



2013 CLRP ANALYSIS SHOWS GROWING ROADWAY AND TRANSIT CONGESTION

Regional growth in population and employment between now and 2040 will continue to strain the Washington region's transportation network and cause increased congestion on roadways and transit. That's according to the results of a detailed performance analysis of the most recent update to the region's Constrained Long-Range Transportation Plan, or CLRP.

The CLRP is updated every year by the TPB to include projects and programs submitted by jurisdictions and agencies. The plan currently includes about 750 regionally-significant transportation projects or programs that are expected to be paid for and built between now and 2040. Some significant projects in the plan include the Silver Line extension to Loudoun

County, approximately 1,200 new lane-miles of roadway, and major improvements to 25 highway interchanges.

The performance analysis serves as a baseline forecast of how the region's transportation future will look given current planning and funding trajectories. This year's analysis builds on updated population and employment forecasts, as well as detailed travel and vehicle emissions modeling.

Bob Griffiths, acting Co-Director of Transportation Planning, presented the findings of the analysis to the Board at its meeting on December 18, 2013.

According to the analysis, the region's population is

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KRIMM, ZIMMERMAN PRESENT BUS-ON-SHOULDER FINDINGS

At the TPB's December 18 meeting, Board members Carol Krimm and Chris Zimmerman presented the findings of the TPB's Bus-on-Shoulder Task Force. Krimm and Zimmerman co-chaired the group, which met once in 2012 and three times in 2013 to study the feasibility of allowing transit buses to use the shoulders of more of the region's highways to avoid traffic back-ups.

At the TPB meeting, Krimm, who served until December on the Board and represented the City of

Frederick, lauded the benefits of expanding bus-on-shoulder operations. "This concept is being used in other metropolitan areas to move people more efficiently and cost-effectively. It would give transit users more reliability and predictability. And giving people more alternatives to driving alone would improve our air quality and reduce our traffic congestion," she said.

Zimmerman, who represented Arlington County on the TPB until December, highlighted the regional scope of

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Upcoming meetings and items of interest:

TPB Meeting: January 15, 2014

- Approval of the TPB Regional Transportation Priorities Plan
- Update on Project Submissions and Schedule for the Air Quality Conformity Assessment

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RON KIRBY REMEMBERED BY TPB MEMBERS

At the beginning of its meeting on December 18, the TPB honored the life of Ronald F. Kirby in a moment of silence, and later in the meeting devoted time to sharing reflections on Kirby's life and their experiences working with him.

Chuck Bean, Executive Director of the Metropolitan Washington Council of Governments, spoke first during the time set aside for sharing remembrances. Bean announced a reward fund established to aid in the investigation of Kirby's death, as well as the creation of the Ronald F. Kirby Award for Collaborative Leadership, which COG will present annually to an appointed government official demonstrating the qualities of collaborative leadership

Following Bean's remarks, several TPB members and some members of the public shared memories of working with Kirby:

Timothy Lovain, Alexandria City Councilman, said, "Alexandria lost one of its great citizens in November. ... I will miss him. Our whole region will miss him."

C. Paul Smith, Frederick County Board of Commissioners, expressed that "not only was [Kirby] very bright, he was very friendly and accommodating to us in Frederick. He was the ideal person in terms of being intelligent, a hard worker, and very friendly—a nice guy."

Lyn Erickson, representing the Maryland Department of Transportation (MDOT), said, "Kirby's vision, leadership, and voice will be sorely missed in the transportation community."

Chris Zimmerman, Arlington County Board Member, said "a lot of times the people who do the most to advance you, to make you better, are the people who challenge you. That's a way I'll particularly remember Ron."

Todd Turner, Bowie City Councilmember, said that when "given the opportunity for

leadership [on the TPB], it was nice to have Ron there to guide me. I take those lessons and memories from him to cherish during my service here. I'm a better person for it."

David Snyder, City of Falls Church Vice Mayor, reflected that "Kirby was a visionary, but he was also an implementer—a rare combination of someone who would see the big picture, pull it apart, and actually get things done, whether it be HOT lanes or safety and security initiatives. That's a really unique combination of capabilities."

