

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
July 17, 2013**

Members and Alternates Present

Monica Backmon, Prince William County
Eulois Cleckley, DDOT
Helen Cuervo, VDOT/NOVA
Marc Elrich, Montgomery County
Gary Erenrich, Montgomery County
Lyn Erickson, MDOT
Tawanna Gaines, Maryland House
Seth Grimes, City of Takoma Park
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Cathy Hudgins, Fairfax County
Sandra Jackson, FHWA
John D. Jenkins, Prince William County
Emmett Jordan, City of Greenbelt
Shyam Kannan, WMATA
Carol Krimm, City of Frederick
Bill Lebegern, MWAA
Tim Lovain, City of Alexandria
Phil Mendelson, DC Council
Mark Rawlings, DC-DOT
Rodney Roberts, City of Greenbelt
Paul Smith, Frederick County
Linda Smyth, Fairfax County
David Snyder, City of Falls Church
Kanathur Srikanth, Virginia DOT
Harriet Tregoning, DC Office of Planning
Todd M. Turner, City of Bowie
Jonathan Way, Manassas City
Victor Weissberg, Prince George's County
Patrick Wojahn, City of College Park
Scott K. York, Loudoun County
Sam Zimbabwe, DDOT

Chris Zimmerman, Arlington County

MWCOG Staff and Others Present

Ron Kirby
Nicholas Ramfos
Robert Griffiths
Andrew Meese
Eric Randall
John Swanson
Jane Posey
Rich Roisman
Andrew Austin
Deborah Kerson Bilek
Dan Sonenklar
Sarah Crawford
Ben Hampton
Bryan Hayes
Debbie Leigh
Deborah Etheridge
Michael Farrell
Dusan Vuksan
Daivamani Sivasailam
William Bacon
Jonathan Ning
Paul DesJardin
Betsey Self
Bill Orleans
Katrina Tucker
Andrew Peng
Angela Mar
Cindy Petkac
Tina Slater
Norman Whitaker
Jasmy Methipara
Catherine Baker
Famarz Mokhtari
John Epps
Veronica Davis
Mike Lake
Patrick Durany
Wendy Block Sanford
Nick Alexandrow
Pierre Holloman

COG/DCPS
COG/DPSH
Citizen
Tri-County Council for Southern Maryland
NCPC
NCPC
USRC
Action Committee for Transit
VDOT

Safe Routes to School
Prince George's Co. M-NCPPC
CAC
CAC
Fairfax County DOT
Prince William County Supervisor Jenkin's Office
City of Fairfax
PRTC
City of Alexandria

Jeanette Tejedade Gomez	AAA Mid-Atlantic
John B. Townsend, II	AAA Mid-Atlantic
Jameshia Peterson	DDOT
James Schroll	Coalition for Smarter Growth
Stewart Schwartz	Coalition for Smarter Growth

1. Public Comment on the TPB Procedures and Activities

Ms. Slater, President of the Action Committee for Transit, spoke in regards to a TPB Weekly Report article published on July 9, 2013. The article described declines for the time that the average driver spends in traffic both across the region and in the area located near the Inter-County Connector (ICC). Ms. Slater stated that her group disagrees with the conclusion stated in the article that the ICC had contributed to travel time improvements on roads near the ICC. She argued that both the region and the ICC area saw the same percentage decrease to travel time, and as a result, the ICC had no significant impact on nearby roads. Ms. Slater also described the Action Committee for Transit as an organization that advocates for using existing infrastructure, like roads, to move as many people as possible through services like bus rapid transit. Copies of her remarks were distributed for the record.

Mr. Chase of the Northern Virginia Transportation Alliance endorsed Virginia's additions to the Constrained Long Range Plan (CLRP) and commented on the draft Regional Transportation Priorities Plan (RTPP). He commended TPB staff for managing this plan over the years, and highlighted 8-car Metrorail trains and promoting transit-oriented development as appropriate regional priorities. He went on critique the RTPP, and said that it is full of generalizations and lacks actionable details about specific transportation projects. Without this specificity, he suggested that it would not be possible to improve regional congestion.

