



UPCOMING MEETINGS
AND ITEMS OF
INTEREST:

TPB Meeting, June 18:

- Action on Projects to be funded under the JARC and New Freedoms Programs
- Briefing on a Cost-Benefit Analysis Framework for Transit Investments in the Washington Region

More information may be found at:
www.mwcog.org/transportation

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TPB news

A Publication of the
National Capital Region
Transportation
Planning
Board

VOLUME XV, ISSUE 11

JUNE 2008

FREE COMMUTER SERVICES PROVIDE RELIEF FROM GAS PRICES

Now more than ever, residents of the Washington region are in search of smart and effective solutions to the increasing expense of driving alone to work. Rideshare applications to Commuter Connections are up 37 percent over last year.

“There are clear-cut, short-term solutions that commuters can take advantage of today that are free and will assist them in saving money,” said Nicholas Ramfos, Director of the Commuter Connections Program. Ramfos spoke to the TPB on May 21 about the ability of ridesharing and other Commuter Connections programs to save commuters money in the face of rising fuel prices.

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COMMUTER CONNECTIONS
A SMARTER WAY TO WORK

Preserve your pocket money.

Simply put: when you share a ride, you save money. Keep the cash you would have spent on additional gas and auto maintenance.

See how much money you'll save.
RIDESHARE. Saves you where you need it.

www.commuterconnections.org
1.800.745.RIDE

Commuter Connections® is a network of organizations providing free ridesharing and commuter information in the District of Columbia, Maryland, and Virginia.

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

Part I: Two New Scenarios

This article, the first in a three-part series on the future of scenario planning at the TPB, will focus on laying the groundwork for two new scenarios: the CLRP Aspirations Scenario and the “What Would It Take?” Scenario. The TPB will begin work on these scenarios later this summer, after the TPB’s Scenario Study Task Force has discussed

the objectives, strategies, and performance measures for the scenarios.

The two new scenarios under development look beyond financial constraint and will provide a vision for different types of transportation investments that would be necessary to provide for a more efficient

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PARTICIPANTS OF THE TPB'S COMMUNITY LEADERSHIP INSTITUTE SPEAK AT TPB



Participants from the TPB's Community Leadership Institute spoke at the TPB Meeting on May 21 and were presented with certificates. Pictured, left to right, are Stephen Still, Patrick Wojahn, TPB Chair Phil Mendelson, and Derrick Richardson.

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TPB Chair Phil Mendelson presented certificates to participants from the TPB's April Community Leadership Institute (CLI) on May 21. Three participants chose to speak about their experiences at the CLI, including TPB alternate member, Patrick Wojahn.

Former TPB member and Mayor of Takoma Park Kathy Porter facilitated the CLI and provided her insight on the event, saying "I think the CLI goes a long way toward creating the kind of educated public that we're all

going to need as transportation funding gets more and more constrained and the challenges get greater and greater."

For more information about the TPB's Community Leadership Institute, and to view materials from the CLI, visit the website at www.mwkog.org/transportation/activities/cli/ ▲

OTHER MAY AGENDA ITEMS

The TPB's May 21 agenda included the following items in addition to the topics covered elsewhere in this newsletter:

- 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 Constrained Long-Range Transportation Plan (CLRP) and the FY 2009-2014 Transportation Improvement Program (TIP) (with and without

NVTA Funded Projects), and the Related Air Quality Conformity Assessments.

- Notice of Proposed Amendments to the FY 2007-2012 TIP that are Exempt from the Air Quality Conformity Requirement to Update Funding for Five Existing Projects and to include 14 New Projects as Requested by the Virginia Department of Transportation (VDOT).

Information and materials for the April 16 TPB meeting are posted on the TPB website: www.mwkog.org/transportation/tpb. ▲

COMMUTER CONNECTIONS SERVICES

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The Commuter Connections Program launched its spring marketing campaign using new and innovative ways to promote alternatives to commuting in a single-occupant vehicle. The spring campaign features gas pump advertising displays, rotating sizes of banner ads across a network of web sites, advertisements on bus shelters along strategic commuting routes, and coffee cup sleeves.