Stephen Still, 2013 Chair of the TPB Citizens Advisory Committee (CAC), read from a statement from the Committee: "Ron Kirby was a thought leader, not only for the Washington region, but for transportation planning worldwide. His pragmatic and thoughtful approach to regional planning significantly moved the region forward. He spent countless hours of his personal time being the spokesman for the TPB and COG staff before the CAC in our evening meetings. He was patient and open-minded to many points of view, and took joy in both teaching and listening."

Carol Schwartz, a former District of Columbia Councilmember who spoke as a member of the public, said she worked closely with Kirby when she served as TPB Chair in the 1990s. She said she asked Kirby recently about retirement. He admitted he was thinking of retirement until he became engaged in the Regional Transportation Priorities Plan, Schwartz said. "He was as enthusiastic as he had been 15 years earlier when I first worked with him," she recalled.

Bean closed the session by recognizing Robert Griffiths and Gerald Miller, who Bean appointed as acting co-directors of the Department of Transportation Planning. Bean also outlined the process for hiring a new director, which will include seeking the assistance of a recruitment firm. ♦

REGIONAL TRANSPORTATION PRIORITIES PLAN APPROACHING COMPLETION

A revised draft of the Regional Transportation Priorities Plan was presented to the TPB at its meeting on December 18. The Plan has been under development for the last three years, initiated by a 2010 request by the TPB's Citizens Advisory Committee to more closely link the goals outlined in the TPB Vision with the process for updating the region's Constrained Long-Range Transportation Plan, or CLRP.

John Swanson, TPB staff, briefed the Board on the latest draft of the Plan. He explained that the purpose of the Plan is to identify the top strategies for addressing the region's most significant transportation challenges.

Swanson told Board members that staff had been working extensively in recent weeks to revise the draft to respond to comments received since the last public draft was released in October. "We thoroughly reviewed the transcript of the last TPB meeting and examined all of the comments made by Board members, and engaged many of you in individual and group discussions about potential revisions," Swanson said. Staff also reviewed numerous comments received from other stakeholder agencies and organizations, as well as members of the public, in making revisions.

One of the key changes in the Plan, according to Swanson, is the re-characterization of the three priority categories of strategies in the Plan as "building blocks," each required in order to achieve the region's long-term goals. The priority categories call for immediate action to maintain the region's highways and transit systems, to take steps to strengthen the public's confidence in government agencies and ensure fairness and equity, and to pursue strategies for moving more people more efficiently now and in the future.

Staff expect to ask the Board to approve the Plan at its next meeting, scheduled for Wednesday, January 15. A 30-day public comment period that runs until January 11 will provide an opportunity for any final comments on the draft.

Upon Board approval, the Plan will be dedicated to Ron Kirby, who died suddenly and unexpectedly on November 11, 2013. Kirby led development of the Regional Transportation Priorities Plan over the last three years and served for 26 years as the TPB's director of transportation planning. ♦

TPB APPOINTS OFFICERS FOR 2014



**2014 TPB
Chairman**
Patrick Wojahn,
City of College Park



**2014 TPB
First Vice Chair**
Tommy Wells,
District of Columbia



**2014 TPB
Second Vice Chair**
Timothy Lovain,
City of Alexandria

At its December 18 meeting, the TPB unanimously approved a new slate of officers to lead the TPB in 2014. Patrick Wojahn, City of College Park Councilmember, will chair the TPB. He will be joined by Tommy Wells, Councilmember from the District of Columbia, who will serve as the First Vice Chair, and by Timothy Lovain, City of Alexandria Councilmember, who will serve as Second Vice Chair.

