

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
December 18, 2013**

Members and Alternates Present

Monica Backmon, Prince William County
Ron Burns, Frederick County
Marc Elrich, Montgomery County
Emad Elshafei, City of Rockville
Dan Emerine, DC Office of Planning
Dennis Enslinger, City of Gaithersburg
Gary Erenrich, Montgomery County
Lyn Erickson, MDOT
Jay Fisette, Arlington County
Tawanna Gaines, Maryland House
Seth Grimes, City of Takoma Park
Jason Groth, Charles County
Rene'e N. Hamilton, VDOT
Cathy Hudgins, Fairfax County
Shyam Kannan, WMATA
Julia Koster, NCPC
Carol Krimm, City of Frederick
Bill Lebegern, MWAA
Tim Lovain, City of Alexandria
Henry Marraffa, City of Gaithersburg
Phil Mendelson, DC Council
Bridget D. Newton, City of Rockville
Eric Olson, Prince George's County
Mark Rawlings, DC-DOT
Rodney Roberts, City of Greenbelt
Paul Smith, Frederick County
Linda Smyth, Fairfax County
David Snyder, City of Falls Church
Harriet Tregoning, DC Office of Planning

Todd M. Turner, City of Bowie
Jonathan Way, City of Manassas
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

Gerald Miller
Robert Griffiths
Nicholas Ramfos
Andrew Meese
Eric Randall
John Swanson
Andrew Austin
Dan Sonenklar
Ben Hampton
Bryan Hayes
Sarah Crawford
Debbie Leigh
Deborah Etheridge
Daivamani Sivasailam
Jane Posey
Dusan Vuksan
Paul DesJardin COG/DCPS
Jeff King COG/DEP
Steve Kania COG/OPA
Bill Orleans Citizen
Judi Gold CM Bowser
Nick Alexandrow PRTC
Mike Lake Fairfax County DOT
John B. Townsend III AAA Mid-Atlantic
Bob Chase NVTA
Jim Dinegar Board of Trade
Stewart Schwartz CSG
Paul Bickmore Coalition for Smarter Growth
Rick Rybeck Just Economics LLC
Kelly Russell City of Frederick, MD
Jim Hogan Former COG/TPB Staff

1. Public Comment on TPB Procedures and Activities

Chair York stated the November meeting of the TPB was cancelled due to the tragic death of Ron Kirby. He said he would like to open the meeting with a moment of silence to remember Mr. Kirby and the work he did for the entire region.

Mr. Chase of the Northern Virginia Transportation Alliance said the Regional Transportation Priorities Plan (RTPP) is a compilation of strategies rather than priorities. He said that what is really lacking in the region is consensus on specific projects and investments that rise above others in terms of regional significance. He said there should be a call for regional action and public/private sector collaboration. He said that the longer the region is unable to muster the political resolve to identify and implement performance-based regional priorities, the more likely it is to become more congested, more wasteful in its transportation spending, and less globally competitive. He said the Alliance would submit its concerns about the report in writing during the public comment period. Copies of his comments were submitted to the record.

Mr. Schwartz of the Coalition for Smarter Growth thanked staff and TPB members for their hard work on the RTPP. He said the Coalition believes the RTPP is a set of clear priorities including the types of investments the region should make. He said it is tied well to the goals of Region Forward. He said the briefing the TPB will receive on the CLRP shows there need to accelerate the investments in transit-oriented development, address jobs imbalances, and other items identified in the RTPP and Region Forward.

Mr. Dinegar of the Greater Washington Board of Trade said the biggest concern of the business community is that the Washington region is consistently ranked as the worst congested region in the United States. He said that a lot of the responsibility to address this problem resides with the TPB. He suggested several improvements the business community is looking for, including enhancements to the commuter rail system, traffic signal timing, traffic management planning, and support for Metro's Momentum plan.

2. Approval of Minutes of October 16 Meeting

Chair York called for and received a motion to approve the minutes of the October 16 meeting. The motion was seconded and was passed unanimously.

3. Report of the Technical Committee

Referring to handout report, Ms. Erickson said the Technical Committee met on December 6 and reviewed two of the items on the TPB agenda: The performance analysis of the 2013 CLRP and the status and schedule for the RTPP.