The Commuter Connections Ridematching Program provides residents with a free list of commuters who live and work near them, have similar work schedules, and are interested in carpooling or vanpooling to and from work. The match list also provides information such as the closest park and ride lot, transit station and telework center to each resident's home. A commuter who doubles up with another person in a carpool could cut commuting costs in half and use those dollars for other necessities. Commuters can register for

COMMUTER CONNECTIONS
A SMARTER WAY TO WORK

For every dollar you pump into your tank, there's a great pump you could be wearing out on the town. Share a ride and keep the cash you would have spent on high gas prices!

Pump? Or pump? Your choice.

See how much money you'll save.
RIDESHARE. Saves you where you need it.

www.commuterconnections.org
1.800.745.RIDE

Commuter Connections® is a network of organizations providing free ridematching and commuter information in the District of Columbia, Maryland, and Virginia.

Gas pump advertising displays are weatherproof ads and frames on top of gas pumps. The Commuter Connections Program was able to negotiate these ads through a national network of convenience stores and gas stations, totaling over 120 in the area, the most comprehensive advertising push of its kind in the country.

ridematching and other commuter friendly programs at www.CommuterConnections.org, and also obtain information on other commuting options such as teleworking, bicycling and walking.

Residents who work in the Washington region who use transportation alternatives such as ridesharing, public transportation, or bicycling to work two or more days a week are eligible to receive up to four free rides home each year in the event of an unexpected personal or family emergency or unscheduled overtime through the Commuter Connections Guaranteed Ride Home (GRH) Program.

Commuter Connections is responsible for the implementation of transportation emission reduction measures adopted by the TPB to address air quality and congestion issues. These efforts include the regional GRH program, teleworking, employer outreach, and regional mass marketing.

For more information on ridesharing, public transit and other Commuter Connections alternatives to paying up at the pump, visit www.CommuterConnections.org or call 1-800-745-RIDE. ▲



ON THE WEB

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Visit our website at www.mwcog.org/subscribe and enter your name and e-mail address to sign up. Monthly notifications are sent out directing readers to find the TPB news on the web.

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

TPB SCENARIO PLANNING

(Continued from page 1)

and environmentally friendly transportation system. These two scenarios push regional transportation scenario planning farther than before and will provide a full menu of options for local, regional, and state decision-making.

CLRP Aspirations Scenario

The intent of the CLRP Aspirations scenario is to relax the traditional fiscal and land-use constraints of the TPB CLRP process to provide a more ambitious policy vision and list of projects to inform the next update of the Constrained Long-Range Transportation Plan (CLRP). The TPB will perform the federally required four-year update of the CLRP in 2010, a

process that will begin in 2009. This 2010 update is significant because it will move the out-year of the CLRP from 2030 to 2040. The extended timeframe will allow decision-makers to plan transportation improvements farther into the future to meet anticipated regional growth.

The CLRP Aspirations Scenario will draw upon the strategies explored in the previous scenarios, as well as other possible strategies to develop a new scenario that is within reach fiscally and administratively, but also pushes the envelope of what might be possible to improve the forecasted conditions of the 2030 baseline.

While ensuring that the transportation and land-use recommendations are within the realm of financial and political reality, the scenario will shift projected growth to areas that will help meet goals of compact walkable development, higher transit usage and local jobs/housing balances. Transportation projects proposed for development under this scenario should support similar goals of time and energy efficiency and equal accessibility, and should be financially within reach. While funding does not need to be specifically identified, there should be some reasonable expectation of realistic mechanisms to finance the projects, such as tolling or upcoming global warming and transportation legislation.

At its June 18 meeting, the TPB's Scenario Study Task Force will review additional strategies and measures of effectiveness by which to structure this scenario. The second installment of the scenario planning series in TPB News will report on their activities.

(Continued on the next page)

TPB Alphabet Soup

AFA	Access for All Committee
CAC	Citizen's 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
MPO	Metropolitan Planning Organization
NVTA	Northern Virginia Transportation Authority
RMAS	Regional Mobility and Accessibility Scenario Study
TIP	Transportation Improvement Program
TLC	Transportation/Land-Use Connections Program
TPB	Transportation Planning Board
VDOT	Virginia Department of Transportation
WMATA	Washington Metropolitan Area Transit Authority

“What Would It Take?” Scenario

The “What Would It Take?” Scenario is the first of its kind for the TPB. This scenario will begin with an ambitious performance target and assess various combinations of interventions needed to achieve those goals.

