



UPCOMING MEETINGS  
AND ITEMS OF  
INTEREST:

TPB Meeting, May 21:

- Status Report on the Air Quality Conformity Assessment for the 2008 CLRP and FY 2009-2014 TIP
- Briefing on the Co-Effectiveness of Travel Demand Measures (TDM) for Reducing CO<sub>2</sub> in the Washington Region

TPB Annual Forum on the Draft Transportation Improvement Program (TIP), May 15

Bike to Work Day, May 16

TPB Annual Transit Forum, May 27

More information may be found at:  
[www.mwcog.org/transportation](http://www.mwcog.org/transportation)

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# TPB news

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Transportation  
Planning  
Board

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MAY 2008

## TPB ACTS TO ADDRESS VIRGINIA FUNDING UNCERTAINTY

With the transportation revenue picture in Virginia clouded by a recent court decision, the TPB took steps at its April 16, 2008, meeting to keep the regional transportation planning process moving forward despite the uncertainty.

On February 29, 2008, the Virginia Supreme Court invalidated the funding mechanism that would have provided

revenues for several significant projects in Northern Virginia. The Court ruled that the Northern Virginia Transportation Authority (NVTA), which had begun collecting a package of taxes and fees that would pay for several transportation priorities determined by the NVTA, could not raise and spend such revenues because it is not a directly elected body.

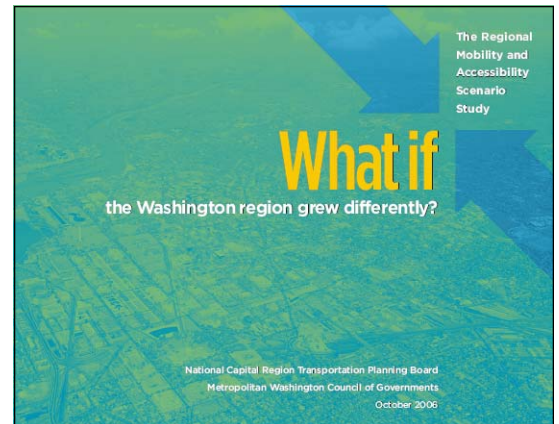
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## TPB'S SCENARIO PLANNING: PAST, PRESENT, AND FUTURE

### *Introduction to a Three-Part Series on the Transportation Planning Board's Regional Scenario Planning Activities*

A new round of TPB scenario planning is looking to more closely link scenario analysis to regional decision making. "The intent of these new scenarios is to develop a menu of possibilities to draw from as we look to incorporate realistic strategies into the region's long-range transportation plan," according to Ronald Kirby, Director of Transportation Planning at COG.

Building on previous analysis, the TPB's Scenario Study Task Force has proposed two new scenarios to examine the potential impacts of an "aspirational" transportation network and the regional technology and behavioral changes needed to achieve goals for reduced carbon dioxide (CO<sub>2</sub>) emissions.



The CLRP Aspirations Scenario will combine elements of previous scenarios along with recent input and ideas to create an aggressive but feasible vision of land-use and transportation implementation

*(Continued on page 4)*

# NORTHERN VIRGINIA FUNDING

(Continued from page 1)

Transportation projects relying on this funding were included among the projects submitted for inclusion in the air quality conformity assessment for the TPB's 2008 Constrained Long-Range Plan (CLRP) and FY 2009-2014 Transportation Improvement Program (TIP). TPB staff had already begun the conformity analysis with those projects included.

To address the possibility that the Virginia General Assembly will not find a way to restore funding for the projects and priorities in question by the time the CLRP

and TIP are scheduled to be approved this summer, the TPB approved a contingency course of action. This contingency plan initiates a parallel air quality conformity assessment of a package of regional transportation projects that does not include those that are reliant upon NVTAF funding. Implementing this contingency plan will allow the board to move forward with approval of a CLRP and TIP without extensive delay, regardless of the Virginia funding situation.

TPB members emphasized that the board's decision to implement a contingency plan does not alter the fact that the recall of the Virginia funding poses significant challenges for the region. TPB member Catherine Hudgins said that the action "highlights publicly how critical the situation is for us at this time."

TPB member Christopher Zimmerman also noted the larger context of the Board's action. "This only scratches the surface of the damage being done by the tremendous loss of funding over the last couple of months through several causes. This is a big hit in what we're voting on right now, but it's actually only a fraction of the total loss that will result unless the General Assembly is able to approve a fix." ▲



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In addition to the newsletter, readers can subscribe to other publications and TPB meeting materials. ▲

## OTHER APRIL AGENDA ITEMS

The TPB's April 16 agenda included the following items in addition to the topics covered elsewhere in this newsletter:

- Approval of the Re-designation of the Portion of I-295 in the District of Columbia from Barney Circle to the 11th Street Bridge to an Urban Boulevard, and of the Portion of I-295 over the 11th Street Bridge to I-695.
- Approval of the Regional Bike to Work

Day Proclamation for May 16, 2008.

