

## **ITEM 12 - Information**

March 19, 2008

### Update on the Activities of the TPB Scenario Task Force

#### **Staff**

**Recommendation:** Receive briefing the discussion to date about two new transportation and land use scenarios to be analyzed in FY 2009.

**Issues:** None

**Background:** At its September 19, 2007 meeting, the TPB established the Scenario Study Task Force, chaired by TPB Member Michael Knapp. The mission of the Task Force is to provide policy-level stewardship for the continuation of the Scenario Study and related TPB activities, including consideration of opportunities for the integration of study findings into TPB planning processes and initiatives. The Task Force will focus on completing previous study activities, such as review of past products and outreach, and then on advancing the study to focus increasingly on implementation or how to steps. Since its formation, the Task Force has met four times: on October 17 and December 19 in 2007, and January 16 and February 20 in 2008.

# National Capital Region Transportation Planning Board

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## MEMORANDUM

TO: Transportation Planning Board

FROM: Ronald F. Kirby  
Director, Department of  
Transportation Planning

SUBJECT: Development of New Scenarios for the TPB Regional Mobility and  
Accessibility Scenario Study

DATE: March 19, 2008

### **The TPB Scenario Study Task Force**

At its September 19, 2007 meeting, the TPB established the Scenario Study Task Force, chaired by TPB Member Michael Knapp. The mission of the Task Force is to provide policy-level stewardship for the continuation of the Scenario Study and related TPB activities, including consideration of opportunities for the integration of study findings into TPB planning processes and initiatives. The Task Force will focus on completing previous study activities, such as review of past products and outreach, and then on advancing the study to focus increasingly on implementation or “how to” steps. Since its formation, the Task Force has met four times, on October 17 and December 19 in 2007 and January 16 and February 20 in 2008.

Current members of the Task Force include:

Mike Knapp (Task Force Chairman), Montgomery County Council  
Nat Bottigheimer, WMATA  
Lyn Erickson, MDOT  
Tom Harrington, WMATA  
Catherine Hudgins, Fairfax County Board of Supervisors  
David Moss, Montgomery County DPWT  
Mark Rawlings, DDOT  
Rick Rybeck, DDOT  
Paul Smith, City of Frederick Board of Aldermen  
Jo Anne Sorenson, VDOT  
Kanti Srikanth, VDOT  
Harriet Tregoning, DC Office of Planning  
Victor Weissberg, Prince George’s County DPWT  
Patrice Winter, Fairfax City Council  
Chris Zimmerman, Arlington County Board  
Larry Martin, TPB CAC Chair  
Emmet Tydings, TPB CAC member

## **Review of Proposal for Development and Analysis of New Scenarios**

At the January 16, 2008 meeting of the TPB Scenario Study Task Force, the task force discussed a staff proposal that defined in greater detail the development and analysis of two new scenarios. The staff proposal for scenario analysis, outreach, and implementation, and the task force's related comments, are reflected in the Scenario Study element of the FY2009 Unified Planning Work Program, which was presented to the TPB in draft form at its February 20 meeting. The development of the new scenarios themselves is scheduled to take place during the remainder of FY2008, and the task force held a meeting on February 20 to get that process underway as expeditiously as possible.

As discussed at the January 16 and February 20 task force meetings, the two scenarios to be developed will include the following: a "CLRP Aspirations" Scenario that would adhere to the traditional constraints of the TPB procedures and modeling process for air quality conformity analysis, with the exception of the fiscal constraint; and a "What Would It Take?" Scenario that would take as a starting point one or more goals desired for achievement in 2030 and beyond, such as a specific reduction in mobile-source CO<sub>2</sub> emissions, and examine how such goals might be achieved through different combinations of implementation steps including some (such as significant changes in individual behavior) that are not normally reflected in the TPB travel demand modeling process.

### **Developing the CLRP Aspirations Scenario**

The first of the two scenario study activities is the development of the CLRP Aspirations Scenario. The intent of this exercise is to draw from the strategies explored in the previously studied scenarios, including the variably priced lanes scenarios, along with other possible strategies, to develop a scenario that represents realistic yet ambitious levels of transportation investment and accompanying land use stewardship. More than with the previous scenarios, a focus of this activity will be on fiscal and other implementation issues: the estimated costs of transportation improvements considered for incorporation in the scenario will be considered up front and in relation to their projected regional benefits; and issues associated with accompanying land-use strategies will also be addressed.

