
Emmett V. Jordan, City of Greenbelt
Mark Kellogg, WMATA
Julia Koster, NCPC
Carol Krimm, City of Frederick
Bill Lebegern, MWAA
Michael May, Prince William County
Peter May, NPS
Mark Rawlings, DC-DOT
Ken Reid, Loudoun County
Rodney Roberts, City of Greenbelt
Paul Smith, Frederick County
Linda Smyth, Fairfax County Board of Supervisors
David Snyder, City of Falls Church
Kanti Srikanth, VDOT
Harriet Tregoning, DC Office of Planning
Todd M. Turner, City of Bowie
Jonathan Way, Manassas City
Victor Weissberg, Prince George's County DPW&T
Tommy Wells, DC Council

Patrick Wojahn, City of College Park
Sam Zimbabwe, DDOT
Chris Zimmerman, Arlington County

MWCOG Staff and Others Present

Ron Kirby
Andrew Meese
Robert Griffiths
Nicholas Ramfos
Elena Constantine
Wendy Klancher
Eric Randall
John Swanson
Jane Posey
Martha Kile
Michael Farrell
Daivamani Sivasailam
Rich Roisman
Andrew Austin
Deborah Kerson Bilek
Daniel Sonenklar
Ben Hampton
John Kent
Karin Foster
Debbie Leigh
Deborah Etheridge
Jonathan Rogers
Nicole McCall
David Robertson COG/EO
Joan Rohlf COG/DEP
Paul DesJardin COG/DCPS
Lewis Miller COG/OPA
Bill Orleans HACK
Randy Carroll MDE
Judi Gold Councilmember Bowser's Office
Nick Alexandrow PRTC
Alexis Verzosa City of Fairfax
Patrick Durany PWC
Anthony Foster DDOT
Pierre Holloman City of Alexandria
Matthew Killian NCPC
Christine Green Safe Routes to School National Partnership
Tim Davis City of Frederick
Haleemah Qureshi CSG

David Dililson	Sierra Club
Mike Lake	Fairfax City DOT
Mike Boone	VDOT
Tina Slater	CAC Chair
Stewart Schwartz	Coaliton for Smarter Growth
Allen Muchnick	Arlington Coalition for Sensible Transportation
Robert S. Brown	Loudoun County
Jonathon Kass	DC Council/CM Wells

1. Public Comment

Liz Gear, Northern Virginia Transportation Alliance, spoke in support of the reinstatement of the westbound I-66 spot improvement number 2 into the FY2013-18 Transportation Improvement Program (TIP). She also listed a number of other projects the Alliance supports. Copies of her remarks were submitted for the record.

Allen Muchnick, Arlington Coalition for Sensible Transportation, spoke in opposition to the reinstatement of the westbound I-66 spot improvement number 2 into the FY2013-18 Transportation Improvement Program (TIP). Copies of his remarks were submitted for the record.

Stewart Schwartz, Coalition of Smarter Growth, said the Coalition supports the comments of Mr. Muchnick. He spoke in opposition to the margin of safety proposal for the air quality conformity budget. He recommended that the TPB not include the Manassas Battlefield Bypass project in the 2012 CLRP and FY2013-18 TIP and instead defer voting on that until the Section 106 documents are produced to verify that the National Park Service can indeed achieve binding legal commitments to close the roads through the park.

Bob Grow, Greater Washington Board of Trade, spoke in support of the reinstatement of the westbound I-66 spot improvement number 2 in the FY2013-18 TIP.

2. Approval of the Minutes from the June 20th Meeting

A motion was made to approve the minutes. Ms. Krimm seconded the motion. The motion was approved unanimously with one abstention from Mr. Snyder.

3. Report of the Technical Committee

Referring the mailout item, Mr. Rawlings said the Technical Committee met on July 6 and reviewed five items for inclusion on the TPB agenda:

- Car-Free Day, which will be held on September 22.
- The draft 2012 Constrained Long-Range Plan (CLRP), FY2013-2018 Transportation

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- Improvement Program (TIP), and associated air quality conformity findings.
 - Projects recommended for funding in FY 2013 under the TPB's Transportation/Land-Use Connections Program.
 - The results of the June 2nd Citizen Forum on the Regional Transportation Priorities Plan.
 - The process and schedule for revising the designation of the COG Regional Activity Centers.