Mr. Schwartz, Executive Director of the Coalition for Smarter Growth, said that he disagrees with Mr. Chase, stating that the TPB research related to the RTPP clearly shows a need for Metro and roadway maintenance and enhancements. He also stated that the RTPP reflects the Region Forward vision and public sentiment. He said that transit oriented development should continue to be a regional priority. Mr. Schwartz also talked about the CLRP and expressed concern about the lack of regional oversight for sub-regional organizations. He highlighted a series of projects for the CLRP that concern the Coalition for Smarter Growth, including the Dulles Connector road, and Routes 7 and 1 in Northern Virginia.

2. Approval of Minutes of June 19 Meeting

A motion was made to approve the minutes from the June 19, 2013 meeting. The motion was seconded and approved unanimously.

3. Report of Technical Committee

Ms. Erickson said that the Technical Committee met on June 28th and reviewed six TPB agenda items, including: the event schedule and proclamation for Car Free Days; the public comments related to and the draft conformity assessment for the Constrained Long Range Plan (CLRP); the projects selected for the 2013 CLRP; the program applications and selection panel recommendations for the Transportation/Land-Use Connections Program; the MAP-21 Transportation Alternatives Program applications and recommendations; and the outline of the Regional Transportation Priorities Plan. She said that the committee was also briefed on highlights regarding the 2013 State of the Commute Survey, an analysis of Transportation Emission Reductions Measures, and the development of the final report of the Bus on Shoulders Task Force.

4. Report of the Citizens Advisory Committee

Mr. Still said that the Citizens Advisory Committee met on July 11. At the meeting, he said that TPB staff presented project recommendations for the Transportation Alternatives Program and the Transportation/Land-Use Connections Program. He stated that the CAC supports these programs and is pleased that the TPB continues to fund them. He mentioned that the remainder of the meeting was spent discussing the Regional Transportation Priorities Plan (RTPP) and survey. He said that the committee agreed with the plan's overall goals and organization. He continued that the committee would like the plan to include more specific long-term strategies and to strengthen the connection to other planning processes including the CLRP. In regards to the survey, Mr. Stills said that the CAC was encouraged by the breadth of the outreach and that the CAC members would like to take the survey for reference.

5. Report of Steering Committee

Mr. Kirby said that the Steering Committee met on June 28 to review the TPB agenda and to act on two resolutions requested by the Virginia Department of Transportation (VDOT). The first resolution approved updates to the functional classification system of Northern Virginia; and the second resolution added funding to the FY 2013-2018 Transportation Improvement Program (TIP) for preliminary engineering for the I-495 express lanes shoulder use project.

Mr. Kirby also reviewed the letters sent and received packet. The first item was the July 18 issue of the TPB Weekly Report that reviewed findings from the State of the Commute survey. The survey showed that the percent of people that telework in the region increased from 2010 to 2013, and that the federal government is the largest contributor to that growth. He said that the next item, a letter by the National Capital Planning Commission (NCPC), commented on the Constrained Long-Range Plan and noted a number of improvements that relate to federal facilities that NCPC is concerned with. The next letter from the Washington Metropolitan Transit Authority was in response to a query from the TPB about how WMATA plans to program job access and reverse commute money that was moved to transit agencies by MAP-21. The letter

said that WMATA would like to explore a program in which MWCOG would become a supplemental recipient to WMATA to help with project selection. The next letter, from the Federal Highway and Transit Administrations, approved the TPB FY 2014 Unified Planning Work Program starting on July 1, 2013. The next item announced that the Commuter Connections Award ceremony was held on June 25th. Chairman York and Vice-Chairman Wells participated in the program and presented awards to the National Institute of Health, United Nations Foundation, and the Council of Better Bureaus. The final item was a letter from the Governor of Maryland, which designated the TPB as a recipient of the 5310 program under MAP-21.