- Review of Performance of the 2007 Constrained Long-Range Transportation Plan (CLRP).
- Update on the Activities of the TPB Scenario Study Task Force.

Information and materials for the April 16 TPB meeting are posted on the TPB website: [www.mwcog.org/transportation/tpb](http://www.mwcog.org/transportation/tpb). ▲

## ENHANCED FREIGHT PLANNING AT TPB

Since the completion of the report *Enhancing Consideration of Freight in Regional Transportation Planning* by Cambridge Systematics in May 2007, the TPB has given greater attention to freight issues and the development of a Freight Planning Program. In line with recommendations from this study, the TPB now has a designated freight staff person and a TPB Freight Subcommittee.

The Freight Subcommittee, expected to be a major element of the Freight Program, held its first meeting on April 24, 2008. The agenda included special guest speaker Marygrace Parker of the I-95 Corridor Coalition. She updated attendees on several Coalition projects, such as the Mid-Atlantic Truck Operations (MATOps) Study, whose objective is to identify truck bottlenecks in the Mid-Atlantic region and assess the costs of delays. The agenda also included a presentation of the Cambridge Systematics report and an overview and outlook for the Freight Subcommittee.

The Freight Subcommittee provides a structured voice for freight issues and concerns within the Metropolitan Washington Region, and gives freight stakeholders the opportunity to share concerns and information with the TPB and other decision-makers. Activities of the Freight Subcommittee will include quarterly meetings with special guest speakers, site visits, and information sharing. More information about the Freight Subcommittee can be found on the TPB website and via e-newsletters. To be added to the freight contact list, e-mail Karin Foster at [kfoster@mwkog.org](mailto:kfoster@mwkog.org) with your name and contact information.

The website for the Freight Subcommittee may be found on the TPB's committee webpage under the Transportation Planning Board Technical Committee: <http://www.mwcog.org/transportation/committee/>. ▲

### TPB Alphabet Soup

<b>AFA</b>	Access for All Committee
<b>CAC</b>	Citizen's Advisory Committee
<b>CLRP</b>	Constrained Long-Range Plan
<b>COG</b>	Metropolitan Washington Council of Governments
<b>DDOT</b>	District Department of Transportation
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>MDOT</b>	Maryland Department of Transportation
<b>MPO</b>	Metropolitan Planning Organization
<b>RMAS</b>	Regional Mobility and Accessibility Scenario Study
<b>TIP</b>	Transportation Improvement Program
<b>TLC</b>	Transportation/Land-Use Connections Program
<b>TPB</b>	Transportation Planning Board
<b>VDOT</b>	Virginia Department of Transportation
<b>WMATA</b>	Washington Metropolitan Area Transit Authority

## UPCOMING MAY AGENDA ITEMS

The TPB's May 21 agenda is expected to include the following items:

- Briefing on the 14th Street Bridge Corridor Environmental Impact Statement (EIS).
- Briefing on the Washington Metropolitan Area Transportation Operations Coordination (MATOC) Program.
- Status Report on Two Versions of the draft 2008 CLRP, the FY 2009-2014 TIP (with and without NVTA Funded Projects), and the Related Air Quality Conformity Assessments.
- Briefing on Commuter Connections' Responses to Rising Gasoline Prices.
- Update on the Development of the "CLRP Aspirations" and "What Would It Take" Scenarios.

Information and materials for the May 21 TPB meeting are posted on the TPB website one week prior to the meeting: [www.mwcog.org/transportation/tpb](http://www.mwcog.org/transportation/tpb). ▲

# TPB SCENARIO PLANNING

*(Continued from page 1)*

steps between now and 2030. The “What Would It Take?” Scenario will provide guidance on strategies that may be necessary to achieve the CO<sub>2</sub> emissions reduction goals under consideration by the COG Climate Change Steering Committee.

This series of articles in TPB News will review in detail the two scenarios proposed by the task force and the impacts this analysis may have on future transportation decisions.

## *Origins of TPB Scenario Planning*

The concept for the TPB’s Regional Mobility and Accessibility Scenario (RMAS) Study took shape in the late 1990’s, with the approval of the 1998 TPB Vision, a policy document that outlined goals and policies for an integrated regional transportation network.