The slate of TPB Officers was recommended by a Nominating Committee comprised of Todd Turner, Councilmember from the City of Bowie, Muriel Bowser, District of Columbia Councilmember, and David Snyder, Vice Mayor for the City of Falls Church. The TPB officers will serve a year-long term, which begins in January and ends in December. ♦

CLRP ANALYSIS

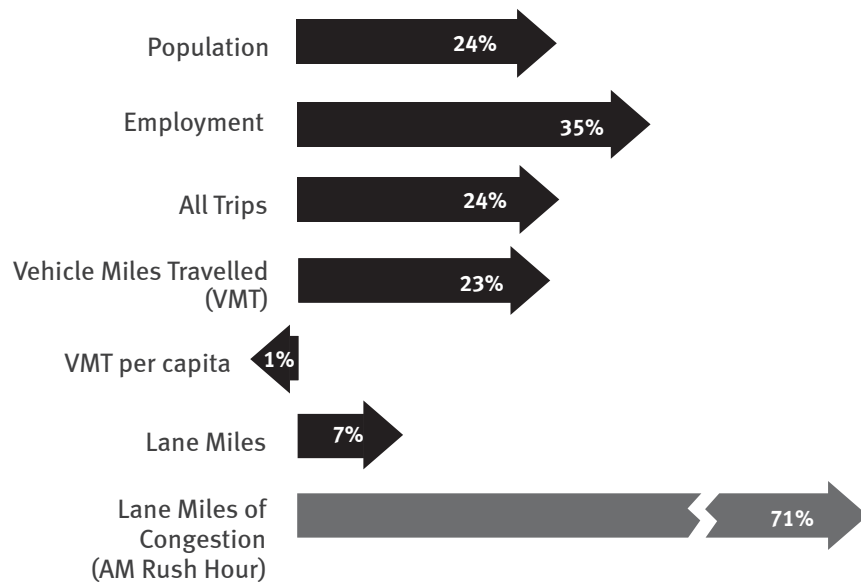
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expected to grow by 24 percent, to over 6.5 million people, by 2040. While the outer jurisdictions of Loudoun, Frederick, Prince William, and Charles counties are expected to grow the fastest between now and 2040, the majority of the population growth in the region will continue to occur in the inner suburban jurisdictions of Fairfax, Montgomery, and Prince George’s counties, and the core jurisdictions of the District of Columbia, Arlington County, and the City of Alexandria.

some areas will improve somewhat thanks to planned improvements. For example, an improved interchange in Frederick County will address a bottleneck on I-70, while the Silver Line extension into Loudoun County, along with planned “spot improvements” and an increase to three in the number of occupants required in vehicles using HOV lanes, may improve traffic on I-66.

Congestion on transit is also expected to increase significantly, especially on Metrorail,

Change in Land Use and Travel Forecast 2014-2040



The number of jobs in the region, which is expected to grow by 36 percent by 2040, follows a similar pattern, with outer areas of Virginia adding jobs the most quickly, while the District, Fairfax County, and Montgomery County will retain the highest density of jobs.

This growth will impact how easy it is for people to commute and move around the region. The number of daily trips taken will rise significantly, as will the total vehicle-miles traveled (VMT). The growth in driving will lead to an increase in congestion overall, although travel conditions in

and especially in the regional core. By 2040, commute trips by transit are expected to grow by 30 percent, which includes many riders on Metrorail. That growth will be limited somewhat due to a lack of committed funding for keeping the system in a state of good repair and making necessary capacity increases in the system’s core. This “capacity constraint” is reflected in the latest forecasts of future ridership and congestion. Without additional funding, Metro will only be able to continue running about half of rush-hour trains with eight cars. Under that scenario,

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CLRP ANALYSIS

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analysis done by Metro in 2011 shows that three of five lines to and through the regional core will be “highly congested.” By running all eight-car trains, congestion on those lines would be somewhat relieved.

One consequence of not improving the transit system’s core capacity is that it might lead more commuters to switch from transit to carpooling or driving alone. The performance analysis shows an increase in the share of carpool commuters of two percentage points, from 11 percent in 2014 to 13 percent in 2040.

The TPB’s performance analysis also includes forecasts of future vehicle emissions of harmful air pollutants. Substantial reductions in emissions of all main “criteria” pollutants are projected through 2040, keeping the region well within established long-range emissions budgets. Carbon dioxide is not one of those criteria pollutants, however, and despite small declines in the short-term, emissions of carbon dioxide are projected to increase after 2030 and will greatly exceed the targets for 2040 spelled out in the 2008 COG Climate Change Report. New federal fuel economy standards mandate a more efficient vehicle fleet, a change which will lead to substantially lower carbon dioxide emissions in later years of the analysis period, but these standards have not yet been incorporated into the regional air quality modeling process.