Mr. Rawlings said the Technical Committee reviewed four items for information and discussion:

- The findings of recent sensitivity tests that compared the mobile emissions levels for the 2012 CLRP produced by the Version 6.2 model and the MOVES model.
- The activities of the Transportation Safety Subcommittee.
- The results of the multimodal coordination for bus priority hot spots study, which was conducted to identify a set of implementable bus priority improvements across the region.
- The recently completed study administered by the Association of Metropolitan Planning Organizations to better understand the experiences of MPOs that have implemented activity-based travel models in their region.

4. Report of the Citizens Advisory Committee

Referring to the handout material, Veronica Davis, CAC Vice Chair, briefed the TPB on the CAC meeting on July 12. She said the CAC meeting included three topics:

- Briefing on projects recommended for FY2013 funding under the Transportation/Land-Use Connections (TLC) Program.
- Briefing and discussion on the development of the TPB's new web-based clearinghouse, which has been tentatively titled the "Transportation Planning Information Hub for the National Capital Region."
- Update and discussion on the development of the Regional Transportation Priorities Plan, including the Citizen Forum on June 2.

Mr. Zimmerman noted that Ms. Davis had indicated that one of the highlighted comments at the June 2 forum was that citizens are concerned about the "lack of transparency" of the Metro Board. He asked what this meant.

Ms. Davis noted that this was a comment from the June 2 citizen meeting, not something identified by the CAC. Therefore she asked Mr. Kirby to comment on it. She did note, however, that concerns about transparency relate to the transportation system as a whole, not just WMATA. She said these concerns may not actually relate to transparency per se, but may actually be concerns about access to information about decision making.

Mr. Kirby said this particular notion came out of the June 2 citizen forum. He said that one of the issues that participants raised, without any prompting, was a concern about the level of transparency, confidence and trust in the WMATA Board as well as other transportation decision making bodies.

Mr. Zimmerman noted that Mr. Kirby used three different words -- transparency, confidence, and trust -- which are actually three different things. He said confidence and trust are diminished when system outcomes are poor. In contrast, he said that transparency relates to concerns about the openness of the process. He said that the WMATA board process is quite transparent and he questioned whether transparency is actually the issue that people are really concerned about.

5. Report of the Steering Committee

Referring to two handout documents, Mr. Kirby called attention to enhanced security measures to enter the COG building and to the search for a new COG executive director.

Referring to the mailout and handout material, Mr. Kirby said the Steering Committee met on July 6, and in addition to reviewing the TPB's agenda, the committee approved one resolution amending the FY 2011-2016 Transportation Improvement Program to include funding for the Branch Avenue Metro Access Phase 2 project, BRAC intersection near Joint Base Andrews, and Maryland 223 reconstruction projects, as requested by the Maryland Department of Transportation.

Mr. Kirby called attention to the letters in the mailout packet, including:

- A second letter to Chairman Mendelson of the Metropolitan Washington Air Quality Committee (MWAQC) concerning safety margins for a PM2.5 maintenance plan that MWAQC is in the process of developing;
- A write-up on the TPB's Annual Transit Forum on June 26;
- A letter of support from Chairman Turner to Eulois Cleckley of the District Department of Transportation on an application to the Federal Highway Administration for an off-hours freight delivery pilot project;
- A transmittal from DDOT of an evaluation of their downtown bike lane pilot project.
- A staff letter to the Chief of Regulations for the Maryland Department of the Environment, which concerns a proposal that MDE has for amending the Code of Maryland to include requirements for testing ways of reducing carbon dioxide and nitrogen oxide emissions from mobile sources;
- A summary of the Commuter Connections employer awards event that was held on June 25.

Mr. Kirby said the additional letters packet included:

- A second letter to the Maryland Department of the Environment commenting on a revised version of their state regulation concerning reducing the mobile source emissions from carbon dioxide and nitrogen oxides;
- A transmittal from VDOT dated June 18 of the I-66 multimodal study inside the Beltway.

Mr. Snyder commended DDOT for recent improvements in bicycle facilities. He asked about the study, which was included in the mailout packet, on the District's downtown bike lane pilot

project. He asked if DDOT is moving forward on the recommendations. He also noted that there was a consistent finding of a high degree of red light running by cyclists. He asked whether this issue might be taken up by another COG committee such as the Public Safety Committee, for example.