6. Chair's Remarks

Chairman York commented that the Commuter Connections Employee Recognition Awards event was a great ceremony. He congratulated all the award recipients for a job well done providing alternative commute opportunities. He also encouraged Board members to save the date for the Economy Forward: One Year of Progress meeting from 9am to 2pm on September 27, 2013.

ACTION ITEMS

7. Approval of Regional Car Free Days 2013 Proclamation

Mr. Ramfos, Director of Commuter Connections, presented on the annual Car Free Day event. He said that Car Free Day, held annually on September 22, encourages people to pledge to get around without a car, and instead use transit, carpool, bicycle, or walk. To accommodate as many participants as possible, he said that Car Free Day would be a three-day event this year, starting on Friday September 20 and ending on September 22. He said people who cannot go without auto use are encouraged to go "car-lite," driving only when necessary. He described Car Free Day events that will occur throughout the region, including street closings in Arlington and Montgomery County. These events are designed to encourage community and regional decision-makers to support car free policies and initiatives.

Mr. Ramfos said Car Free Day started in Europe in the mid-1990's and has been an international event since 2000. He said that Car Free Day is celebrated in about 1,500 cities in 40 different countries. He commented that the TPB has supported the regional Car Free Day through Commuter Connections since 2008. Commuter Connections continues to promote the event online, on the radio, and through posters distributed to employers. He said that Commuter Connections also partnered with transit agencies to increase awareness. He said that last year 7,000 people pledged to go car free and the goal for this year is 10,000 pledges. He said that the event is open to all commuters, students, families, and members of the TPB, and he urged people to pledge their participation at www.carfreemetrodc.com.

Mr. Erenrich moved to approve the proclamation that September 20-22, 2013 be designated as Car Free Days in an effort to create awareness of and encourage residents to go car free by using public transportation, bicycling or walking, or going car “lite” and carpool.

Ms. Tregoning seconded the motion, which was approved unanimously.

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

Mr. Kirby briefed the Board on the public comments received regarding the proposed updates to the 2013 CLRP and FY 2013-2018 TIP. He told the Board that the comments were received during a 30-day public comment period from June 13 to July 13, and he directed the Board’s attention to a memorandum summarizing the comments and staff’s proposed responses.

Mr. Kirby said there were four comments received during the public comment period. The first two were letters from the Metropolitan Washington Air Quality Committee and the Maryland Department of the Environment. Both letters, he said, concurred with the findings of the TPB’s air quality analysis: that the region has met the conformity requirements under the law. But, he said, the letters also cautioned the TPB about new federal standards for ozone that are coming by 2015, that the region is at risk of not being able to meet the new standards, and that more work is needed to find further emissions reductions.

Mr. Kirby explained that the region has met all of the standards that currently exist and that without knowing what the new ones will be, this is about all the region can do at this stage. He said that the federal government’s new “Tier 3” motor vehicle emissions and fuel standards, the implementation of which is imminent, would produce significant reductions right away, as they make the fuel that existing cars use cleaner. And he said that longer-term emissions controls under the standards would lead to cleaner vehicles. But, he reiterated the need to continue to look for ways to reduce emissions, both in the mobile transportation sector, as well as from point sources and area sources, and to look for the most cost-effective ways to do so.

Mr. Kirby said the third comment received during the public comment period was a letter from the Wolf Trap Foundation for the Performing Arts regarding the proposed collector-distributor lanes on the Dulles Toll Road between Spring Hill Road and Wiehle Avenue. He told Board members that the letter expressed concern that the cost estimate for the project did not appear to include the value of the land owned by the Foundation, which would need to be acquired to complete the westbound lanes of the projects, and that acquiring land from the National Park Service for the eastbound lanes would be difficult to do without substantial expense. He said that the Foundation also expressed concern that removing the sound barrier protecting Wolf Trap from traffic noise on the Toll Road during construction, and later relocating it closer to the Filene Center, would be in violation of Congressional prohibitions on excessive noise from the road.