Ms. Erickson said the Committee also addressed five topics not on the TPB agenda, including the status of the development of next year's CLRP and TIP. The Committee recommended postponing the release of the project inputs and approval of the air quality conformity work

scope by one month, which would result in CLRP and TIP approval in September. In addition, she said the Committee was briefed on the Priority Regional Bicycle and Pedestrian projects submitted by the TPB's Bicycle and Pedestrian Subcommittee; the MAP-21 draft initial designation of the highway primary freight network; the draft letter on the MAP-21 advance notice of proposed rulemaking on transit safety and state of good repair performance provisions; and reflections on the contributions and legacy of Ron Kirby.

4. Report of the Citizen Advisory Committee

Referring to the handout report, Mr. Still briefed the Board on the CAC meeting of December 12. He said the CAC issued recommendations on the RTPP on December 4. He said that the CAC is looking for a stronger link to make sure that the RTPP truly influences jurisdiction-planning efforts. He said the CAC appreciated the new language added to the draft. He said the next CLRP Call for Projects could be more specific with regard to measurement criteria in terms of how projects advance the RTPP. He said the CAC advocates for regional coordination to addressing the East-West Divide, including greater connectivity between and within activity centers. He closed by saying the CAC greatly appreciates the efforts of staff in moving the RTPP forward in the absence of Mr. Kirby.

5. Report of Steering Committee

Mr. Miller said that the Steering Committee met on December 6 to finalize the Transportation Planning Board (TPB) agenda. There were no actions voted on by the committee.

Mr. Miller distributed a packet of letters sent and received and summarized the contents. The first in the packet was a draft letter to the FTA that addressed six questions in response to the advance notice of proposed rulemaking on transit safety and state of good repair performance provisions. In the letter, the TPB argued to keep the rules simple to allow maximum flexibility to work with multiple transit providers in the region. The second letter was sent by the Safe Routes to School National Partnership to thank Chairman York and the TPB for co-hosting the first regional Safe Routes to School meeting on October 29. He also called attention to seven letters and emails on the November draft of the Regional Transportation Priorities Plan.

6. Chair's Remarks

Chair York thanked and presented plaques to Ms. Erickson and Mr. Still in recognition of their service as chairs of the Technical Committee and Citizens Advisory Committees.

ACTION ITEM

7. Report of Nominating Committee for Year 2014 TPB Officers

Mr. Turner, chair of the Nominating Committee for the Year 2014 Transportation Planning Board (TPB) Officers, nominated Mr. Wojahn from the City of College Park to serve as Chair;

Mr. Wells from the District of Columbia to serve as First Vice Chair; and Mr. Lovain to serve as Second Vice Chair.

Mr. Turner moved to approve this slate, which was approved unanimously.

Chair York congratulated Mr. Wojahn.

Mr. Wojahn presented Chair York with a plaque to commemorate the Chair's service to the TPB.

Chair York thanked Mr. Wojahn. He continued by thanking all TPB Board members and staff for their support. Chair York lauded Maryland and Virginia for their new transportation funding legislation and encouraged the region to press forward to improve the transportation network. He also said that he was sorry that the year ended with the tragic death of Mr. Kirby.

INFORMATION ITEMS

8. Briefing on the Final Report of the TPB Bus on Shoulders (BOS) Task Force

Chair York turned the floor over to the co-chairs of the TPB's Bus-on-Shoulder Task Force, Ms. Krimm and Mr. Zimmerman, for an overview of the Task Force's final report, released in October.

Ms. Krimm and Mr. Zimmerman asked Mr. Randall of TPB staff to brief the Board. Mr. Randall's presentation focused on the main items to consider in determining the feasibility of bus-on-shoulder operations, the results of preliminary evaluation of three corridors in the region where bus-on-shoulder operations might be applied, and the Task Force's key findings: 1) that there is not a lot of information available on current shoulder conditions in the region, which limits the ability of agencies to determine feasibility without further study; and 2) that efforts to expand bus-on-shoulder operations in the region should focus on short segments of roadway with both high transit usage and high traffic congestion, where the greatest travel time savings and reliability benefits stand to be realized. He told Board members that the presentation he gave was included in the Board mail-out and that the task force's final report was available online at www.mwcog.org/bostf.