Mr. Zimbabwe said the study has been very helpful. Regarding red light running, he said that this was an issue that the District is working on in terms of enforcement, and it is an issue that might be addressed regionally as well.

6. Chairman's Remarks

Chairman Turner noted that the federal surface transportation legislation had finally been reauthorized. He also commended Loudoun County for their recent decision supporting the Silver Line. He recognized Supervisor Ken Reid representing Loudoun for the first time at the TPB. He thanked Mr. Reid for helping to move the project forward.

Chairman Turner said that an ad hoc meeting had been convened that morning to discuss potential policy development related to allowing buses to use shoulders on highways. He asked Ms. Krimm from the City of Frederick to give a brief update.

Ms. Krimm said that 14 people had a "pre-meeting" that morning. She requested that the TPB establish a committee to research issues related to bus use of highway shoulders.

Mr. Zimmerman said that Ms. Krimm's proposal would be a natural extension of work that has been done at the TPB, particularly in the last few years on regional bus priority and the work that led up to the successful TIGER grant application a couple of years ago. He said there are a few examples in the region where such facilities are already working and he noted that other regions in the country have more extensive systems, notably the Twin Cities, which has 250 miles of such a system. He said that our region could do this too, but it has to be coordinated on a regional level.

Mr. Kirby asked if this proposal would establish a committee of the TPB, such as was done with the Value Pricing Task Force.

Mr. Zimmerman said that yes, the proposal would use a structure similar to the Value Pricing Task Force.

Mr. Kirby said that staff would return to the Board with a proposal on how to set up such a committee.

ACTION ITEMS

7. Approval of Regional Car Free Day 2012 Proclamation

Mr. Ramfos, director of the TPB's Alternative Commute Program, briefed the Board on the 2012 Car Free Day – to take place on Saturday, September 22 – and presented a proclamation for the Board's approval. He provided some background on the origins of Car Free Day, noting that it started in Europe and went global in 2000, and that it started in the Washington region in the District of Columbia in 2007 and was rolled out on a regional basis in 2008. He said that Car Free Days elsewhere around the world typically include closing at least one major roadway in a city to vehicle traffic, granting pedestrians and bicyclists exclusive use of the road. He said that in the Washington region Car Free Day is primarily focused on encouraging citizens to use alternative forms of transportation like transit, bicycling, walking, and even "car-lite" methods like carpooling, and that no plans have been made to close any major roads.

Mr. Ramfos reminded the Board that the TPB's Commuter Connections program is responsible for promoting the event, and that posters, radio spots, bus advertisements, and social media are among the marketing strategies being employed this year. He said that a website has been set up – carfreemetrodc.org – where people can pledge to be car-free on the day of the event. He said that nearly 12,000 pledges were made last year, and that the goal for this year is to have at least 10,000 pledges.

Mr. Ramfos presented for the Board's approval a proclamation designating September 22, 2012, as Car Free Day in the Washington region, and urged Board members to promote the event in their local communities.

Chair Turner opened the floor to questions. Ms. Tregoning asked whether the marketing materials being used for this year's event were going to emphasize non-commute trips since Car Free Day falls on a Saturday. Mr. Ramfos said that the materials would be geared toward emphasizing opportunities for people to choose non-auto modes for non-commute trips.

The proclamation was moved and seconded. The proclamation was approved unanimously by the Board. Chair Turner, Vice-Chair Wells, and Mr. Ramfos participated in a public signing of the proclamation before moving on to the next item of business.

8. Review of Comments Received and Acceptance of Recommended Responses for Inclusion in the Air Quality Conformity Assessment for the 2012 Financially Constrained Long-Range Transportation Plan (CLRP) and the FY 2013-2018 TIP

Mr. Kirby provided a summary of the comments that were received during the public comment period for the 2012 CLRP and the FY 2013-2018 TIP, which ended on July 14, and the TPB's responses to the comments. According to Mr. Kirby, the first item of interest was 12 comments received urging the TPB to approve the projects in the TIP that were located in Ward 7 of the District of Columbia because they were important to improving accessibility, mobility, and the

quality of life in the neighborhood. The response, he said, is that the feedback was forwarded to the District Department of Transportation and the projects are included in the draft TIP.