The TPB launched the RMAS Study in 2001 to examine the impacts of alternative transportation and land use scenarios. A joint technical working group (JTWG) comprised of transportation and land-use planning staff from the region’s jurisdictions and interested citizens

oversaw planning activities related to the first five scenarios. This working group developed different land-use and transportation scenarios based on key challenges related to the region’s future growth and guided analysis of these alternatives, including effects on

congestion, transit use, and vehicle miles of travel.

The five scenarios were designed to assess more concentrated land use patterns supported by expanded transit services:

- **“More Households”** would increase the total number of households in the region.
- **“Households In”** would move households into inner jurisdictions.
- **“Jobs Out”** would shift jobs to outer jurisdictions.
- **“Region Undivided”** would move jobs and housing to the region’s eastern side.
- **“Transit-Oriented Development”** would put more jobs and households close to transit.

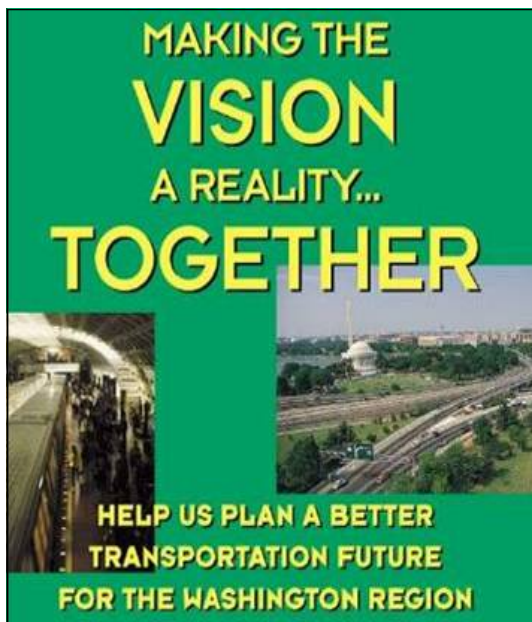
More information about the RMAS Study and analysis of the scenarios may be found online at: [www.mwcog.org/transportation/activities/regional/](http://www.mwcog.org/transportation/activities/regional/)

## *Toll Lane Scenarios*

The TPB established a value pricing task force shortly after hosting a June 2003 regional value pricing conference. The goal of the task force was to examine the benefits of value pricing for the region. In October of 2006, the TPB was awarded a grant from the Federal Highway Administration to study a regional network of variably priced lanes. Analysis performed under this grant centered on three scenarios for applying time-of-day pricing to a network of new and existing roadways throughout the region. The success of these variably priced networks was found to be dependent on creating a parallel network of transit options to allow travelers more choices.

## *Scenario Study Outreach*

Starting in 2004, staff began conducting outreach sessions on the RMAS Study. These sessions focused on the transportation and



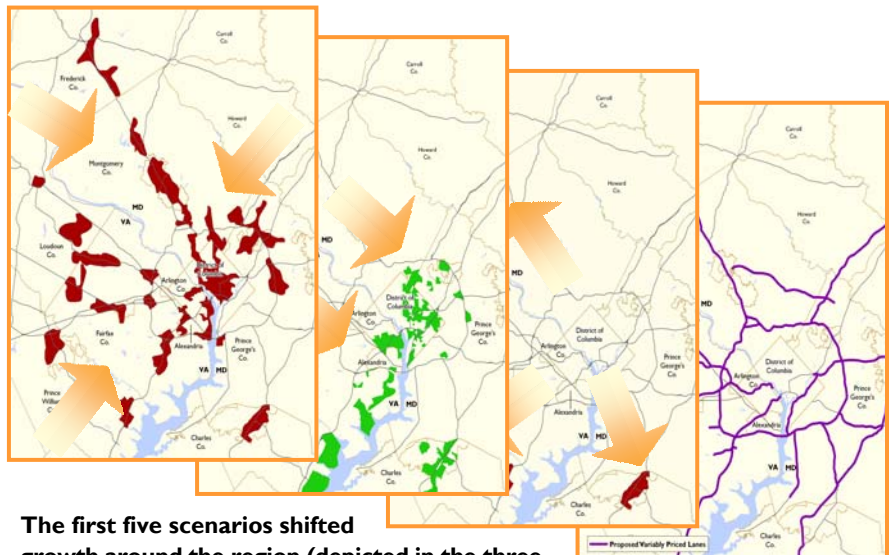
Implementing the 1998 TPB Vision.

land-use issues faced by the region, including uneven development patterns and the increasing dependence on housing outside the region to serve the growing workforce. Session attendees participated in a mapping exercise that encouraged them to shift future growth to create their ideal region. The sessions concluded with a presentation about the TPB’s scenarios and a question and comment session. Feedback from these outreach efforts is summarized in the report “Report on TPB Scenario Study Outreach Activities and Feedback Summary,” which may be found online on the TPB Scenario Study Task Force page under the Documents section, located at:

[www.mwcog.org/transportation/committee/](http://www.mwcog.org/transportation/committee/).