The CLRP performance analysis suggests several continuing regional transportation challenges: maintaining Metrorail funding for rehabilitation and maintenance beyond 2020; continued congestion on Metrorail and regional roadways; and locating future population and employment growth near Activity Centers where people

are more likely to have transportation alternatives to driving alone. Future revisions to the CLRP can incorporate projects or programs designed to address these challenges.

The findings of the analysis caught the attention of several Board members.

Chris Zimmerman, a former member of the Arlington County Board, reiterated that the results of the CLRP performance analysis reflect a future based on current planning and funding trajectories, and he emphasized that the analysis does not reflect regional goals and aspirations.

Shyam Kannan, of the Washington Metropolitan Area Transit Authority (WMATA), highlighted how the performance analysis constrains potential growth in transit, and drew the Board’s attention to different unconstrained models developed by WMATA that show how core capacity improvements could accommodate a significant number of new trips in the future.

Board member Sam Zimbabwe, of the District Department of Transportation, expressed

his concern that even though some air pollutants are projected to decline steadily in coming years, carbon dioxide levels are forecast to rise. He wondered why prevention efforts are not having a bigger impact.

Lyn Erickson, from the Maryland Department of Transportation, reiterated that changes to the region’s vehicle fleet will have the biggest effect on future emissions. “It is when the fleet [of cars] changes [that] you will see a change in the graphs. On a project by project basis, you will not be able to see a change in the carbon dioxide numbers,” she said. ♦

MetroRail Congestion AM rush hour

Line	2011	2040 with 50% 8-car*	2040 with 100% 8-car
Red	○	●	○
Blue	○	○	○
Orange/Silver	●	●	●
Yellow	○	●	●
Green	○	●	●

*The 2013 CLRP assumes 50% 8-car trains in 2040

- Satisfactory (<100 people per car)
- Congested (100-120 people per car)
- Highly Congested (>120 people per car)

BUS-ON-SHOULDER FINDINGS

(Continued from page 1)

bus-on-shoulder operations. “This really is a regional thing,” Zimmerman said. “In order to work, it requires the engagement of multiple jurisdictions and agencies who control the various rights-of-way involved. At the same time, it provides an infrastructure that can be used by multiple jurisdictions and agencies.”

The Task Force’s final report cites a number of factors that must be considered before bus-on-shoulder operations are expanded, like widening and repaving shoulders to handle more regular use by

heavier transit vehicles, training bus drivers on the safe operation of buses on narrow shoulders alongside slower-moving traffic, and keeping shoulders clear of snow and debris. The report notes that complications can arise when shoulders are too narrow and can’t be widened, like at overpasses where bridge abutments encroach on shoulders, and where buses must weave through merging traffic at highway on- and off-ramps.

The Task Force evaluated three specific highway corridors in the region where bus-on-shoulder operations might make the most sense: I-270 and MD-5/US-301 in Maryland, and I-66 inside the Beltway in Virginia. The Task Force found that on certain stretches of I-270, travel speeds routinely drop below 35 miles per hour—a key threshold below which other metropolitan areas allow buses to use shoulders. On I-66, the Virginia Department of Transportation recently completed an in-depth feasibility study and is planning a pilot bus-on-shoulder project for 2014.

The Task Force recommends that bus-on-shoulder implementation initially be focused in short segments where congestion is especially severe, where existing bus ridership is high enough to produce significant benefits, and where expensive shoulder improvements can be incorporated into scheduled maintenance and upgrades to existing roadways to keep costs lower.



Federal Highway Administration

Some Board members at the December meeting expressed concerns about the safety of allowing buses to use highway shoulders. Board Chair Scott York asked, “How do we address the one issue of safety

for cars that suddenly become disabled and must use the shoulder?”

Eric Randall, of TPB staff, explained that highway and transit agencies would have to work together to develop appropriate safety protocols, something that other metro areas have done effectively.

Zimmerman added that allowing a limited number of buses to use shoulders would be far safer than opening those lanes to regular traffic, as is done on some highway routes in the region during rush hour. “The situation is very different when you reserve it for buses because then we have a relatively limited number of professional drivers with whom we typically have immediate communication possible at all times, and who can be instructed in a particular situation to get out of the shoulder,” he said.