Next, Mr. Kirby said that 157 comments were received urging the TPB to include Phase 2 of planned spot improvements to westbound I-66 inside the Capital Beltway. He said that the project is included in the draft TIP with \$18.6 million in construction funding. He said that the individual comments were not printed for the full Board, but are available by request.

The third item Mr. Kirby featured was a letter from Leo Schefer of the Washington Airports Task Force, which asserted that, while the CLRP and TIP meet necessary federal requirements, they fall short of addressing the challenges that the region's transportation system faces. Mr. Kirby said that the response pointed out that the financial constraint of the plan is the limiting factor in terms of what projects can be added, and that until the region overcomes funding challenges, not all of the region's challenges will be addressed. He noted that work currently underway on a regional transportation priorities plan, which is not financially constrained, could be an opportunity to identify strategies to address challenges not currently addressed by projects in the CLRP.

Next, Mr. Kirby described a comment expressing concern about the I-270 corridor highway expansion which is currently included in the CLRP. He said that the response to the comment is that the Corridor Cities Transitway (CCT) is actually scheduled as the first component of improvements to the corridor and that the CCT is the Maryland Department of Transportation's first priority in the corridor. He said that the highway expansion component is much further out in the future.

Mr. Kirby also pointed out a comment voicing concern that the Maryland Transit Administration's MARC growth and investment plan was not funded in the CLRP. He said that the response was that the plan is funded and that it's just not identified as a specific, individual project.

The final comment Mr. Kirby highlighted concerned the Manassas National Battlefield Bypass project. The comment suggested removing the project altogether and starting to charge a \$5 entrance fee to the park to reduce congestion. Mr. Kirby said the response to the comment was that the project was called for by Congress in 1988 and that it would take another act of Congress to remove it. He also noted, in response to concerns voiced earlier in the meeting during the public comment period that there was insufficient commitment from the Commonwealth of Virginia to close US 29 and VA 234 through the park as part of the Bypass project, that such closures had been assumed as part of the air quality conformity assessment and that neither the Federal government nor the Commonwealth could keep the roads open without coming back to the TPB to conduct a new conformity assessment. He said he thought that was a pretty solid guarantee that closure of the roads would be part of the project.

Mr. Kirby asked the Board to approve the comments and responses so that they could be included with Action Items 9, 10, and 11, immediately following this item. Chair Turner opened the floor to questions.

Mr. Zimbabwe asked for clarification as to whether the \$5 entrance fee described in the final comment referred to an entrance fee to the park itself or to a sort of toll on the road going through the park. Mr. Kirby responded that it was an entrance fee to the park itself.

Mr. Donley asked whether each of the items described by Mr. Kirby would be taken up and voted on individually. Chair Turner explained that the current vote is simply to approve the comments and responses, and that concerns regarding the specific projects in the CLRP or TIP should be addressed during those agenda items.

Chair Turner entertained a motion to approve the comments and responses. Mr. Donley moved the motion and Mr. Zimbabwe seconded it. The motion to approve the comments and responses was approved unanimously.

9. Approval of Air Quality Conformity Determination of the 2012 CLRP and FY 2013-2018 TIP

Ms. Posey drew the attention of Board members to the summary conformity report included in the packet of materials for today's meeting. She did not review the report, as it had been covered at a previous meeting, but she did point out a comment letter from the Metropolitan Washington Air Quality Committee (MWAQC). The comment letter noted that the conformity analysis meets all the mobile source emissions tests and that MWAQC appreciates that emissions reductions continue through 2030. However, Ms. Posey reported, MWAQC expressed concern that there is an uptick in emissions for volatile organic compounds (VOCs) and for fine particles beyond 2030. She said that the letter noted that because of new standards for ozone, which were recently enacted, the region would likely need additional reductions out in the future. The letter urged state and local governments to maintain their commitments to Transportation Emission Reduction Measures (TERMs).

Ms. Posey described the TPB's response to the comment letter, saying that the TPB agreed with MWAQC on the need for continued investment in public transit, ridesharing, and other programs to reduce VMT and single-occupant driver trips, and that the TPB supports maintenance of commitments to TERMS and other emission reduction measures.

Chair Turner opened the floor to questions.