Consideration will also be given to the relationship of costs to potential revenues. Costs of new transit investments, for example, may be offset by revenues generated through pricing of selected facilities, or from "value capture" techniques applied to increased land values. The goal will be to keep the scenario within reach fiscally and administratively, but at the same time push the envelope of what might be possible in terms of improving conditions in relation to a 2030 baseline. (This 2030 baseline will be updated to reflect the 2008 CLRP, scheduled for approval by the TPB in July.)

Perhaps the most important distinction between this scenario and the other scenario, to be described below, is that the CLRP Aspirations Scenario will adhere to the representations of travel behavior reflected in the current TPB travel demand model, and to other procedural guidelines required for federal air quality conformity analysis. This preserves the possibility that

the CLRP Aspirations Scenario could eventually serve as a de facto ‘unconstrained’ regional long-range transportation plan, following regional dialogue and outreach about the study findings.

Given the above description of the CLRP Aspirations Scenario, two key questions arise:

*What is the ‘menu’ of transportation projects and land use strategies from which to derive the new scenario?*

The original scenarios, each of which took a different approach to land-use shifts and complementary transportation investments, along with the recently completed variably priced lanes scenarios, provide an excellent starting point for constructing the new scenario. The scenarios available to draw upon include the following:

- More Households Scenario
- Households In Scenario
- Jobs Out Scenario
- Region Undivided Scenario
- Transit-Oriented Development Scenario
- Three Variably Priced Lanes Scenarios with pricing applied to different combinations of new versus existing lanes

More information about these scenarios is included in Attachment A.

The menu is not limited to only these items. The Scenario Study outreach program conducted by TPB staff in 2006 and 2007 yielded several ideas from the public for projects or approaches not included in the original scenarios. This feedback was summarized in a report presented to the TPB on July 18, 2007. For instance, many outreach participants cited a need for more circumferential transportation infrastructure, especially transit. While the original scenarios included some circumferential links, more possibilities could be studied. Other audience members highlighted specific rights-of-way they consider to be underutilized, as possibilities for added transportation capacity.

In addition to the feedback summary report, the recommendations by the TPB CAC on next steps and additional scenario considerations is a valuable source of ideas, not so much for specific projects, but for overall approaches that may differ from the strategies used in developing the original scenarios. Other TPB committees such as the Regional Bus Subcommittee could be tapped for input on priority projects; in fact, the subcommittee’s stated goals include providing “technical advice and input regarding regional transportation and land use coordination, including the development of transit assumptions for TPB planning studies” (Goal 4).

*How do we go about choosing which items from the menu belong in the CLRP Aspirations Scenario?*

A desire to keep the scenario within the realm of financial reality necessitates some method for prioritizing the transportation projects. At the same time, not all of the land-use strategies represented in the original scenarios can easily be combined into a single approach, though the overriding goal is generally to get jobs and households closer together.

Again turning to the feedback received about the original scenarios, we have gained some key insights about what the public sees as the most appealing strategies. We know that there is skepticism throughout the region about our ability to significantly improve transportation infrastructure because of funding limitations. Closely tied to that sentiment is skepticism about our ability to implement a regional strategy of concentrated development without causing negative impacts at the local level. If this scenario is to recognize the realities of implementation challenges in the region, it will be necessary to address these sources of skepticism directly in developing the scenario. It may be appropriate, for example, to focus on transportation projects and land-use strategies for which there are identifiable revenue sources as well as features that address the potential for undesired local impacts.

Further analysis is likely necessary to mine the original scenarios for information about which transportation projects and land-use shifts produce the most “bang for the buck.” This includes sensitivity analysis at both the regional and local scales. Attachment B provides an example of this kind of analysis, which was presented to the Scenario Study Task Force at its January 16 meeting. This “drill-down” analysis demonstrates that the original scenarios can have a large impact on predicted travel behavior in small areas where concentrated land use and transit accommodation converge, even though the regional impacts may be modest.

An additional aid to the process of developing this new scenario could be sensitivity analyses designed to assess the effect of adding or subtracting particular projects or strategies on regional indicators like overall average VMT, as well as within a particular activity center or centers. Additional performance measures could also be applied to the original scenarios, including the variably priced lanes scenarios, to provide another means of prioritizing strategies.

Another filter through which to pass this scenario would be recent regional mapping work completed by TPB staff through the process of environmental consultation for the CLRP. Staff now has available GIS data regarding the locations of regionally significant historic and environmental resources.