Ms. Krimm thanked Mr. Randall and staff for their hard work. She also thanked the many state-level stakeholders who participated in the Task Force, and she thanked her co-chair, Mr. Zimmerman, for partnering with her on this effort. She reiterated her interest in bus-on-shoulder as a cost-effective way to move people more efficiently through the transportation system. She said that bus-on-shoulder offers greater reliability and predictability for transit users and that doing so provides travelers, especially commuters, with better alternatives to driving alone.

Mr. Zimmerman echoed Ms. Krimm's thanks and highlighted the full involvement of the transportation departments, police, and planners at the local and state level in all three of the region's state-level jurisdictions. He said the Task Force's work was a real step forward in

advancing the idea of bus-on-shoulder operations and reiterated its value as a transportation strategy that uses existing infrastructure to move people more efficiently. In particular, he said he thought bus-on-shoulder operations was one of the highest-return transportation investments that could be made in the region. He also emphasized the inter-jurisdictional nature of such efforts and said the TPB was the right body to be examining such proposals. And he said that he thought that cost-effective treatments, such as bus-on-shoulder operations, would emerge from the Regional Transportation Priorities Plan as the kinds of projects that should receive the region's utmost attention. He encouraged the Board to consider other transportation rights-of-way that could be used to create a regional transitway network to help move more people more efficiently.

Chair York asked about the safety of cars in general-purpose travel lanes on facilities where buses might operate on shoulders, in particular when cars become disabled and would need to use the shoulder. Mr. Randall said that road agencies and transit operators would develop safety protocols to deal with such issues. He said that other metropolitan areas have done so. Mr. Zimmerman added that the Twin Cities of Minneapolis and St. Paul have found no statistically significant differences between bus-on-shoulder operations and routine operations.

Ms. Hudgins thanked the Task Force for their work and said she thought bus-on-shoulder systems present a real opportunity for the region. She said she rides a bus that is allowed to operate on the shoulder and that riders appreciate it. She reminded the Board of a meeting earlier in the year between officials in Fairfax and Montgomery counties about how to move more people across the Potomac River between the two counties. She said the officials considered bus-on-shoulder operation as one strategy for addressing the issue.

Mr. Erenrich thanked the Task Force and staff. He said that transportation agencies could and should start now looking at opportunities to accommodate future bus-on-shoulder operations, specifically when restriping or repaving roadways. He said this is something that the Maryland Department of Transportation is starting to do, and he encouraged other agencies to do the same.

Mr. Way asked about other safety issues related to bus-on-shoulder operations. Mr. Randall reiterated the need for operating protocols that would be developed based on local needs and conditions. He said that other agencies around the country have been successful in agreeing on protocols that address such questions effectively. Mr. Zimmerman added that the Federal Highway Administration has bus-on-shoulder standards already in place. He said that he saw bus-on-shoulder operations as a safer use of highway shoulders than allowing regular auto traffic to use the lanes, as is done in some places in the region and around the country.

Ms. Krimm acknowledged that such initiatives would require education and training of bus drivers and the motoring public alike. She also said that designing bus-on-shoulder routes to bypass critical chokepoints could go a long way in providing greater reliability and predictability for riders.

At the end of the discussion about the Task Force, Chair York recognized both Ms. Krimm and

Mr. Zimmerman for their service on the TPB, noting that both would no longer be serving on the Board starting in 2014. He especially acknowledged Mr. Zimmerman, who has served on the Board since 1999 and served as Chair in 2004. Chair York presented Mr. Zimmerman with a small token of appreciation from the Board.

9. Briefing on a Performance Analysis of the 2013 CLRP

Mr. Griffiths briefed the board on the performance analysis of the 2013 Constrained Long-Range Transportation Plan (CLRP), which identifies all 750 regionally significant transportation projects for the Washington region. Major projects in the CLRP include the Silver Line expansion, Columbia Pike streetcar, the Purple Line, the H Street/Benning Road streetcar, 1,200 new lane miles of roadway, express toll lanes on I-95, and 25 major improvements to 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.

Mr. Griffiths said that the 2013 performance analysis used an update methodology that included the latest update of the cooperative forecast, the travel model, and the first iteration of the MOVES air quality model.