The Scenario Study Task Force chose the performance objective of reducing mobile carbon dioxide (CO₂) emissions as the reduction goal for the scenario because of the heightened attention and growing urgency of global warming as a social, economic, and environmental issue. Many strategies that specifically seek to reduce CO₂ emissions also provide benefits of reduced congestion, better air and water quality, and greater energy efficiency.

TPB staff will work closely with the COG Climate Change Steering Committee in developing a benchmark for reducing CO₂ emissions. The Steering Committee is discussing a proposed regional goal of reducing regional CO₂ emissions to 20 percent below 2005 levels by 2020, and 80 percent below 2005 levels by 2050. Emissions from the transportation sector, called mobile-source emissions, are roughly 30 percent of overall regional CO₂ emissions, making the transportation sector an integral factor in the region’s ability to meet such goals.

The scenario is intended to inform and facilitate a regional policy discussion on how to best move forward quickly to curb the effects of global warming while creating a better overall future for the region. On

June 18, the Scenario Study Task Force will discuss methods for regional analyses of measures to reduce regional CO₂ emissions available to the transportation sector, including examination of their cost-effectiveness and the timeframes on which they might be implemented.

The Scenario Planning Series

The following represents the schedule and topics that will be covered during this series in TPB News:

- **May TPB News**
Introduction: Overview of TPB scenario planning efforts to date.
- **June TPB News**
Part I: Framework for the two new scenarios.
- **July/August TPB News**
Part II: Strategies and measures for the two new scenarios.
- **September TPB News**
Part III: The potential impact of scenario planning on future decision-making. ▲

Bids and Solicitations

For current COG solicitations available for bid/proposals, please visit “Doing Business with COG:” www.mwcog.org/doingbusiness/cogbid/ ▲

UPCOMING JUNE AGENDA ITEMS

The TPB’s June 18 agenda is expected to include the following items:

- Approval of Projects to be funded under the JARC and New Freedoms Programs.
- Briefing on a Cost-Benefit Analysis Framework for Transit Investments in the Washington Region.
- Briefing on the Air Quality Conformity Assessment of the 2008 CLRP and FY 2009-2014 TIP with NVTAFunded Projects.

- Review of Two Versions of the draft 2008 CLRP and the FY 2009-2014 TIP (with and without NVTAFunded Projects).
- 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. ▲



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.).

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 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)**
- 23 Transportation Safety Subcommittee (10 am)
- 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 Subcommittee (noon)
- 15 TDM Evaluation Group (2 pm)
- 15 Bicycle & Pedestrian Subcommittee (1 pm)
- 16 Transportation Planning Board (noon)**
- 18 Travel Forecasting Subcommittee (9:30 am)
- 22 Regional Bus Subcommittee (noon)
- 24 Aviation Technical Subcommittee (10:30 am)
- 24 Regional Taxicab Regulators Task Force (noon)
- 24 Freight Subcommittee (12:30 pm)
- 24 TPB Access for All Advisory Committee (2 pm)

Dates and times subject to change.
Please visit our website at www.mwcog.org for up-to-date information.

September 2008

- 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)
- 10 Bike to Work Day Steering Committee (10 am)
- 11 TPB Citizens Advisory Committee (6 pm)
- 16 Regional TDM Marketing Group (10 am)
- 16 Commuter Connections Subcommittee (noon)
- 16 Commuter Connections Ridematching Committee (2 pm)
- 17 Transportation Planning Board (noon)**
- 18 Bicycle & Pedestrian Subcommittee (1 pm)
- 19 Travel Forecasting Subcommittee (9:30 am)
- 23 Travel Management Subcommittee (9:30 am)
- 23 Regional Bus Subcommittee (noon)
- 25 Aviation Technical Subcommittee (10:30 am)
- 25 Regional Taxicab Regulators Task Force (noon)

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

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