The final report of the TPB’s Bus-on-Shoulder Task Force is available online at www.mwco.gov/bostf. ♦

TPB RECOGNIZES OUTGOING 2013 LEADERSHIP



2013 TPB Chair Scott York (right) recognizes the outgoing chairs of the TPB's Technical Committee and Citizens Advisory Committee. Lyn Erickson, of the Maryland Department of Transportation, served as the Chair of the Technical Committee. Stephen Still, of Virginia, served as the Chair of the CAC.

At its meeting on December 18, the TPB recognized outgoing Board Chair Scott York, Technical Committee Chair Lyn Erickson, and Citizens Advisory Committee Chair Stephen Still.

York, who represents Loudoun County on the TPB, will be succeeded by Patrick Wojahn, who represents the City of College Park.

Erickson, who represents the Maryland Department of Transportation, will be succeeded by Kanti Srikanth, of the Virginia Department of Transportation.



2013 TPB Chair Scott York (right) honors Chris Zimmerman, who is leaving the TPB after 14 years of service. Zimmerman served as Board Chair in 2004.

Still's successor as chair of the CAC will be appointed by incoming TPB Chair Patrick Wojahn in January.

In addition to recognizing the outgoing Board leadership, York also honored Board member Chris Zimmerman, who is leaving the TPB after 14 years of service. Zimmerman served as Board Chair in 2004, and has headed a number of important TPB task forces and initiatives since he began serving in 1999. Zimmerman announced earlier in 2013 that he would step down from his post on the Arlington County Board to take a position in the non-profit sector. ♦

UPCOMING JANUARY AGENDA ITEMS

The January 15 TPB meeting is expected to include the following items:

- Approval of Funding and Transmittal Letter for TPB's 2014 Membership in the Association of Metropolitan Planning Organizations
- Approval of Appointments to the TPB Citizens Advisory Committee for the Year 2014
- Approval of the TPB Regional Transportation Priorities Plan
- Update on Project Submissions and Schedule for the Air Quality Conformity Assessment, and Status of the Financial Analysis for the 2014 CLRP
- Briefing on a Draft Regional Green Streets Policy for the Washington Region
- Briefing on Priority Regional Bicycle and Pedestrian

Projects Recommended for the FY 2015-2020 TIP

- Assessment of the Transportation Impacts of Forecast Growth in Regional Activity Centers
- Review of Outline and Preliminary Budget for the FY 2015 Unified Planning Work Program ♦

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January 2014

- 3 TPB Technical Committee (9 am)
- 3 TPB Steering Committee (noon)
- 8 Bike to Work Day Steering Committee (10 am)
- 9 Citizen's Advisory Committee (6 pm)
- 15 Transportation Planning Board (noon)
- 21 Employer Outreach Committee (10 am)
- 21 Commuter Connections Subcommittee (noon)
- 23 Aviation Technical Subcommittee (10:30 am)
- 24 Travel Forecasting Subcommittee (9:30 am)
- 28 TPB Regional Bus Subcommittee (noon)
- 30 Access for All Advisory Committee (noon)

February 2014

- 7 TPB Technical Committee (9 am)
- 7 TPB Steering Committee (noon)
- 13 Citizens Advisory Committee (6 pm)
- 19 Transportation Planning Board (noon)
- 25 TPB Regional Bus Subcommittee (noon)

March 2014

- 7 TPB Technical Committee (9 am)
- 7 TPB Steering Committee (noon)
- 12 Bike to Work Day Steering Committee (10 am)
- 13 Citizens Advisory Committee (6 pm)
- 18 Commuter Connections Ridematching Committee (10 am)
- 18 Commuter Connections Subcommittee (noon)
- 18 Regional TDM Marketing Group (2 pm)
- 19 Transportation Planning Board (noon)
- 21 Travel Forecasting Subcommittee (9:30 am)
- 25 TPB Regional Bus Subcommittee (noon)
- 27 Aviation Technical Subcommittee (10:30 am)

Dates and times subject to change.

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