Mr. Griffiths stated that population growth in the region is expected to increase 24% by 2040, with the fastest growth occurring in the outer jurisdictions of Frederick, Loudoun, Prince William, and Charles counties, although the greatest amount of growth will occur in the inner suburban areas of Montgomery, Prince George's, and Fairfax counties, and the core jurisdictions of the District of Columbia, Arlington County, and the City of Alexandria. Similarly, he said that the fastest employment growth will occur in outer jurisdictions, but the most jobs will be created in the inner areas. A lot of the new growth, he said, will occur in identified regional activity centers that have been part of the COG and Region Forward efforts.

Mr. Griffiths mentioned that trips and vehicle miles traveled (VMT) are also expected to increase by 2040, though at a slightly slower rate than population and employment. He said that even though VMT per capita is expected to marginally decrease, the increase to total VMT will result in more congestion region wide, as much as 71% during the AM peak. The decline in single driver trips may be explained by a shift to carpooling, transit, or bicycling and walking, depending on where people live and work.

Mr. Griffiths said that the share of single-drive commuters from outer jurisdictions will decrease from 78% to 71% of commute trips. The biggest reason is an anticipated increase in carpooling, from 11% to 13%. In the inner suburbs and the core, fewer people will carpool, and more will choose transit and non-motorized commute options.

Mr. Griffiths explained that even though the number of people that ride transit is expected to increase by 2040, the share is expected to remain the same, because of a transit travel capacity constraint built into the model that limits growth based on currently agreed-upon funding for

Metrorail expansion and maintenance. This means that only includes 50% of the trains run by Metro through 2040 will be eight-car trains, resulting in increased congestion on the Orange, Yellow, and Green Lines.

Mr. Griffiths said that roadway congestion will also increase, as much as a 140% during peak hours. He continued that although congestion will generally be up region-wide, CLRP projects will have an impact, resulting in relatively less congestion in the future. These projects include an improved interchange in Frederick County that will address bottleneck on I-70, and Silver Line extension into Loudoun County, along with spot improvements and an increase to three in the number of occupants required in vehicles using HOV lanes, may improve traffic on I-66.

Mr. Griffiths described job accessibility as all of the jobs that can be reaching within a 45-minute commute. He said that more congestion results in less accessibility for automobile commuters, though more a more extensive transit network will result in increased job accessibility for transit commuters. Generally, he said, that auto accessibility improvements will make more jobs accessible in the western portion of the region, compared to the east.

Mr. Griffiths stated that the region's emissions forecasts fall within the approved emissions budgets, though there is some slight uptick in emissions between 2030 and 2040. He noted that the COG Climate Change report set a goal of decreasing carbon dioxide (CO2) emissions to 80% of 2005 levels by 2040. In the short term, this CO2 emissions are expected to go down, but they will likely tick back up by 2040. He noted that this analysis does not include the new federal CAFE standards. Once those are incorporated into the model, he said he expects to see a more significant decrease.

Mr. Loavain asked why carpooling, which had been declining, is expected to increase and if there any relation to increased availability of HOV lanes and HOV+3 lanes in the future.

Mr. Griffiths responded that the interconnectedness of HOT lanes can provide time savings, in addition to the increased congestion that may incentivize people to shift back to carpooling.

Mr. Zimmerman suggested that the upswing in congestion and increased demand for HOV facilities will actually make carpooling more challenging in the Washington region. He asked why the performance analysis shows the number of carpoolers increasing when new requirements for three people carpools might actually make carpooling more difficult.

Mr. Griffiths responded that the performance analysis shows an increase in carpooling, in part, because of the transit constraint, which limits Metrorail's ability to absorb additional growth. He reiterated that the performance analysis only assumes funding that is currently in the CLRP, and that as transit becomes more congested and less reliable, commuters will start to look for alternatives.

Mr. Zimmerman replied that is important for the Board and the public to remember that this

analysis exists to serve specific federal requirements, and that it is not meant to serve as an aspirational vision of the region's future. He said that the growth in carpooling forecasted in the performance analysis is a potential consequence of the region letting the transit system get run down, and is therefore is not a good thing. He encouraged members of the Board to use their position to provide more funding in the future so that transit is not run down, and that transit use can continued to increase.