Mr. Roberts asked what the effect would be on the results of the air quality conformity assessment if US 29 and VA 234 through the Manassas National Battlefield were not closed upon completion of the Bypass. Ms. Posey said that there would be some changes to travel and emissions in that specific part of the region, but that on a regional scale there would not be enough of an impact to jeopardize the region's conformity with air quality standards.

Ms. Tregoning noted that Peter May of the National Park Service (NPS) was in attendance at the meeting and might be able to comment on earlier questions concerning the commitment of the

Commonwealth of Virginia to close US 29 and VA 234 through the Manassas National Battlefield Park once a proposed park bypass was constructed.

Mr. May said that NPS has received from the Virginia Department of Transportation (VDOT) every possible commitment it can legally make that the roads will be closed upon completion of the bypass. He also said it was the full intention of NPS to see that the roads be closed.

Ms. Hamilton clarified VDOT's position, saying that the agency is committed to closing both roads and that they will make that recommendation to the Commonwealth Transportation Board.

Mr. Way pointed out that the Bypass is a road with two net miles of additional road at an average cost of \$150 million per mile. He said that, from a transportation perspective, such a project makes little sense – especially since it requires that people drive two miles farther to reach the same destination – and that the TPB should recognize that its decision to approve the Bypass for inclusion in the CLRP is more a reflection of the historic value of preserving the battlefield than it is of building a road that brings transportation-related benefits to drivers.

Mr. Donley expressed interest in including language in the resolution approving the CLRP making construction of the Bypass contingent upon a legal commitment from the Commonwealth of Virginia to close both US 29 and VA 234 upon completion of the Bypass.

Mr. May responded by saying that VDOT cannot be legally bound to close the road, that such an agreement would have to be made by the Commonwealth Transportation Board. He restated the National Park Service's intent not to build the Bypass unless NPS knows that US 29 and VA 234 are going to be closed.

Mr. Donley restated his concern that existing commitments from VDOT and reassurances from NPS were not enough to ensure that US 29 and VA 234 through the park would be closed upon completion of the Bypass.

Ms. Hamilton reiterated that the final decision rests with the Commonwealth Transportation Board, and that VDOT has made the greatest possible commitment it can at the staff level. She also said that VDOT has no intention of keeping the roads open because that would require returning to the TPB for a new air quality conformity analysis.

Mr. Donley asked whether VDOT would have a problem with making the TPB's approval of the Bypass contingent upon a commitment from the Commonwealth to close US 29 and VA 234.

Ms. Hamilton said she thought such a contingency requirement would be redundant, but said that if the Board agreed to such a requirement, VDOT would continue to be committed to closing the roads.

Mr. Donley asked Mr. Kirby about the binding nature of Resolution R2-2013 approving the 2012 CLRP, which was to be considered as Item 10 of the agenda.

Mr. Kirby said that the Plan currently states that the roads would be closed, and that the air quality conformity analysis is contingent on that assumption. He said that if, in the future, the roads weren't closed once the Bypass was complete, the conformity analysis could be challenged legally, as the conformity requirements carry the weight of the law.

Mr. Roberts expressed concern about the TPB taking action to approve the 2012 CLRP based on the commitment of VDOT staff members and not the Commonwealth. He said he thought the commitment needed to be reflected in the documents that were up for approval, and that unless that were the case the TPB would be setting a bad precedent. He expressed interest in an amendment to Resolution R2-2013 making approval of the Bypass contingent on the closure of US 29 and VA 234.

Mr. Zimmerman asked Ms. Posey which document she was reading from when she quoted the TPB's response to the comments of the Metropolitan Washington Air Quality Committee (MWAQC) concerning the results of the most recent air quality conformity analysis. Ms. Posey explained that the statement was part of the summary conformity report included in Item 9 of the mailout packet for today's meeting, noting that the statement was included on Page 4. Mr. Zimmerman asked if, by adopting Resolution R1-2013, approving the Air Quality Conformity Determination for the 2012 CLRP and FY 2013-2018 TIP, the TPB would be approving as the TPB's official position the statement read by Ms. Posey. Ms. Posey confirmed that that was the case.

