



UPCOMING MEETINGS  
AND ITEMS OF  
INTEREST:

TPB Meeting, July 16:

- Review and Action on the 2008 CLRP, FY 2009-2014 TIP, and associated Air Quality Conformity Analyses

The Public Comment Period for the CLRP and TIP ends July 12. See page 5 for more information.

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

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# TPB news

A Publication of the  
National Capital Region  
Transportation  
Planning  
Board

VOLUME XVI, ISSUE 1

JULY/AUGUST 2008



JARC/NEW FREEDOM

## TPB APPROVES FUNDING FOR MORE ACCESSIBLE TRANSPORTATION OPTIONS

Citizens of all mobility levels will now be able to hail a cab in the District of Columbia thanks to a package of projects approved on June 18 by the Transportation Planning Board. The TPB approved 12 projects for funding under the Job Access Reverse Commute (JARC) and New Freedom grant programs, five of which provide capital funding and operating costs towards wheelchair-accessible taxicabs in D.C.

“As a result of these endorsed projects, D.C. will no longer be one of the few major U.S. cities without accessible taxi service,” stated City of Alexandria Councilmember Tim Lovain, who chaired the TPB Human Service Transportation



Coordination Task Force, which guided the project selection process.

Wheelchair-accessible taxicabs were a priority for the 2008 solicitation, and the selection committee reserved \$1 million of

*(Continued on page 2)*

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

### *Part II: Strategies and Measures for the Two New Scenarios*

The Transportation Planning Board (TPB) created the Scenario Study Task Force to review the findings of recently completed scenario work and feedback gathered at public outreach meetings held during 2006 and 2007. Working with TPB staff, the task force has refined the goals and criteria for two new

scenarios: the CLRP Aspirations Scenario and the “What Would It Take?” Scenario.

This article in the three-part series of TPB News’ focus on scenario planning will outline the proposed inputs and assumptions that the Scenario Study Task Force will review at its September meeting.

*(Continued on page 4)*

## JARC / NEW FREEDOM FUNDING

*(Continued from page 1)*

2008 funding to support accessible taxicab projects. Three taxicab companies received New Freedom funding for the purchase and maintenance of seven wheelchair-accessible taxicabs, totaling 21 accessible taxicabs that will provide service in the District. Each of the \$240,000 grants requires a 30 percent match from the purchasing company. Two other grants were approved to institute a centralized dispatch for the 21 cabs, as well as marketing and driver training. All of the projects funded under the JARC and New Freedom programs are listed on page 3.



*The JARC and New Freedom Programs provide funding for transportation for seniors, persons with disabilities, and low-income citizens. The paratransit service at right is an example of what type of projects may be funded through New Freedom. For more information about these program, visit [www.mwcog.org/tpbcoordination](http://www.mwcog.org/tpbcoordination)*

Of the 14 applications received by the TPB, 12 projects were selected by a committee composed of members from national and local organizations not affiliated with the TPB Task Force. The committee selected these projects based on a range of criteria, including

indications that projects would be innovative and replicable, and would meet a regional need. Applicants also were encouraged to include private sector partners and identify strategies for securing ongoing non-federal funding.

Both the JARC and New Freedom programs are administered regionally under the guidance of the Human Service Transportation Coordination Task Force, which was established through the TPB's Coordinated Human Service Transportation Plan for the National Capital Region, adopted in April 2007. The 2005 federal transportation reauthorization legislation (SAFETEA-LU) requires Metropolitan Planning Organizations (MPOs) to develop a human services plan and allows MPOs to serve as the designated recipient for regional JARC and New Freedom funding allocated under formula programs. The TPB is the MPO for the Washington region.

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 federal transportation legislation to fund transportation services beyond what is required by the American with Disabilities Act (ADA) for persons with disabilities.

The approval of the 12 projects obligated all \$1.57 million of the New Freedom funding and \$1 million of the JARC funds; \$1.16 in JARC funding will be reserved for the FY 2009 solicitation. ▲

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## JARC and New Freedom Program Grants

### **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.

JARC Funding: \$115,356                      Required Match: \$115,356                      Total Project: \$230,712

### **DDOT/Georgetown Business Improvement District (BID) Georgetown Metro Connection**

Continuation of the Georgetown Metro Connection shuttle service, which operates between the Rosslyn and Dupont Circle Metro stations via Georgetown.