Mr. Kirby said that TPB staff had sent the letter from Wolf Trap through the Virginia Department of Transportation to Fairfax County for a response. Fairfax County said that the proposal is still a planning exercise, that it is in the county's comprehensive plan, but that it has not gotten to the point yet of examining the availability of right-of-way.

Mr. Kirby said the fourth comment was in support of the study of building a bypass of Route 28 around Manassas, from Route 234 to I-66, and suggested some specific options that should be examined as part of the study. He said that the proposed response is that the TPB will make sure those options are included in the study.

Mr. Kirby asked the Board to accept the proposed responses to allow the process of approving the conformity assessment and long-range plan in Items 9 and 10 to move forward.

Ms. Smyth offered additional explanation about the comments from the Wolf Trap Foundation. She said that she had initially raised concerns at the June TPB meeting about the collector-distributor lanes on the Dulles Toll Road and whether Wolf Trap knew about the proposal. She said she called them and they were not aware of the plan, which she said reflected poorly on Fairfax County's public involvement process. She said it might make sense to note on this project that, even once it is in the long-range plan, it will still need a lot more work to resolve the land acquisition and other issues.

Mr. Kirby agreed and said such language could be included with the project, and that the project could be revisited in next year's update to the plan.

Ms. Hudgins also commented on the project. She said that she thought it should have to come back to the TPB for consideration once the details of the project, especially concerning the issues raised, have been fleshed out.

Mr. Kirby confirmed that such language would be included with the project and that, if approved, the language would become part of the long-range plan and would have to be addressed in the future.

Mr. Zimmerman moved to accept the comments received and recommended responses. Mr. Elrich seconded the motion. Chair York opened the floor to discussion.

Ms. Smyth asked whether the comments would reflect the Board's earlier discussion. Mr. Kirby confirmed that they would.

The motion passed unanimously.

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

Ms. Posey drew the Board's attention to the summary report for the air quality conformity

determination for the 2013 Constrained Long Range Plan and FY 2013-2018 Transportation Improvement Program, a copy of which each Board member should have received prior to the meeting. She said the full report was available online, and she reminded Board members that the results of the analysis were presented in full at the June meeting: namely, that both the CLRP and TIP met all of the conformity requirements. She said that the comments and responses approved in the previous agenda item would be included in the report.

Mr. Weissberg moved to approve the determination. The motion was seconded and approved unanimously.

10. Approval of the 2013 CLRP

Mr. Kirby drew the Board's attention to the summary of the proposed updates to the 2013 Constrained Long-Range Plan, or CLRP. He said that, in addition to the comment discussed in Item 8 regarding Wolf Trap, the other significant item worth noting was that there were three alternative configurations for the Dulles Air Cargo Passenger Metro Access project carried through the required air quality conformity determination process. He said that a "no-build" option was also included to give the TPB the flexibility to choose that option if the Virginia Department of Transportation had not selected a locally preferred alternative by the date of the July Board meeting.

Mr. Kirby explained that at today's meeting the TPB would have to choose one of the options, and that VDOT, at the direction of the Commonwealth Transportation Board, was recommending that the TPB proceed with approving the no-build alternative. He explained that the other alternatives remain as candidates and could be added to the plan at a later date, once VDOT has selected its preferred alternative.

Mr. Kirby said that all of the other projects in the plan are the same as before and that the only comments received were summarized earlier in the meeting. He asked the Board to approve the updates.

Chair York moved to approve the updates. Mr. Turner seconded the motion. The Board approved the motion unanimously.

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

Mr. Kirby explained to the Board that federal planning rules require the TPB to conduct a periodic self-certification documenting its compliance with all of the planning requirements to which the TPB is subject under federal law and regulation. He said that TPB conducts its self-certification every year, and that it comes in the form of a resolution approved by the TPB, signed by the Chair on behalf of the TPB, and signed by each of the three state departments of transportation responsible for administering planning funds that come to the TPB from the

federal government.

