

**Greater Shady Grove  
Transportation Management District  
Advisory Committee  
July 5, 2017**

**Johns Hopkins University  
Montgomery County Campus  
9601 Medical Center Dr., Rockville MD 20850  
Academic & Research (A&R) Building / Room 107**

**Voting**

**Dr. Antoine Banks** / Westside Neighborhood  
**John Brandt** / Universities at Shady Grove  
**Ellen Poltilove** / Johns Hopkins University  
**Randy Scritchfield** / Gaithersburg-Germantown Chamber

**Non-Voting**

**Joseph Allen** / Neighborhood Representative – Gaithersburg

**Ex Officio**

**Sandra Brecher** / Representing MC Dept. of Transportation (MCDOT) Director  
**Alyssa Roff** / City of Gaithersburg

**Staff**

**Nakengi Byrd** / Montgomery County Commuter Services  
**Jim Carlson** / Montgomery County Commuter Services

**Absent**

**Ed Axler** / M-NCPPC  
**Capt. Thomas Didone** / Montgomery County Police  
**Steven Kelley** / NIH-National Cancer Institute  
**Catherine Matthews** / Upcounty Regional Services Center  
**McClellan Quinn** / EYA  
**Jordan Snow** / 1788 Holdings

**Guests**

**Gehmelle Johnson** / NIH – National Cancer Institute  
**Ben Hampton** / MWCOG – Transportation Planning Board  
**Laura Van Eperen** / Van Eperen & Co.

**Item 1&2 – Introductions/Minutes:** Members & guests introduced themselves. April minutes were approved with changes.

**Item 3 – Metropolitan Region Long Range Transportation Plan:** Metropolitan Washington Council of Governments (COG) representative **Ben Hampton** presented the Constrained Long

Range Plan (CLRP) transportation and traffic forecast for the region called “Visualize 2045”. The region has about 3,000 miles of roadway, 5 million people and 23 government agencies, and has been steadily growing since 1965.

COG monitors and forecasts transportation issues, but also development patterns and land use. COG also works with federal, state, local and regional entities that make up the 44 members of the Transportation Planning Board (TPB). Federal requirements must be filled to receive funding for transportation projects. Other areas of focus:

- Regional coordination through transportation network programs such as Commuter Connections, Transportation/Land Use Connections Program (TLC) grants, transportation alternatives, Street Smart pedestrian safety program
- COG provides technical resources to conduct traffic monitoring via surveys, and travel planning forecasting that aid in planning studies
- Federal requirements include involving stakeholders via committees and sub-committees, development of a long range regional plan and improving air quality standards

**Mr. Hampton** discussed the CLRP program, which focuses on major highway and transit projects. Features of the program include:

- \$200 billion forecast for future projects – 100 highway & 200 transit projects to 2040
- Projects include Route 66 express lanes, I270 corridor, Metro’s Silver line, Purple Line and Bus Rapid Transit (BRT)
- CLRP also funds programs & initiatives that are found on the COG website– High Occupancy Vehicle (HOV) lanes & High Occupancy Toll (HOT) policy changes, maintenance plans, ridesharing and emissions reduction
- Funding must be available before a project is included in the CLRP - re-examined every four years
- Air quality reduction standards based on State goals – forecasted to go down in the future
- How travel pattern changes affect conditions and population growth are some of what is learned from the CLRP

Also discussed:

- Key details of the model breakdowns for the region show a reduction in Single Occupant Vehicle (SOV) travel 42 percent to 39 percent and a corresponding uptick of other travel modes
- COG uses a travel demand model that tracks where commuters are today and forecasts where they will be in 2040
- Metro issues factor into the results by reducing the number of daily trips that did not occur due to unreliability

**Mr. Hampton** further discussed the changes in travel behavior and conditions including:

- With \$244 billion in projected spending, congestion is only forecasted to be a minimum decrease, limiting job access
- Reversing congestion is not realistic due to projected population growth, so providing transit and alternative commuting options is the only viable alternative
- Discussion regarding the economic and social impacts that congestion plays in limiting job access – as a remedy, more jobs are added near transit hubs

- Discussion regarding land use and transit development, and the importance of planning and building for future populations

The Visualize 2045 plan overview is another way to look at how to reduce congestion, by looking at all possibilities regardless of funding availability:

- The plan looks at three possibilities: *planned build* – only building what’s in the plan; *all build* – building everything in the plan regardless if funds are available; or *no build* – no new construction
- The program includes reexamination of the financial plan to see available funds in 2045
- Extensive analysis and survey information used help formulate trends to better pinpoint future projects

Public outreach efforts:

- Metro interactive online survey uses five categories to measure impacts to travel experience
- Plan needs approval by October
- Projects that go into plan are not developed or funded by COG, but formulated by State and local governments
- Two versions of surveys mailed to random households
- Community updates, events, survey and the Visualize 2045 plan found on website: <http://www.mwcog.org/visualize2045/>
- TPB meetings held the 3<sup>rd</sup> Wednesday of the month

Also discussed:

- Wall Street Journal article on the new possibilities with autonomous vehicles, and smartphone technology tracking travel patterns
- Shuttle demand management and the need to organize the informal travel network – TLC grant opportunity

**Item 4 – Marketing Outreach:**

- **Sandra Brecher** requested parking location ideas for the new TRiPS Mobile Commuter Store and possible events to attend – vehicle requires two parking spaces
- Van Eperen staff is also working with **Ms. Brecher** to identify mobile store locations
- Bikeshare “test drive” events scheduled

**Item 5 – Updates Jim Carlson announced:**

- Ride On fare increase to \$2.00 to stay uniform with Metro increase
- After discussion with TMD members, meetings will be held in bi-monthly format starting in September

**Item 6 – New Business/Around the Room:** No new business

**Adjourn:** Next meeting date: September 6, 2017