

New Task Force to Guide Scenario Planning

With the Regional Mobility and Accessibility Scenario Study (RMAS) now in its sixth year, the TPB has taken steps to review the accomplishments of the study to date and set priorities for future activities.

The Board voted on September 19 to form a TPB Scenario Study Task Force to review the results of the 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. The task force will be chaired by TPB Member and

Montgomery County Councilmember Michael Knapp, and will meet every two months, before the regularly scheduled TPB meeting, starting on October 17.

A joint technical working group (JTWG) comprised of transportation and land use planning staff from the region's jurisdictions and interested citizens has overseen study activities to this point. This working group helped develop different land use and transportation scenarios based on key challenges related to the

See **Scenario Planning** on page 2

Pedestrian Safety Campaign Expanded

An 80-year-old woman struck down in a Ballston parking garage... a 6-year-old boy killed in DC on the way to a school bus... a 23-year-old man fatally injured in Rockville while crossing against a traffic signal. These are just a few examples of the many pedestrian fatalities and injuries that have already occurred this year in the Washington region.

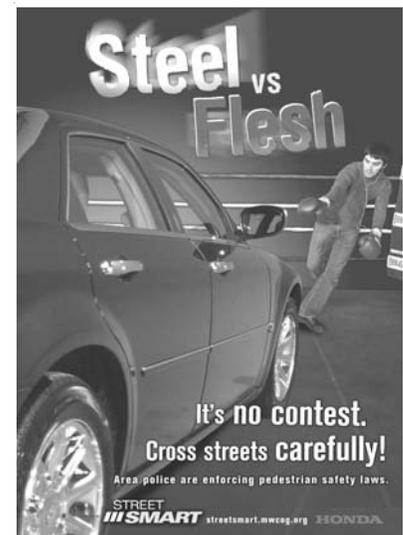
To raise awareness about this problem, the TPB has conducted a month-long media campaign called *Street Smart* every year since 2002. This year, the TPB has decided to step up these activities by conducting the campaign twice a year instead of just once.

To fund the increased media purchases, TPB member jurisdictions have increased funding contributions for *Street Smart*. At least \$600,000 will be needed for a biannual campaign,

compared to \$428,800 for the single spring 2007 campaign. TPB staff reported on September 19 that they were on-track toward meeting the new funding goal.

To encourage additional funding, Arlington

County in March announced it would double its contribution to *Street Smart* if other jurisdictions would increase their commitments. Chris Zimmerman, Arlington County Board member



See **Pedestrian Safety** on page 3

Scenario Planning *continued from page 1*

region's future growth and reviewed analysis of these alternatives, including effects on congestion, transit use, and vehicle miles of travel. TPB staff produced a technical report and summary brochure titled "What if the Washington Region Grew Differently?" in the fall of 2006, completing Phase I of the Study.

With assistance from the TPB Citizens Advisory Committee (CAC) and alumni of the TPB

Community Leadership Institute, TPB staff conducted a series of public forums and presentations to citizens, planning professionals, and elected officials on the results of Phase I of the Scenario Study. A report summarizing feedback from these events was presented to the TPB in July 2007. This report raised several policy challenges relating to the results of the Scenario Study that will be addressed by the new task force.

Meanwhile, additional Scenario Study activities are underway. These include development and analysis of scenarios that analyze alternatives with a regional network of variably priced lanes, analysis of scenario costs



Phase I of the Scenario Study was summarized in a brochure released last October. This summary formed the basis for an outreach presentation, called "What If the Washington Region Grew Differently," which was used in public forums across the region conducted earlier this year.

TPB Alphabet Soup

CAC	- Citizens Advisory Committee
CLRP	- Constrained Long-Range Plan
COG	- Metropolitan Washington Council of Governments
DDOT	- District Department of Transportation
FHWA	- Federal Highway Administration
FTA	- Federal Transit Administration
MDOT	- Maryland Department of Transportation
TIP	- Transportation Improvement Program
TPB	- Transportation Planning Board
VDOT	- Virginia Department of Transportation
WMATA	- Washington Metropolitan Area Transit Authority

and localized impacts, and development of techniques for communicating scenario results through visualization. These activities are anticipated to conclude in December 2007.

The TPB Scenario Study Task Force will be briefed on these activities as well as other regional visioning/scenario planning efforts such as MWCOG's Greater Washington 2050 Coalition. The task force's challenge will be to take this knowledge, along with the CAC's recommendations for the future of the Scenario Study and insights from the outreach feedback summary report, and determine a future course of action for the study and related activities. These activities could include implementation steps that focus on the "how to" questions rather than the "what if" questions upon which the study has focused to date. The task force could also explore options for regional prioritization of transportation projects based on insights from scenario analysis.