Mr. Kirby highlighted some of the topics covered in the certification report: annual updating of the CLRP; meeting air quality conformity requirements; development of the Unified Planning Work Program, which spells out the TPB's funding and its roles and responsibilities; the TPB Vision and planning policy requirements; financial analyses as part of the four-year updates to the CLRP; public participation and public involvement; transportation for persons with disabilities, low-income individuals, and older adults; Title VI of the Civil Rights Act; human service transportation coordination; the congestion management process; existing system management and operations; freight planning; bicycle and pedestrian planning; environmental consultation and mitigation; scenario planning; and climate change.

Mr. Kirby added that the certification also discusses the TPB's work on a regional transportation priorities plan, its Transportation/Land-Use Connections program, and administration of a federal TIGER grant, all of which are voluntary activities undertaken by the TPB but that are included in the certification for information purposes.

Mr. Erenrich asked whether all of the issues raised by the federal certification process three years ago had been addressed in this self-certification.

Mr. Kirby said that the issues have been addressed. He said the major ones had to do with Title VI and the Fredericksburg Area MPO, which includes part of the Washington urbanized area and therefore must meet the same requirements as the TPB. He reiterated that he believes all of the requirements have been met. He said the federal government's next certification is coming up next year, and that based on past experience it will likely be a very involved process.

The motion to approve the self-certification was moved and seconded. The motion passed unanimously.

12. Approval of Technical Assistance Recipients Under the FY 2014 Transportation/Land Use Connections (TLC) Program

Ms. Crawford said this item and the next item on the Transportation Alternatives Program are linked in that both programs allow the TPB to further the goals in the TPB Vision by providing support to member jurisdictions enhancing multimodal mobility and development options. She made a presentation providing background information on the TPB's Transportation/Land-Use Connections (TLC) Program and summarizing the project solicitation and selection process for the FY 2014 TLC technical assistance program. She said that as of FY 2013, TPB has funded 65 technical assistance projects at just over \$2 million, with annual contributions from MDOT and a grant in 2007 from VDOT. She said a Regional Peer Exchange Network has been incorporated into the TLC Program to share information learned through the TLC projects.

Ms. Crawford said the FY 2014 project solicitation began March 8 and ran through May 15. She said staff held an application workshop on March 15 and that abstracts, an optional component of

the solicitation, were due on March 29. She said the TPB received 16 applications requesting a total of \$668,000 by the May 15 deadline. She said the selection panel met on June 12 and selected nine projects to recommend for TPB approval, fully expending the \$380,000 available for FY 2014. She briefly reviewed the recommended projects. She said the selection panel also set priorities that they would like jurisdictions to consider as staff develops projects for the FY 2015 solicitation. The priorities are demonstration of coordination between jurisdictions, innovation, and linkages between communities within and around Regional Activity Centers.

A motion was made and seconded to approve the nine projects for funding under the FY 2014 Transportation/Land-Use Connection Program. The motion passed unanimously.

13. Approval of Projects for Funding Under the MAP-21 Transportation Alternatives Program for FY 2013 and 2014 in the District of Columbia and Maryland and for FY 2014 in Virginia

Ms. Crawford noted an additional one-page memo for Item 13 that was supplemental to the materials provided in the mailout packet. She summarized previous briefings the TPB received on the Transportation Alternatives (TA) Program. She said the TA Program provides an opportunity for the TPB to look at identifying and implementing regional priorities that complement existing TPB activities, such as the TLC Program, the COG Regional Activity Centers, and the Regional Transportation Priorities Plan.

Ms. Crawford described the regional solicitation for TA projects for FY 2013 and FY 2014 in the District of Columbia and Maryland and FY 2014 in Virginia. She said that per federal guidance, the TPB conducted a competitive process. She said the solicitation ran from March 1 through May 15, and that TPB staff hosted a mandatory application workshop on March 22. She noted that the state departments of transportation reviewed the applications for eligibility and readiness. She explained that the TPB's selection criteria were developed from the TPB Vision, the TLC Strategies, and Region Forward goals, as well as input from the Access for All Advisory Committee and the Citizens Advisory Committee. She said staff reviewed the applications with the selection panel chair, and recommended that all projects move forward since each met the selection criteria. She said the program was under-subscribed in some states and that the TPB received as many applications as it could fund in others. She briefly reviewed the recommended projects.