Mr. Kannan discussed the difference between the results of a constrained network, like the one used for the CLRP performance analysis, and an aspirational model. As discussed, the constrained network limits growth to an additional 32,000 trips. However, some of WMATA's aspirational networks assume that all trains will include eight cars. He said that these models show an additional 35,000 trips during peak hours, and a daily capacity increase of an additional 300,000 tips per day.

Mr. Zimbabwe expressed concern that while the region is making progress at reducing most pollutants, carbon dioxide emissions are expected to get worse. He asked what type of decrease in carbon dioxide the region can anticipate seeing once new CAFE standards are in place.

Mr. Griffiths said that he did not know.

Mr. Zimbabwe followed up suggesting that the Board needs to think more about how to reduce carbon dioxide emissions.

Ms. Erickson responded to Mr. Zimbabwe by paraphrasing Mr. Kirby: you cannot expect to see any significant changes in carbon dioxide levels until automobile fleets turnover.

10. Update on Revised Draft TPB Regional Transportation Priorities Plan (RTPP)

Chair York recognized Mr. Turner, chair of the Scoping Task Force for the Regional Transportation Priorities Plan, to update the Board on the latest draft of the Plan. Mr. Turner asked Mr. Swanson, of TPB staff, to brief the Board.

Mr. Swanson recapped the purpose of the Plan, as outlined by the Scoping Task Force, the Plan's roots in the TPB Vision and Region Forward, the process by which the Plan was developed, comments that were received since the last public draft released in October, and staff's response to those comments. He also highlighted the three "building blocks" that make up the three priority areas in the Plan's recommendations, and he noted the circumstances under which the finalization of the Plan has taken place, namely following the death of Ron Kirby. He said that staff would be asking the Board to approve the revised Plan at the January meeting.

Mr. Turner thanked Mr. Swanson, staff, and stakeholders for their work to revise the draft Plan. He also thanked the Citizens Advisory Committee for their initial request to develop a priorities plan, as well as everyone who had contributed to development of the Plan over the past three years.

Chair York opened the floor to questions and comments.

Mr. Elrich asked whether the Board thought it might be prudent to extend the public comment period on the Plan for another 30 days since the currently scheduled period would take place during the Christmas and New Year holidays. He said he thought it seemed somewhat unrealistic to expect any kind of robust public discussion under the current timetable.

Chair York said that the Board was free to extend the public comment period but encouraged them to maintain the current schedule, with Board approval slated for January.

Mr. Way expressed concerns about the amount of work it could take for the RTPP to be used to evaluate projects in the CLRP. He also expressed concerns about the lack of clarity regarding the RTPP's influence on decision-making, including the RTPP's effects on project selection.

Mr. Snyder urged the Board to move forward expeditiously in reviewing and approving the Plan. He said that the previous agenda item on the performance analysis of the 2013 CLRP served as a call to action to change the course of transportation funding and planning in the region, and he said that the Priorities Plan represented a framework for doing so.

Ms. Tregoning echoed the comments of the other Board members. She too thanked staff for their work in revising the Plan. In particular, she thanked staff for ensuring that the draft emphasized the importance of land use as a strategy for alleviating travel demand on the region's transportation system. She specifically mentioned Long-Term Strategy 3, which calls for enhanced local circulation in the region's Activity Centers. She said the strategy incorporates key points about connectivity and urbanism that will move the region forward. She also urged the Board to consider the Plan for approval in January.

Ms. Hudgins echoed the urgency of moving forward on the Plan in January. She said the Plan gives localities in the region the opportunity to start right away in carrying out the priorities identified in the Plan.

Mr. York concluded the Board discussion by noting that the Plan itself calls for a continuing conversation about the Plan and periodic updates that will provide opportunities for working out any lingering issues in improving the region's transportation system. He noted too that the Plan would be dedicated to Ron Kirby, who oversaw its development.

11. Ron Kirby: Life and Accomplishments

Chair York said the meeting would conclude with time to reflect on Ronald F. Kirby and the work he had accomplished in the region. He invited Mr. Bean to say a few words, saying that afterwards, he would invite TPB members to speak, followed by comments from the CAC and members of the public.