Chair Turner entertained a motion to adopt Resolution R1-2013. The motion was made and seconded. Chair Turner asked Mr. Donley whether he wanted to propose any amendments. Mr. Donley said he would wait to propose amendments to Resolution R2-2013 included under the next agenda item. The motion was passed with one "no" vote from Mr. Roberts.

10. Approval of the 2012 CLRP

Mr. Kirby presented the draft 2012 Constrained Long Range Plan (CLRP) to the Board and asked the Board to adopt Resolution R2-2013 approving the 2012 CLRP. He noted that the actual language from the Manassas National Park Amendments of 1988 was attached the end of the CLRP document.

Chair Turner entertained a motion to adopt Resolution R2-2013. Mr. Donley made the motion and Mr. Snyder seconded it.

Mr. Donley proposed an amendment to the resolution stating that the TPB's approval of the CLRP and construction of the Manassas National Battlefield Bypass was based on the assumption that US 29 and VA 234 would be closed through the park, and that further evidence of the Commonwealth of Virginia's commitment to closure of the roadways should be provided to the TPB prior to the execution of any legal documents relative to construction of the Bypass.

The motion to amend the resolution was seconded by Mr. Roberts.

Mr. May sought clarification on the definition of the phrase “any legal documents” included in Mr. Donley’s amendment. He said he didn’t have any objection to the idea that the closure of the two roadways in question should be a pre-condition of the eventual project. But he expressed concern about every single legal document in the process of further planning and constructing the Bypass be subject to such a test.

Mr. Donley said he wasn’t asking that it be included in every document, but that the commitment be made prior to the execution of any documents.

Mr. May expressed concern about the kind of commitment Mr. Donley was seeking. He said that the CLRP, although it assumes closure of the roads, cannot bind either the State Legislature or the Commonwealth Transportation Board to close them.

Mr. Donley said that a resolution by the Commonwealth Transportation Board approving closure of the roads would be sufficient commitment, from his perspective, that the roads would indeed be closed.

Mr. May asked whether that meant that such a resolution would have to happen before any additional legal document regarding the Bypass could be signed, including any memoranda of understanding (MOUs) or any record of decision regarding an Environmental Impact Statement.

Mr. Donley confirmed that that’s what he meant, but said he was open to making the language as flexible as possible. He said he just wanted the closure of the roads to be more explicitly reflected in the documents set to be approved by the TPB and for any commitments from the Commonwealth Transportation Board to be transmitted to the TPB.

Ms. Hamilton brought to the attention of Chair Turner and the rest of the Board a resolution from the Commonwealth Transportation Board dated June 15, 2006, that speaks to the closure of the two roadways. She offered a copy of the resolution.

Mr. Donley asked if the resolution made a commitment to the closure of the roads.

Mr. Hamilton confirmed that it did.

Mr. Way pointed out to the Board that the Bypass project, as it is currently included in the CLRP, is slated for completion in 2035 and that the Board will have many more years to discuss it.

Mr. Roberts stated his continued concern that not enough commitment had been made so far to close the roads through the park and said he thought that the entire Bypass project should be removed from the CLRP until such formal commitment had been made.

A friendly amendment was proposed to Mr. Donley’s amendment changing the language “prior to the execution of any legal documents” to “prior to the appropriation of any funds.”

Mr. May expressed concern that some appropriation of funds would probably be required to carry out early planning activities.

Mr. Donley suggested that the language be changed to “prior to the appropriation of construction funding.”

Ms. Hamilton suggested that the Board review the resolution passed by the Commonwealth Transportation Board prior to voting on the amendment, in case it provided the assurances that some Board members were seeking. As a point of order, Chair Turner reminded Ms. Hamilton that Mr. Donley’s amendment had been properly moved and seconded and that the discussion should remain focused on that subject.

The friendly amendment to change the language to “prior to the appropriation of construction funds” was accepted by Mr. Donley and by the Board member who seconded the motion.

Mr. Snyder reminded the Board of the significance of the Battle of Manassas, where 19,000 people died, and said he thought the intention of the Board to ensure that roads through the Battlefield be closed had been expressed well by the Board through its discussion and its proposed amendments.

The Board adopted Mr. Donley’s amendment, with abstentions from Ms. Hamilton, Mr. Smith, and Supervisor Reed.

The Board adopted Resolution R2-2013, as amended, with one “no” vote from Mr. Roberts.