Ms. Crawford described the successful collaboration and consultation with the state departments of transportation in planning the project solicitation, developing the application materials, and reviewing the applications. She reviewed some reasons why TPB staff and the departments of transportation believed the TA Program was under-subscribed for this cycle, including existing SAFETEA-LU funding for Safe Routes to School eligible projects, recent Transportation Enhancements funding awards, and changes in project and sponsor eligibility. She said roughly \$1 million of the FY 2013 funds in Maryland will be used in a subsequent solicitation for FY 2014 projects that the TPB will conduct with MDOT. She said about \$400,000 in FY 2014 Virginia TA funds will carry over to the FY 2015 VDOT TA solicitation this fall, in which the

TPB will participate. She said the deadline for this solicitation is November 1, 2013. She closed by expressing appreciation to staff of the state departments of transportation for their patience and collaboration throughout the process to build a regional TA Program. She said the partnerships forged through this process will be instrumental to ensuring successful future rounds of the TA Program.

Mr. Zimmerman made a motion to adopt Resolution R4-2014. The motion was seconded and passed unanimously.

14. Approval of an Amendment to the FY 2013-2018 TIP that is Exempt from the Air Quality Conformity Requirement to Include Project and Funding Updates for the Suburban Maryland Section

Ms. Erickson said the information under this item was presented at the June TPB meeting. She said the intent of the request is to update the TIP to make it consistent with Maryland's Consolidated Transportation Program, which was approved in April. She said MDOT was able to secure additional funding through the Maryland Transportation Infrastructure Investment Act of 2013. She highlighted some of the major projects in the package.

Ms. Erickson made a motion to adopt Resolution R5-2014 to update the TIP with the enclosed project information. Ms. Krimm seconded the motion, which was approved unanimously.

15. Approval of an Amendment to the FY 2013-2018 TIP that is Exempt from the Air Quality Conformity Requirement to Include Project and Funding Updates for the Northern Virginia Section

Ms. Cuervo made a motion to adopt Resolution R6-2014 to amend the FY 2013-2018 TIP to update projects and funding in the Northern Virginia section of the TIP. Mr. Lebegern seconded the motion, which passed unanimously.

INFORMATION ITEM

16. Briefing on the Draft TPB Regional Transportation Priorities Plan (RTPP)

Mr. Turner said that a work session on the draft RTPP occurred immediately prior to the TPB meeting, and included approximately 25 participants – including members of the CAC – who heard a presentation on the draft report, including regional challenges, strategies, and potential priorities. He said that participants offered feedback on the draft report during this work session. He added that there was a feeling among the working group that the TPB should be flexible in scheduling milestones related to the RTPP – including potential adoption of the RTPP – based on public comments that are received during the public comment period that will occur over the summer.

Mr. Kirby, referring to a PowerPoint presentation, reviewed key highlights of the RTPP. He summarized the historical context of the plan as well as the plan's structure. He said that there were six goals for the RTPP that were rooted in the TPB vision, and that the RTPP identifies specific challenges associated with each goal. The six goals in the RTPP are:

- Options: provide a comprehensive range of transportation options for everyone
- Activity Centers: Promote a strong and healthy regional economy including a healthy regional core and dynamic activity centers
- Maintenance: Ensure adequate system maintenance, preservation, and safety
- Effectiveness: Maximize operational effectiveness and safety of the transportation system
- Environment: Enhance environmental quality, and protect natural and cultural resources
- Inter-Regional: Support inter-regional and international travel and commerce

Mr. Kirby then reviewed the plan's proposed strategies, including near-term strategies such as improving access around bus stops and rail stations, alleviating bottlenecks, alternative fuel vehicle infrastructure, commute alternatives, pedestrian and bicycle infrastructure; on-going strategies, including Metro and highway maintenance, bus priority, roadway efficiency, accessible transportation, updating traffic laws; and long-term strategies, which include express toll lanes with bus rapid transit, concentrated growth with more transit capacity, and a combination of these two strategies.