JARC Funding: \$303,750                      Required Match: \$303,750                      Total Project: \$607,500

### **Boat People SOS Road to Independence through Savings & Education (RISE)**

Funds will be used to support transportation services for the RISE program, which prepare low-income Vietnamese refugees and immigrants for employment and places them in jobs.

JARC Funding: \$111,659                      Required Match: \$66,490                      Total Project: \$178,150

### **MWCOG Regional Transportation Information Clearinghouse**

A regional project to develop a website that will provide improved access to information about transportation options for people with disabilities, older adults, and low-income individuals in the TPB planning area.

JARC Funding: \$467,000                      Required Match: \$116,750                      Total Project: \$583,750

### **Yellow Cab of D.C.**

Funding for the purchase, maintenance, and insurance of seven wheelchair-accessible cabs.

New Freedom Funding: \$240,000                      Required Match: \$105,000                      Total Project: \$345,000

### **Mohebbi Group**

Funding for the purchase, maintenance, and insurance of seven wheelchair-accessible cabs.

New Freedom Funding: \$240,000                      Required Match: \$105,000                      Total Project: \$345,000

### **Liberty Cab**

Funding for the purchase, maintenance, and insurance of seven wheelchair-accessible cabs.

New Freedom Funding: \$240,000                      Required Match: \$105,000                      Total Project: \$345,000

### **Company to be Determined**

The selection committee recommends the TPB conduct a competitive procurement for the centralized dispatch of all 21 wheelchair-accessible cabs in D.C.

New Freedom Funding: \$100,000                      Required Match: \$25,000                      Total Project: \$125,000

### **Company to be Determined**

The selection committee recommends the TPB conduct a competitive procurement for the marketing of the wheelchair-accessible service and for driver training.

New Freedom Funding: \$104,849                      Required Match: \$26,212                      Total Project: \$131,061

### **WMATA Comprehensive Individualized Level of Travel Training Project**

Funding for a pilot project to provide individualized travel training for people with disabilities in collaboration with the ENDependence Center of Northern Virginia and Independence Now in Prince George's and Montgomery Counties.

New Freedom Funding: \$261,955                      Required Match: \$65,489                      Total Project: \$327,444

### **Arlington Agency on Aging Enhanced Transportation Project**

Funding to provide door-through-door service in conjunction with the City of Alexandria.

New Freedom Funding: \$299,916                      Required Match: \$246,165                      Total Project: \$528,191

### **D.C. Office on Aging Caregivers Respite Escort Service for Transportation (CREST)**

Funding to provide a certified home care aide to accompany older adults travel to and from medical appointments.

New Freedom Funding: \$92,235                      Required Match: \$92,235                      Total Project: \$184,470 ▲

# TPB SCENARIO PLANNING

(Continued from page 1)

## *CLRP Aspirations: Priority Transportation Projects for the Region*

The CLRP Aspirations scenario draws on previous scenarios to provide an ambitious, yet attainable vision of transportation and land-use for the 2010 Constrained Long-Range Transportation Plan (CLRP) update. The goal of the scenario is to move jobs and housing closer together to create higher-density, accessible areas, which are supported by a more efficient transportation system. The output of the scenario will be a prioritized list of transportation projects that, upon implementation, would most effectively meet this goal.