11. Approval of the FY 2013-2018 TIP

Mr. Kirby presented the draft FY 2013-2018 Transportation Improvement Program, outlining the first six years of funding toward the Constrained Long Range Plan, and asked that the Board approve Resolution R3-2013 adopting the FY 2013-2018 TIP.

Chair Turner entertained a motion to approve Resolution R3-2013. The motion was made and Ms. Erickson seconded it. The resolution was passed unanimously by the Board.

12. Certification of the Urban Transportation Planning Process for the National Capital Region

Mr. Kirby explained that historically, after the TIP and CLRP approval process, the TPB signs a self-certification statement, which is also subsequently signed by each state DOT. He said that Resolution R4-2013 contains this self-certification, and includes a report on the TPB’s implementation of the recommendations from the recent federal certification review that was jointly conducted by the Federal Highway Administration and Federal Transit Administration.

Referring to the mailout, he mentioned that the this review included four corrective actions associated with the Fredericksburg Area MPO (FAMPO), and that the TPB's responses to the certification review documents all that has been done to address these findings.

Chair Turner asked for confirmation that staff responded to any comments or deficiencies that arose throughout the review process.

Mr. Kirby provided confirmation.

A motion was made and seconded to adopt Resolution R4-2013 endorsing the appended Statement of Certification. Resolution R4-2013 passed unanimously.

13. Approval of Technical Assistance Recipients Under the FY 2013 Transportation/Land-Use Connections (TLC) Program

Ms. Koster thanked the jurisdictions who submitted applications to the TLC program. She said that the project applications reflected the diversity of the region. She also thanked TPB staff for supporting the work of the TLC selection panel. She added that this is the first year that the TLC program included funding for a design pilot program, which aims to move a project beyond the planning stage and towards implementation. She said that only two applications were received for consideration of the design pilot program. She also mentioned that the Selection Panel is interested in considering ways to potentially tailor the TLC program to advance specific goals and objectives of the TPB. She said that the TPB could discuss this possibility at a future point.

Ms. Bilek thanked Ms. Koster for her leadership as the Chair of the TLC Selection Panel. Referring to a PowerPoint presentation and to a memo from the mailout, she summarized highlights of the TLC program. She discussed the Regional Peer Exchange Network, which she said was introduced in 2012 with two successful events, and explained the rollout of the Design Pilot Program. She explained that the Design Pilot Program provides up to \$80,000 for conceptual design/preliminary engineering for a project, and is intended to support jurisdictions in moving projects towards implementation. She reviewed the locations on all 56 projects completed under the TLC program since the program's inception, and summarized the FY2013 solicitation process.

She summarized the nine project recommendations for FY2013, which include: A study of Affordable Housing with Access to Jobs via Transit (DC); a TOD Market Analysis (City of College Park); a Bus Stop Safety and Accessibility Study (City of Greenbelt); Establishing Parking Credits Related to Bike Sharing (Montgomery County); A Transportation Capacity Analysis (City of Rockville); New Hampshire Avenue Multi-Way Boulevard Feasibility Study (City of Takoma Park); Analysis of Transportation Demand Along the Washington Street Corridor (City of Falls Church); Washington Streetscape Improvement Program (Town of Middleburg, with the endorsement of Loudoun County); and, under the Design Pilot Program, East Street Trails Project Design (City of Frederick).

Chair Turner thanked Ms. Bilek for her presentation, and Ms. Koster for raising a discussion point about the overall direction of the TLC program. He said that the TPB could discuss this matter at some future point, and mentioned that the flexibility that member jurisdictions' experience through the TLC program in its current state allows them to think creatively.

Ms. Krimm thanked the TLC Selection Panel for recommending the City of Frederick's project as the first project to be funded under the Design Pilot Program. She added that the City is a bicycle-friendly community, and that the recommended funding would help the city complete its shared-use path system.

Mr. Zimmerman expressed enthusiasm for the program. He reflected on the completion of 56 programs since FY2006, and marveled that even a small amount of funding can bring forth a lot of creativity. He added that the size of the awarded funding matters, and expressed support for increases in the overall funding available to both planning and design projects under this program. He said that one consideration would be to award fewer projects, but awarding these projects with larger amounts of funding.