An interim report on the status of the task force's work will be made to the TPB in spring 2008, with an additional report at the conclusion of the initial task force period in December 2008. ■

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Pedestrian Safety *continued from page 1*

and TPB member instigated the drive for increased funding. "If we want to make this program work, we need enough money to make it really effective," said Mr. Zimmerman at the TPB meeting on September 19.

Street Smart is an educational effort directed at motorists, pedestrians and bicyclists, with the goal of reducing pedestrian and bicyclist injuries and deaths. A single campaign consists of a one-month wave of radio, transit, internet, and outdoor advertising.

The fall 2007 campaign will take place in November, concurrent with the change from daylight savings back to standard time. A media campaign during the fall will be beneficial because the time change typically contributes to an increase in pedestrian fatalities.

At the TPB meeting on July 19, staff member Michael Farrell said that annual evaluations of the campaign are showing it is having an impact. For example, 14 percent of respondents reported having to "swerve to avoid a pedestrian in the last 7 days" compared to 32 percent in 2002.

Mr. Farrell also emphasized the importance of combining the media campaign with stepped-up law enforcement efforts, including increased ticketing of drivers, pedestrians and cyclists for infractions. "Research shows that without at least some law enforcement component, the public education is not terribly effective," said Mr. Farrell.

The *Street Smart* Campaign is supported through member contributions, FHWA safety funding administered through the state DOTs, and private contributions. ■

Upcoming Agenda Items

The TPB's October 17 agenda will include:

- Approval of the Call for Projects and schedule for the 2008 Constrained Long-Range Transportation Plan (CLRP) and FY 2009-2014 Transportation Improvement Program (TIP).
- Briefing on I-95 Corridor Coalition Activities in the Washington Region, including the Mid-Atlantic Rail Operations (MAROps) Study.
- Approval of an amendment to the FY 2008 Unified Planning Work Program (UPWP) to implement the second year of the Transportation/Land Use Connections (TLC) Program.
- Review of the Texas Transportation Institute's (TTI) 2007 Urban Mobility Report.
- Review of the draft agreement among the TPB, State DOTs, and Public Transit Operators on metropolitan transportation planning responsibilities in the Washington Region. ■

Funding Services for Transportation-Disadvantaged Populations

At its September 19 meeting, the TPB approved funding for five projects under the federal Job Access Reverse Commute (JARC) and New Freedom programs, which are designed to improve transportation services for transportation-disadvantaged people, including those with disabilities, lower-incomes, or limited access to transit.

The approval of these projects reflects a new responsibility assumed by the TPB last fall when it was named the designated recipient of the JARC and New Freedom program funding for the Washington Urbanized Area. The TPB's Coordinated Human Services Transportation Plan for the National Capital Region, which the board approved in April, established a competitive process for soliciting project applications and selecting projects for JARC and New Freedom funding.

The TPB conducted the first project solicitation for JARC and New Freedom funds from May 1 through June 30. In July and August, a selection committee comprised of members from the TPB Human Service Transportation Coordination Task Force reviewed the project applications and recommended that five projects be presented to the TPB for funding approval.

The Federal Transit Administration (FTA) administers the JARC and New Freedom programs. JARC funds are intended to improve transportation for low-income workers in

reaching job sites and job-related activities, including training. Formerly an earmarked program, the JARC program is now a formula-based program in which projects must be competitively selected. The New Freedom program was created for the first time under the 2005 federal transportation reauthorization legislation (SAFETEA-LU) to fund transportation services for persons with disabilities and older adults beyond what is required by the ADA.

The TPB approved the following five projects for funding:

JARC Projects:

1. Northern Virginia Family Service Ways to Work Program: Expansion of an existing loan program for low-income individuals to purchase cars or perform car maintenance. The program has operated since 1998 throughout Northern Virginia and benefits individuals with limited access to transit.

Total Project Amount: \$102,768

JARC Funding Requested: \$51,384

2. Montgomery County Ride On Isolated Communities Program: Taxi voucher program to connect low-income commuters in the Tobytown community to public transit. Tobytown is located near the Potomac River in Montgomery County, southeast of Poolesville.

Total Project Amount: \$70,000

JARC Funding Requested: \$35,000



Human service transportation programs can range from car loan programs for low-income workers to grants for purchasing vehicles for senior centers.

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3. Prince George's Department of Public Works & Transportation UPS Shuttle: Expansion of weekday shuttle service serving the Greenbelt Metro, Prince George's Community College and the UPS facility in Laurel, MD, to benefit those who reverse commute or work nontraditional hours. The service is provided by The Bus. UPS is a financial partner in the grant proposal in that they pay part or all of the fare for their employees.