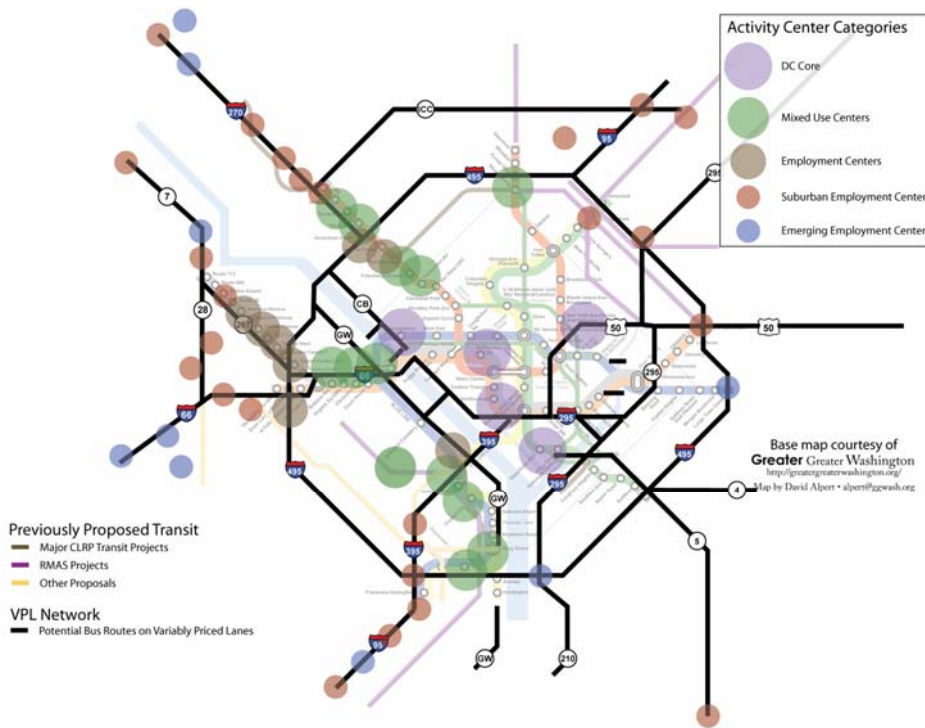
There are two primary criteria for the prioritization of projects:

- Land-use shifts would be “within reach” for inclusion in the COG Cooperative Forecast.

- Transportation projects would be “within reach” financially through tax revenues, developer contributions, or pricing.

The land-use component of the scenario planning process includes assessing the feasibility of concentrating growth within regional activity centers and transit stations. TPB staff will review the previous scenarios [detailed in the Introductory issue for this series in May TPB News]. The task force, with guidance from jurisdictional planning staff, will determine what shifts in growth from “donor zones” to “receiver zones” are within reach. The maps at [right] graphically depict this principle, showing the shift in household and employment growth to areas that are better served by the region’s transportation network.

The primary goal of the transportation component of the CLRP Aspirations Scenario is to support the land-use shifts through a variety of transportation options and pricing strategies. The task force will review inputs for a transportation scenario that emphasizes activity centers and includes heavy rail, light rail, transit-ways, bus-ways, and variably priced highway lanes. Among these inputs are a menu of transit and pricing options that illustrate interaction between existing Metrorail and regional activity centers, including the map at left.



**This graphic depicts how a network of variably priced lanes would connect the region’s activity centers in conjunction with the existing Metrorail system. The TPB is testing a format based on the Metrorail system map, a design that is familiar to most of the region’s residents.**

## *“What Would It Take?”: Reducing Mobile CO<sub>2</sub> Emissions*

The purpose of the “What Would It Take?” Scenario is to analyze the shift in various transportation parameters that would be necessary to meet identified goals for the reduction of carbon dioxide (CO<sub>2</sub>)

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# PUBLIC COMMENT PERIOD FOR CLRP AND TIP



## ***TPB Releases Draft 2008 CLRP, FY 2009-2014 TIP and Air Quality Conformity Analysis for Public Comment***

On June 12 the TPB released the Draft 2008 CLRP, Draft FY 2009-2014 TIP and the accompanying Air Quality Conformity Analysis for public comment. The 30-day public comment period ends on July 12, 2008 at 5 p.m. The TPB will be asked to approve the CLRP, TIP and Conformity Analysis at its July 16 meeting.

A number of new or accelerated projects in this year's plan were proposed to be funded with revenues generated by the Northern Virginia Transportation Authority (NVTA). The availability of this funding stream is uncertain at this time. If the Virginia General Assembly does not establish the required funding stream by July 16, the TPB will not be able to approve the new projects and conformity analysis and instead will be asked to approve a "conformity neutral" TIP. Eight projects have been identified that will be removed from the TIP prior to its approval if the required funding stream is not established.