Mr. Kirby provided an overview of the RTPP public opinion survey. He said the survey was conducted from April through July and had 660 responses, which he said represents 8 percent of the households that received invitations to take the survey. He summarized the survey methodology, including the weighting of the survey based on factors such as geography, income, and housing type, and mentioned that there was generally very good representation of the region except for a disproportionately high percentage of public transportation users. He provided an overview of the questions that were asked throughout the survey, and summarized the main results.

Mr. Kirby said that, according to the survey, the highest ranked challenges were transit crowding, followed by Metro repair needs, roadway congestion, and roadway repair needs. With regard to the RTPP's strategies, he said the survey found that the top identified priority was Metro maintenance, followed by highway maintenance, alleviating road bottlenecks, improving transit access, roadway management, commute alternatives, and pedestrian infrastructure. He summarized information about the percentage of respondents who support additional dedicated funding, and said that Metro maintenance was the top priority identified to receive dedicated funding. He said that all of the strategies received over 60 percent support, indicating that, overall, survey respondents were supportive of all of the identified strategies proposed to address the challenges outlined in the RTPP. He summarized the results of three additional polling questions that addressed confidence in transportation agencies, public information campaigns, and potential opposition to infill development.

Mr. Kirby provided an overview of the RTPP's recommendations, noting again that the four

challenges that were identified as the most regionally significant were: transit crowding, Metro repair needs, roadway congestion, and roadway repair needs. He said that Metro and highway maintenance were in the top tier of identified strategies, and pointed out that these are also the focus of the new federal MAP-21 legislation. He said that implementing strategies to address Metro and highway repair challenges is the responsibility of the transportation agencies that own and operate the region's transit and highway facilities, and can be accomplished through adequate funding of and management by those agencies. He added that Metro and highway maintenance should be given the highest priority in the program development and allocation of funding in the update of the 2014 CLRP, which is scheduled to occur over the next year.

Mr. Kirby continued by outlining a second tier of strategies that included alleviating bottlenecks, transit access, roadway management, commute alternatives, pedestrian infrastructure, and the combined long-term scenario that includes express toll lanes with bus rapid transit and concentrated growth with more transit capacity. He said together these strategies suggest that an integrated approach incorporating both supply and demand side strategies is needed. He highlighted a third tier of strategies which includes accessible transportation, bus priority, traffic regulations, alternative fuel vehicles, and bicycle infrastructure. He said that the survey suggested that these strategies should also be given continued attention throughout the regional transportation planning process. He added that the answers to the polling questions at the end of the survey suggest some process strategies, such as agencies providing sufficient transparency, making maximum use of public information campaigns, and providing opportunities for involvement of all affected parties when high density development is being considered near transit stations in the region.

Mr. Kirby summarized the next steps for the RTPP, which include releasing the draft RTPP and the survey tool for a 30-day public comment period on July 24, and presenting proposed revisions to the draft RTPP to the TPB at its September 18 meeting. He mentioned that the draft RTPP would also be part of a Region Forward event scheduled for September 27.

Mr. Snyder expressed his concern about the survey methodology, particularly the lack of scientific weighting of the population. He mentioned that the TPB has very little scope of direct action, and added that the TPB is called upon to review and approve matters that are already vetted at the State level. He emphasized that while it is useful to discuss large-scale regional priorities such as new transit and roadways, the TPB's real value would be to ascertain gaps in connectivity, and to identify inexpensive improvements that can improve the existing overall transportation network. He said that the TPB could provide value by identifying relatively inexpensive improvements to the existing system that yield a high rate of return. He added that there ought to be a "meeting of the minds," and said that both transit and roadway advocates can benefit from a more effective and efficient transportation network. He referenced the Metropolitan Area Transportation Operations Coordination (MATOC) Program as a successful example of the TPB providing a valuable low-cost service to the region that helps close a previous system-wide gap.