Total Project Amount: \$75,971

JARC Funding Requested: \$37,985

New Freedom Projects:

1. Jewish Council for the Aging Travel Training for Seniors with Disabilities: This multi-jurisdictional project provides intensive classroom and hands-on travel training for seniors who are healthy enough to use public transit in the District of Columbia, Fairfax County, VA and Montgomery County, MD.

Total Project Amount: \$82,560

New Freedom Funding Requested: \$66,048

2. Arlington Agency on Aging Door-through-Door Service Pilot: Developed jointly by Arlington County and the City of Alexandria, this project provides personal care attendants to clients with disabilities who need assistance using paratransit to get to medical appointments.

Total Project Amount: \$288,000

New Freedom Funding Requested: \$144,000 ■

2008 TPB Citizens Advisory Committee

If you are interested in becoming a candidate for membership on the 2008 TPB Citizens Advisory Committee (CAC), please contact COG/TPB staff by the end of November. The TPB's public involvement process encourages candidates who "represent environmental, business and civic interests in transportation, including appropriate representation from low-income, minority and disabled groups and from the geographic area covered by the TPB." Interested individuals should contact John Swanson (jswanson@mwcog.org or 202-962-3295) or Sarah Crawford (scrawford@mwcog.org or 202-962-3237).

Other September Agenda Items

The TPB's September 19 agenda included the following items in addition to the topics covered elsewhere in this newsletter:

- Approval of *an amendment to the FY 2007-2012 TIP* to include eight new projects and modify funding for ten projects, as requested by the Virginia Department of Transportation. For more information on this amendment, go to www.mwcog.org/transportation/tpb and see Item 7 for the September 19 meeting.

- Briefing on the *TPB Access for All (AFA) Advisory Committee comments on the 2007 CLRP*. To read briefing materials, go to www.mwcog.org/transportation/tpb and see Item 10 for the September 19 meeting.

- A briefing on the *Draft TPB Participation Plan*. The TPB Participation Plan was released for a 45-day public comment period on September 13, 2007. For more information on the TPB Participation Plan, go to www.mwcog.org/transportation/tpb and see Item 12 for the September 19 meeting. ■

Calendar of Events

Dates and times subject to change. 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., NE (Enter from 1st Street).

October 2007

- 5 TPB Technical Committee (9 am)
- 5 TPB Steering Committee (noon)
- 9 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 11 TPB Citizens Advisory Committee (6 pm)
- 11 Public Forum on the FY2008-2013 Transportation Improvement Program (TIP) (7 pm)
- 16 Employer Outreach Committee (10 am)
- 16 Transportation Demand Management (TDM) Evaluation Group (noon)
- 17 TPB Task Force on the Scenario Study (10 am)
- 17 Transportation Planning Board (noon)**
- 23 Travel Management Subcommittee (9 am)
- 23 Regional Bus Subcommittee (noon)
- 23 Travel Management Subcommittee (9 am)
- 23 Regional Bus Subcommittee (noon)

November 2007

- 2 TPB Technical Committee (9 am)
- 2 TPB Steering Committee (noon)
- 8 Human Service Transportation Coordination Task Force (1:30 pm)
- 8 TPB Citizens Advisory Committee (6 pm)
- 13 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 14 Bike to Work Day Steering Committee (10 am)
- 14 Transportation Planning Board (noon)**
- 15 Access for All Advisory Committee (2 pm)
- 16 Travel Forecasting Subcommittee (9:30 am)
- 20 Transportation Demand Management (TDM) Evaluation Group (10 am)
- 20 Commuter Connections Subcommittee (noon)
- 20 Bicycle & Pedestrian Subcommittee (1 pm)
- 27 Travel Management Subcommittee (9 am)
- 27 Regional Bus Subcommittee (noon)
- 29 Aviation Technical Subcommittee (10:30 am)
- 29 Regional Taxicab Regulators Task Force (noon)

*** The TPB meeting will be held a week earlier than normal in November because of the Thanksgiving holiday.**

December 2007

- 7 Technical Committee (9 am)
- 7 TPB Steering Committee (noon)
- 13 Human Service Transportation Coordination Task Force (1 pm)
- 13 TPB Citizens Advisory Committee (6 pm)
- 18 Regional Transportation Demand Management (TDM) Marketing Group (noon)
- 18 Commuter Connections Ride-matching Committee (10 am)
- 19 TPB Task Force on the Scenario Study (10:30 am)
- 19 Transportation Planning Board (noon)**

This document is available in alternative formats upon request. Please contact John Swanson at jswanson@mwkog.org, (202) 962-3295 or (202) 962-3213 (TDD). Allow seven working days for preparation of material.

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