Mr. Bean said a reward fund was announced the previous day by the Alexandria Police

Department to aid in the investigation of Mr. Kirby's death. He said the fund will be administered by the Del Ray Business Foundation and that information on how to contribute is being circulated by staff. He expressed his appreciation to the media in spreading the word about the fund. He said he has encouraged staff to focus on Mr. Kirby's life and accomplishments. He said he eulogized Mr. Kirby at his memorial service and that tributes have poured in from all around the region and country. He said COG also hosted a touching staff-only tribute event, and he thanked the TPB for allowing time to reflect on Mr. Kirby during the meeting. He closed by noting the creation of the Ron Kirby Award for Collaborative Leadership, which will be awarded annually to appointed government leaders.

Mr. Lovain also said Alexandria lost one of its great citizens in November, and that it was a real blow. He said he always enjoyed his conversations with Mr. Kirby and also his good counsel. He reflected on his hiatus from public office and said he helped to create the Northern Virginia Streetcar Coalition. He said Mr. Kirby's wife is a big streetcar advocate and became a member of the Board. He said that Mr. Kirby would be at each streetcar forum, whether by his own accord or his wife's urging, but that he would introduce Mr. Kirby, whether he liked it or not. He said that he and the whole region would miss Mr. Kirby.

Mr. Lovain said he works with other MPOs around the country, and the TPB is unusual – most MPOs are in only one state and the federal government does not own a major portion of the transportation system. He said that we have many centrifugal forces in this region, and Mr. Kirby was like the gravity that kept things together. He said many people are scared about what is next. He said that each of us needs to step up and be true advocates for regionalism in transportation planning.

Mr. Smith said he knew Mr. Kirby about eight years. He said that not only was Mr. Kirby very bright, he was very friendly and very accommodating. Mr. Smith said he was reluctant to contact Mr. Kirby because he was very busy. But whenever he did contact him, Mr. Kirby was very generous with his time and the attention he gave to Frederick. He said Mr. Kirby really was an ideal person -- intelligent, a hard worker, very friendly and just a nice guy.

Ms. Erickson said that Mr. Kirby's vision, leadership, and voice will be sorely missed in the transportation community. She made these comments on behalf of Secretary Jim Smith of the Maryland Department of Transportation (MDOT), SHA Administrator Melinda Peters, Maryland Transit Administrator Robert Smith, Authority Executive Director Bruce Gardner, Planning Director Don Halligan, all of the state employees from her office who worked with Mr. Kirby.

Mr. Still said the CAC adopted a brief resolution on behalf of Mr. Kirby: "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. Mr. Kirby's presence at the

CAC will be sorely missed, but his legacy will live on in the regional plans he developed and in the hearts and minds of all he touched.”

Mr. Zimmerman said that Mr. Kirby’s death knocked the wind out of pretty much everybody involved in transportation in this region. He said that he did not know Mr. Kirby well on a personal level, but at the funeral, he learned things he wished he had known, because it would have been fun to engage him on. He said he engaged with Mr. Kirby as someone he worked with – a relationship that spanned a large part of his working life. He said there are people who are more memorable in a variety of ways, some because they agree with you and they are with you all the time, and they tell you what you want to hear. However, he said that a lot of times the people who do the most to advance you, to make you better, are the people who challenge you. He said that is the way he will remember Ron. He said sometimes their relationship was collaborative and sometimes it was competitive.

Mr. Zimmerman also said that when he was TPB chair, he really enjoyed working with Mr. Kirby. He said Mr. Kirby was the model supportive staff person. He said Mr. Kirby drafted him to lead the TPB Value Pricing Task Force almost a decade ago, which was an interesting opportunity. He said that much of the time, he and Mr. Kirby did not agree on key points. He said that for him, the best thing about his relationship with Mr. Kirby was that he provided a good challenge and helped him learn and become better at what he was trying to do, not necessarily when Mr. Kirby agreed with him, but as much as when maybe he did not agree. He said that as he has listened to people reflect on Mr. Kirby, as well as seeing the people collected at the service, what he was struck by was the tremendous range of people who were there and the fact that the people who respected him so much included so many people who probably did not agree with him a lot of the time. He said he thinks that that is a tremendous measure of the kind of person that we were privileged to be associated with all these years.