Mr. Grimes agreed with Mr. Snyder's observation about the lack of scientific characteristics in the survey. He also observed that the long-term strategies outlined in the draft Plan failed to take

into account certain technological advances that he said may be present in the future and could affect congestion, such as autonomous vehicles, “smart roadways” that use sensors to provide information to traffic-managing agencies, and dynamic tolling.

Mr. Kirby addressed the concerns expressed about the scientific validity of the survey, stating that TPB staff worked hard to assure that a representative sample of the region’s population was surveyed and that rigorous statistical methods and controls were used to weight and tabulate the 660 survey responses. He also addressed Mr. Grime’s point about vehicle technology. He said that he serves on the US DOT Intelligent Transportation Systems Program Advisory Committee, and emphasized that while there are many new developments underway in vehicle technology, some advances like self-driving vehicles are at best a distant reality.

Mr. Elrich expressed his discomfort about the recommendation for BRT on toll lanes of major highways, stating that many congestion problems exist on local roads, not on highways. He added that in Montgomery County, the greatest congestion challenges are internal and not on I-270. He said that adding transit options – such as repurposing local lanes for BRT – within the built network could improve traffic.

Mr. Kirby said that congestion on the freeway system is regionally significant, and is important to many travelers. He added that while local traffic is an important consideration, congestion on major freeways also requires attention.

Mr. Smith commented that regional arteries are critical for Frederick. He added that the projected growth in Frederick over the next 20 years necessitates addressing sensible road expansions.

Mr. Zimmerman, in response to Mr. Elrich, said that making major arteries and interstates work more efficiently is one of the charges of the TPB, and affirmed that finding ways to utilize these roads for transit is part of the solution. He also supported Mr. Elrich’s point, recognizing that part of the reason for congestion on roads is because people depend on roads for “everything,” including interstate travel, regional travel, and local travel. He added that congestion could be relieved if the region had a more effective local road network that included interconnections that allow people to get where they need to go, rather than using hundreds of millions of dollars to expand road facilities, which he said would repeat past mistakes. He also expressed hesitation about using toll revenue to pay for new roads, stating that people do not like to pay tolls. He said relying on a toll-based funding strategy for expansion does not move the region in the right direction, and reiterated that a balanced approach is fundamentally important.

Mr. Turner said that the TPB has an important role in getting information out to the public. He urged members of the TPB to review the draft RTPP, and added that it would be good for the TPB to have a conversation about how to implement elements in the draft plan.

Ms. Tregoning commented that the slow pace of transportation planning and investment is juxtaposed with the fast rate of change in how people are using transportation. She stated that people are changing modes much more quickly than in the past, and added continued rapid change will occur as telecommuting and shared vehicle use continue to rise. Consequently, she

said that there might be projects that have been in the CLRP for 15 years or more that may no longer be a good idea.

Ms. Hudgins said that she hopes the draft RTPP provides an opportunity to bring the three state DOTs together. She advocated that the draft RTPP should also address overall connectivity challenges, which she said involves better coordinating projects.

Chair York thanked the members of the TPB for their discussion, and said he looks forward to the continued conversation in September.

NOTICE ITEM

17. Notice of a Proposed Amendment to the FY 2013-2018 TIP that is Exempt from the Air Quality Conformity Requirement to Include Funding for the Construction of a Replacement Interchange on MD 4 at Suitland Parkway and for the Reconstruction of US 1 in College Park, as Requested by the Maryland Department of Transportation (MDOT)

Ms. Erickson summarized that MDOT, through the Maryland Transportation Infrastructure Investment Act, is requesting an amendment to the FY2013-2018 TIP to include funding for the construction of a replacement interchange on MD 4 at Suitland Parkway (\$154 million) and for the restoration of US 1 in College Park \$19.6 million). She said that this amendment would be released for public comment in August and would come before the TPB again in September.

18. Other Business

There was no other business brought before the TPB.

19. Adjourn

The meeting was adjourned at 2:00 pm.