Mr. Smith said that Frederick County is projected to experience a lot of growth over the next 30 years, and stated that the awarded funding would be helpful in enhancing the transportation infrastructure to accommodate this growth.

Chair Turner said that he appreciated the efforts of the TLC Selection Panel, and said that even though his jurisdiction was not awarded funding this year, he is happy to see the recommended projects for FY2013. He expressed support that the number of recipients, as well as the nature of the projects has expanded over time.

Ms. Koster moved to approve the recommended TLC technical assistance recipients under the FY2013 TLC Program.

Mr. Zimmerman and Mr. Snyder seconded the motion.

The motion passed unanimously.

INFORMATION ITEMS

14. Update on the Development of the TPB Regional Transportation Priorities Plan (RTPP)

Mr. Kirby, referring to a PowerPoint and to the mailout item, provided an overview of The Regional Transportation Priorities Plan Second Draft Interim Report. He summarized the process and objective of the plan, as well as the activities relating to the plan that have occurred since January 2012, when the TPB was last briefed on the Plan's related activities. These activities include a series of five listening sessions with stakeholder groups, as well as a citizen forum, which was held on June 2 and was facilitated by America Speaks, a non-profit

organization that specializes in public engagement. He discussed the lessons learned and major take-aways from the citizen forum. He said that, at this point, staff is focusing on refining the materials of the Regional Transportation Priorities Plan. He summarized the refined goals, which include Options, Activity Centers, State of Good Repair, System Effectiveness and Safety, Environment, and International and Inter-regional, and provided information on ongoing and long-term strategies. He reviewed the next steps, including a more extensive public outreach effort, which he said would occur in the Fall.

Chair Turner thanked Mr. Kirby for the update.

Mr. Zimbabwe said, based on his understanding of the CLRP, WMATA ridership growth is constrained due to funding constraints. He added that the TPB Aspirations Scenario does not include core capacity improvements for WMATA. He asked if it was possible to have one of the scenarios that will be part of the public outreach activities be something similar to the original transportation system planning process.

Mr. Kirby replied that the Aspirations Scenario does remove the constraint, and that it assumes all transit ridership can be accommodated.

Mr. Way congratulated the TPB, and said that this plan is the first significant attempt at communication.

Mr. Kirby thanked Mr. Way. He added that, based on comments from the CAC and in preparation for large-scale public outreach, staff is going to continue to work to remove industry-specific jargon from the plan, which he said can be a major challenge.

Chair Turner thanked the staff for their work on the RTPP. He added that stakeholder input has been instrumental to the process, and that he looks forward to getting more public input as the process moves forward. He added that the next step after the more extensive public input would be to have the TPB provide input as well.

15. Briefing on the Process for Revising the Designation of the COG Regional Activity Centers

Due to time constraints, the briefing on the process for revising the designation of the COG Regional Activity Centers was postponed to be the first informational item for the September TPB meeting.

16. Update on Reauthorization of Federal Surface Transportation Legislation

Mr. Kirby provided a brief overview of the new transportation authorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), which was signed by the President on July 6, and will be effective October 1 after extending the existing SAFETEA-LU legislation through September

30. He added that MAP-21 funds the federal surface transportation program through September 2014. He said the law provides \$54.6 billion annually, with highway funding receiving about \$40 billion and transit funding receiving about \$10 billion annually. He added that the biggest increase in available funding is for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, which provides Federal credit assistance through loans and loan guarantees. He summarized the funding sources in the bill, and provided an overview of metropolitan planning, including the introduction of a performance-based approach to support national goals, which he said relate to state of good repair, safety, congestion, and air quality, among others. He mentioned the Mega-Projects Program, which he likened to the earlier TIGER Program. He said the Mega-Projects Program authorizes \$500 million for projects of national and regional significance for FY 2013 only. He also provided an overview of other new components in the law, such as the Transportation Alternatives Program, parts of the Transit Program, as well as changes to tolling, and the freight program.

Chair Turner thanked Mr. Kirby for the analysis of the new legislation. He added that the TPB will be dealing with the ramifications of the bill's passage and its relationship to MPOs over the course of the next two years.

17. Other Business

There was no new business brought before the TPB.

18. Adjourn

Chair Turner reminded the TPB that there is no meeting scheduled for August, and that the next meeting will be held on September 19th.

The meeting was adjourned at 2:12pm.