### **Developing the “What Would It Take?” Scenario**

The second new scenario takes a different approach entirely, and arises from a desire to engage in a scenario exercise that is goal-oriented and flexible enough to accommodate strategies and assumptions beyond those used to date. Rather than building a new scenario and then testing its performance against the 2030 baseline, the “What Would It Take?” Scenario will begin with one or more performance objectives and determine the different scales and combinations of interventions that might achieve those objectives. The scenario will be designed to facilitate regional dialogue with the public and among decision-makers about the steps necessary to implement a desired regional future, in a way that moves beyond the typical constraints of the TPB analysis process.

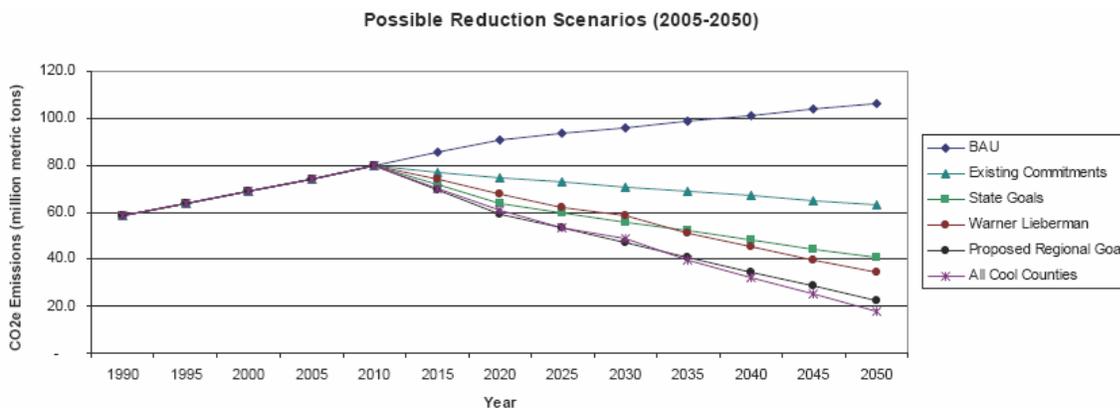
As with the CLRP Aspirations Scenario, a handful of key questions arise for consideration by the task force before scenario development proceeds:

*On what goals or objectives should the scenario focus and how should those goals be set?*

There are several possibilities for scenario objectives that could be quantified in some way and represent a regional consensus for a desired 2030 outcome. The original scenarios focused on transportation indicators such as average daily VMT, peak-period congestion, and modal share. Other indicators analyzed in the earlier phases of the scenario study included job accessibility and some air quality measures, though not CO<sub>2</sub> emissions. Given the growing attention being paid to climate change and the challenges of reducing greenhouse gas emissions, an obvious choice would be to seek a specific reduction in CO<sub>2</sub> emissions from mobile sources by the scenario horizon date.

Using a CO<sub>2</sub> emissions reduction goal as the initial objective for this study activity has several benefits. It can serve as a partial surrogate for overall VMT and is also related to congestion. It addresses an issue that has catalyzed much discussion among transportation and land use planners and policy makers, and could contribute needed information to this important dialogue. It also affords the opportunity to incorporate the work of the COG Climate Change Steering Committee in setting regional goals for CO<sub>2</sub> emissions from all sources, of which mobile sources account for approximately 30%.

At its January 23, 2008 meeting, the COG Climate Change Steering Committee (CCSC) discussed a proposed regional goal of reducing overall regional CO<sub>2</sub> emissions to 20% below 2005 levels by 2020, and 70% below 2005 levels by 2050. These goals are based on the scientific conclusions of the Intergovernmental Panel on Climate Change (IPCC), and are consistent with the reduction goals in the Warner-Lieberman bill currently under consideration in the U.S. Senate. The chart below shows this proposed regional goal in relation to the “business as usual” (BAU) trend and to other goals, including the aggregate regional effect of state goals as well as existing local commitments.



Source: Presentation by Joan Rohlf, MWCOG/DEP, to the COG Climate Change Steering Committee, January 23, 2008

The 2030 benchmark for this regional goal would be about a 37% decrease in CO<sub>2</sub> emissions below the 2005 level. Mobile-source emissions from transportation uses make up approximately 30% of overall regional CO<sub>2</sub> emissions, so the ability of the transportation sector to pull its weight in the reduction effort will have a large bearing on the region’s ability to meet such goals.

The recent passage of more stringent “35 mpg by 2020” CAFE standards will have a significant impact on the mobile-source component of CO<sub>2</sub> emissions, but as shown in the chart below, mobile-source CO<sub>2</sub> emissions will still exceed 2005 levels by 7.8% in 2020 and 8.1% in 2030. This represents a large improvement over the baseline, but falls far short of the 20% decrease by 2020 and the 36.7% decrease by 2030 that would be consistent with the proposed regional goal.