The TPB Citizens Advisory Committee (CAC) has closely followed the RMAS Study from its inception. In February 2007, the CAC presented a series of recommendations on the future of the RMAS Study. Among these recommendations was the desire to see the TPB establish a policy-level working group to look at future phases of the study.

The TPB voted on September 19, 2007, to form a TPB Scenario Study Task Force to review the results of the



**The first five scenarios shifted growth around the region (depicted in the three maps on the left). The variably priced lanes scenario identified limited access roadways throughout the region where tolling might be appropriate (as shown in the map on the right).**

study and the status of related TPB efforts, and decide what future scenario planning activities are needed as well as what other TPB actions may be appropriate in light of the study. TPB Member and Montgomery County Councilmember Michael Knapp chairs the task force, which meets bimonthly.

*Schedule for New Scenarios*

The two scenarios are expected to be framed by June 30, 2008, with technical analysis to be completed by February 28, 2009. Public outreach and comment on the completed scenarios will then follow until June 30, 2009.

*The Scenario Planning Series*

TPB News’ three-part series on the TPB’s Scenario Study will commence in June with an overview of the proposed framework for the two scenarios. The July/August issue of TPB News will feature an in-depth survey of the “CLRP Aspirations” Scenario and the goals and strategies of the “What Would It Take?” Scenario. The series will conclude in September with a review of scenario planning and how this type of work can impact decision-making in the Washington region. ▲



**Participants at an RMAS Study outreach event address transportation needs in conjunction with future growth during a mapping exercise.**

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# CALENDAR OF EVENTS

All meetings are at COG unless otherwise indicated. If you are in need of special assistance to participate in meetings, please call (202) 962-3315 or (202) 962-3213 (TDD). Bicycle racks are located in the parking garage at 777 N. Capitol St., N.E. (Enter from 1st St., N.E.).

## May 2008

- 2 TPB Technical Committee (9 am)
- 2 TPB Steering Committee (noon)
- 14 Bike to Work Day Steering Committee (10 am)
- 15 TPB Citizens Advisory Committee (6 pm)
- 15 TPB Annual TIP Forum (7 pm)
- 16 Regional Bike to Work Day
- 20 Commuter Connections Subcommittee (noon)
- 20 Bicycle & Pedestrian Subcommittee (1 pm)
- 21 Transportation Planning Board (noon)**
- 22 Aviation Technical Subcommittee (10:30 am)
- 22 Regional Taxicab Regulators Task Force (noon)
- 23 Travel Forecasting Subcommittee (9:30 am)
- 27 Travel Management Subcommittee (9:30 am)
- 27 TPB Public Transit Forum (11 am)

## June 2008

- 4 Car-Free Day Steering Committee (10 am)
- 6 TPB Technical Committee (9 am)
- 6 TPB Steering Committee (noon)
- 10 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 12 Human Service Transportation Coordination Task Force (noon)
- 12 TPB Citizens Advisory Committee (6 pm)
- 17 Commuter Connections Ridematching Committee (10 am)
- 17 Regional TDM Marketing Group (noon)
- 18 TPB Scenario Study Task Force (10 am)
- 18 Transportation Planning Board (noon)**
- 24 Travel Management Subcommittee (9:30 am)
- 24 Regional Bus Subcommittee (noon)
- 26 Regional Taxicab Regulators Task Force (noon)
- 27 July TPB Technical Committee (9 am)
- 27 July TPB Steering Committee (noon)

## July 2008

- 8 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 10 Human Service Transportation Coordination Task Force (1 pm)
- 10 TPB Citizens Advisory Committee (6 pm)
- 15 Commuter Connections Employer Outreach Committee (10 am)
- 15 TDM Evaluation Group (noon)
- 15 Bicycle & Pedestrian Subcommittee (1 pm)
- 16 Transportation Planning Board (noon)**
- 18 Travel Forecasting Subcommittee (9:30 am)
- 22 Travel Management Subcommittee (9:30 am)
- 22 Regional Bus Subcommittee (noon)
- 24 Aviation Technical Subcommittee (10:30 am)
- 24 Regional Taxicab Regulators Task Force (noon)
- 24 TPB Access for All Advisory Committee (2 pm)



Dates and times subject to change. Please visit our website at [www.mwcog.org](http://www.mwcog.org) for up-to-date information.

This document is available in alternative formats upon request. Please contact Sarah Crawford at [scrawford@mwkog.org](mailto:scrawford@mwkog.org), (202) 962-3237 or (202) 962-3213 (TDD). Allow seven working days for preparation of material.

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