More information may be found on the projects in question, the CLRP, TIP and accompanying air quality analysis by visiting the CLRP website: [www.mwcog.org/clrp](http://www.mwcog.org/clrp). ▲

## 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>NVTA</b>	Northern Virginia Transportation Authority
<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

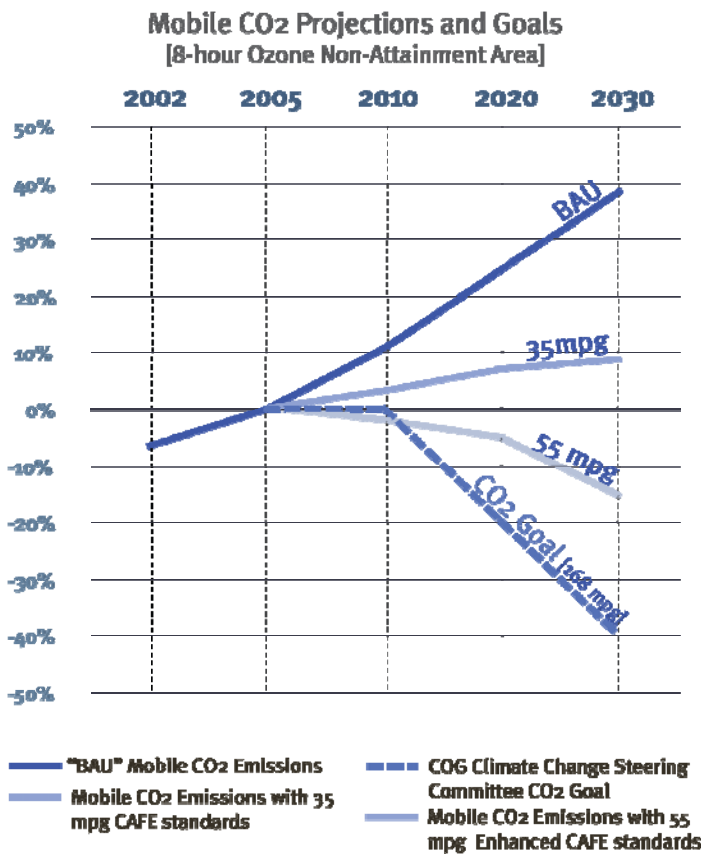
## UPCOMING JULY AGENDA ITEMS

The TPB's July 16 agenda is expected to include the following items:

- Briefing on the Air Quality Conformity Assessment of the 2008 CLRP and FY 2009-2014 TIP with NVTA Funded Projects.
- Review of Two Versions of the draft 2008 CLRP and the FY 2009-2014 TIP (with and without NVTA Funded Projects).
- Approval of the appropriate version of the 2008 CLRP and FY 2009-2014 TIP as determined by the availability of NVTA funds.
- Briefing on the Report of the National Surface Transportation Policy and Study Commission and Potential TPB Initiatives for the Reauthorization of the Federal Surface Transportation Act.
- Update on the Development of the "CLRP Aspirations" and "What Would It Take" Scenarios.

Information and materials for the monthly 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



The graphic above shows the projected increase in mobile CO<sub>2</sub> emissions under the “business as usual” (BAU) assumption, as compared with projections for emissions projected for established goals. Consumer choice can also impact mobile emissions. For example, rising fuel prices may encourage more citizens to choose other modes of transportation.

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emissions. The COG Climate Change Steering Committee has set the following regional goals for the reducing CO<sub>2</sub> emissions:

- 2012: Ten percent reduction in CO<sub>2</sub> below 2012 business as usual levels, which would equate to 2005 levels.
- 2020: 20 percent reduction in CO<sub>2</sub> below 2005 levels.
- 2050: 80 percent reduction in CO<sub>2</sub> below 2005 levels.

The scenario will analyze various strategies that would enable the achievement of these goals through a reduction in

mobile CO<sub>2</sub> emissions. TPB staff has identified three categories of strategies for investigation:

- Fuel Efficiency: Can we aim higher than the congressionally approved CAFÉ standard of 35 miles per gallon (mpg) by 2030?
- Fuel Carbon Intensity: What if alternative fuels and improved vehicle technology become much more widely available?
- Travel Efficiency: To what extent can changes in land-use patterns, travel behavior, prices for travel, and traffic operations lead to reduced fuel consumption and CO<sub>2</sub> emissions?