Mr. Turner said he is relatively short timer on the TPB, that this is his fifth year serving on the Board. He said he was not sure what to expect, and that, given the opportunity for leadership, it was nice to have Mr. Kirby there to guide him. He added that he also never did really get to know Mr. Kirby outside of the context of this work, and he regretted that. He said he appreciated the few opportunities he did have to chat with Mr. Kirby. He noted that while he is an elected official, he is also staff for a jurisdiction, so it was also interesting for him to see and learn how Mr. Kirby interacted with elected officials as well as stakeholders and staff. He said those interactions and lessons will be memories for him to cherish during his service and that he is a better person for it.

Mr. Snyder said he first had the opportunity to work with Mr. Kirby in 1994. He said Mr. Kirby was a visionary, but that he was also an implementer, a rare combination of someone who could see the big picture, pull it apart, and actually get specific things accomplished, whether it be HOT lanes or safety and security initiatives. He said that whatever it was, Mr. Kirby had the big picture and he knew how to get it done and that he did get it done. He said that was a really unique combination of capabilities.

Ms. Schwartz, formerly of the D.C. Council and TPB member, said she chaired the TPB in the late 1990s and had the opportunity to work closely with Mr. Kirby. She spoke about her work with Mr. Kirby regarding the TPB Citizens Advisory Committee. She said she is pleased to see the CAC still active. She said she had the opportunity to see Mr. Kirby this past September at a briefing on the Regional Transportation Priorities Plan. She said that he was his usual brilliant self, making the presentation come alive. She said she had a personal conversation with him at that meeting. She had asked if he was thinking about retirement. She said he replied that he sort of was, but that since starting work on the priorities plan, he felt reborn. She said he was as enthusiastic as he had been 15 years earlier when she had met him. She said she believes the Regional Transportation Priorities Plan that the TPB will vote on in January will be a living memory of what she considers to be a quintessential public servant.

Mr. Evans, with Cambridge Systematics, said he had the pleasure to work with Mr. Kirby as a client over the years, and that he wanted to mention some of the passion that he saw in Mr. Kirby. He said that he especially appreciated that Mr. Kirby liked travel forecasting models and exploring improvements to those tools that would support planning decisions. He said Mr. Kirby was a visionary about tools and data, wanting to use the data to be able to learn something about how projects affect the region as they are implemented. He said he will carry forward and maintain this inspiration from Mr. Kirby – a memory of his passion for the work, his dedication to the solid technical analysis in support of planning decision-making, and also his clear willingness to speak out and address mobility issues facing the region.

Mr. Chase said that Mr. Kirby's murder was senseless and his death is a tremendous loss to his family and our region. He said that praise for Mr. Kirby during his life and since his death was well earned. He said Mr. Kirby had tremendous respect for sound numbers and logical approaches and that he dedicated his life to provide this organization with an extraordinary regional transportation and demographic database upon which to base its decisions. He said Mr. Kirby was an optimist and believed in the process and that by doing things right, while it may take a little bit longer, in the long run, facts and sound information would prevail. He said that above all, Mr. Kirby was an exceptional transportation professional who never lost sight of the big picture, the needs of the region as a whole, and how to better tie it together. He said he thinks the best tribute for Mr. Kirby would be for area officials and all of us to become less parochial and more regional in our actions

Chair York concluded by saying, “Ron, you'll be greatly missed.”

Mr. Bean said he wanted to extend a special appreciation to Bob Griffiths and to Gerald Miller. He asked them to step up as acting co-directors, and together they have over 60 years of experience just at the Council of Governments. He asked the TPB to join him in a round of applause for Mr. Griffiths and Mr. Miller and the whole transportation department that has stood up in the past month. He outlined the process for moving forward, noting that Mr. Kirby cannot be replaced, but that he will be succeeded. He said MWCOG will recruit the services of a qualified search firm and asked members for any assistance or guidance they might provide in

this process. He said he will look forward to sharing information with the TPB and engaging in a robust consultation in this process.

12. Adjourn

Chair York closed the meeting by wishing all a wonderful and safe holiday, and a Happy New Year.

The meeting was adjourned at 2:05 p.m.