Analysis of the three categories above will address the cost-effectiveness of each transportation emissions reduction measure. From an initial analysis of these measures, transportation demand management programs like Commuter Connections are among the most cost-effective at reducing CO<sub>2</sub> emissions, with a cost of less than \$100 per ton of CO<sub>2</sub> abated. Interventions for reducing mobile CO<sub>2</sub> emissions can also be organized by timeframe for implementation and realization of benefits:

- Short Term: Fuel economy packages are relatively fast to implement and are cost-effective.
- Medium Term: Major transit investments and vehicle technology advancements.
- Long Term: Major changes to current land-use patterns and emerging technologies and energy sources.

The outcome of the scenario will be a series of “sliders:” different combinations of interventions that can be assessed for cost-effectiveness and feasibility. The sliders will demonstrate the various combinations of

(Continued on the next page)

each variable which would be needed to meet the regional goals for CO<sub>2</sub> reduction.

### ***Regional Collaboration on Scenario Inputs and Measures***

TPB staff is working with several committees at the Metropolitan Washington Council of Governments to refine the two scenarios and develop appropriate performance measures for evaluating them.

The Planning Director's Technical Advisory Committee has been asked to review the land-use component that will inform the CLRP Aspirations Scenario, including the density assumptions at the Transportation Analysis Zone (TAZ) level, as well as the location and intensity of the regional activity centers. This last metric is important because one of the goals of the CLRP Aspirations Scenario is to provide transportation options that better connect the activity centers. The TPB's Regional Bus Subcommittee and the TPB Technical Committee will review the proposed transportation networks staff has developed to complement the land-use components of the scenario.

Over the last several months, COG's Climate Change Steering Committee has been deliberating on goals for CO<sub>2</sub> emissions levels for the region. The "What Would It Take?" Scenario will use the goals set by the Climate Change Steering Committee to determine what combinations of strategies would be needed to provide a reduction in mobile CO<sub>2</sub> emissions that meet these goals.

The TPB is also providing input on the future of transportation in the region for the Greater Washington 2050 initiative. Greater Washington 2050 is a regional coalition of public, business, civic, and environmental

stakeholders that will focus on improving the quality of life for Washington area residents on major issues such as growth, the environment, and transportation. The TPB Scenario Study is providing quantitative analyses of alternative land-use and transportation strategies through the current TPB planning horizon of 2030. Because Greater Washington 2050 looks a further 20 years into the future, it will provide an opportunity to envision longer range and even more dramatic change in the region.

### ***The Scenario Planning Series***

The following represents the schedule and topics 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/](http://www.mwcog.org/doingbusiness/cogbid/) ▲

## **OTHER JUNE AGENDA ITEMS**

The TPB's June 18 agenda included the following items in addition to the topics covered elsewhere in this newsletter:

- Approval of Amendments to the FY 2007-2012 TIP as Requested by the Virginia Department of Transportation (VDOT)
- Briefing on Two Versions of the draft FY 2008

CLRP, the FY 2009-2014 TIP, and the Related Air Quality Conformity Assessments.

- Briefing on a Cost-Benefit Analysis Framework for Assessing Transit Investments, and on Possible Implications for Transportation Planning in the Washington Region.

Information and materials for the June 18 TPB meeting are posted on the TPB website: [www.mwcog.org/transportation/tpb](http://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.).

## July 2008

- 8 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 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)

## 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 TPB Scenario Study Task Force (10 am)
- 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)

## October 2008

- 3 TPB Technical Committee (9 am)
- 3 TPB Steering Committee (noon)
- 9 TPB Citizens Advisory Committee (6 pm)
- 14 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 15 Transportation Planning Board (noon)**
- 15 Commuter Connections Subcommittee (noon)
- 15 TDM Evaluation Group (2 pm)
- 22 Regional Bus Subcommittee (noon)
- 24 Regional Taxicab Regulators Task Force (noon)



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@mwcog.org](mailto:scrawford@mwcog.org), (202) 962-3237 or (202) 962-3213 (TDD). Allow seven working days for preparation of material.

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