CO <sub>2</sub> Emissions from Cars, Trucks, and Buses			
All figures are Annual Tons of CO <sub>2</sub> Emissions (in Millions) in the 8-hour Ozone Non-Attainment Area			
	2005	2020	2030
<b>Baseline Emissions</b>	24.89	31.02	34.45
% Change from 2005 levels	---	24.6%	38.4%
<b>Emissions With CAFE Reductions</b>	24.89	26.83	26.91
% Change from 2005 levels	---	7.8%	8.1%
<b>COG CCSC Proposed Regional Goal</b>	24.89	19.91	*15.75
% Change from 2005 levels	---	-20.0%	*-36.7%

\* Interpolated from 2050 goal of -70%

Achieving a goal of 20% reduction from 2005 levels by 2020 and a 36.7% reduction by 2030 obviously will require interventions in addition to the heightened CAFE standards. One issue of note is that the gradual increase in the MPG standard under CAFE ends in 2020, so the beneficial effects between 2020 and 2030 are due only to continuing turnover of the vehicle fleet. Further, the CAFE standards apply only to light duty vehicles, which account for about 80% of regional CO<sub>2</sub> emissions; heavy duty vehicles, which contribute the remaining 20%, are unaffected by CAFE. It is estimated that even a “55 mpg by 2020” CAFE standard would achieve only a 5.1% reduction below 2005 levels in 2020 and a 16.2% reduction in 2030. Clearly, it will take some combination of further increases in fuel economy, shifts to alternative fuels that generate less life-cycle CO<sub>2</sub> emissions, and reductions in VMT to reach the CO<sub>2</sub> goals currently under discussion.

*Which possible interventions should be studied?*

In addition to the land use and transportation strategies included in the CLRP Aspirations Scenario, what additional changes to the baseline should be studied? One benefit of conducting this kind of exercise using the TPB travel demand model is that it can offer insight into the complex relationships between the different model inputs that combine to influence travel behavior, and can help predict otherwise unexpected consequences. There are several independent variables that affect the dependent variable of regional mobile-source CO<sub>2</sub> emissions that could be analyzed through this scenario process:

- **The fuel efficiency of the vehicle fleet.** As the above table on CO<sub>2</sub> emissions indicates, the recently passed federal Corporate Average Fuel Economy (CAFE) standards alone will not achieve the emissions reduction goal set by the COG Climate Change Steering Committee. This scenario could impose a more austere standard upon the expiration of the existing CAFE standard in 2020, or even before that date.
- **The emissions characteristics of the vehicle fleet.** Miles per gallon of standard gasoline is only one factor in determining CO<sub>2</sub> emissions rates, especially as alternative fuel

technologies gain traction. Another variable for exploration through this scenario could be the extent to which alternative-fuel vehicles, such as biofuel-, electric-, or hydrogen-powered vehicles may impact lifecycle carbon emissions.

- **Regional vehicle miles traveled (VMT).** VMT is a function of several different factors, including land use patterns, fuel prices, fuel and other potential taxes, congestion, the availability of non-SOV alternatives, and individual lifestyles and behavior. The original scenarios took a relatively conservative approach in determining the amount of future growth “at play” to be influenced by land-use policy. This scenario could assume more infill development and other diversion of growth to desired areas to reduce regional VMT further than the original scenarios.
- **Additional changes in travel behavior in the region.** It is quite possible that, even independent of the above factors, there will be shifts in individual travel behavior due to increased consciousness of climate change and the effects of transportation choices. For instance, travelers may choose to switch to, or use with greater frequency, alternatives to SOV travel such as carpooling, teleworking, transit, biking, and walking.

The resulting product of this “What Would It Take?” exercise essentially would be an array of “sliders” representing the variables discussed above. The scale for each “slider” would run from a minimum represented by the 2030 baseline, to a maximum represented by what it would take to reach the 2030 emissions reduction goal through a change *in that variable alone*, if possible. Using the travel demand model and/or other analysis tools, different combinations of changes in the variables – combinations that would all achieve the reduction goal - could be assessed for their financial, administrative, and technological feasibility. Another consideration beyond direct regional or local control is national legislation that seeks to reduce CO<sub>2</sub> emissions through a national cap and trade program and other incentives or disincentives related to greenhouse gas emissions. Current proposals include funding provisions for the development of fuels with lower carbon intensity, fuel efficient and alternative fuel vehicles, and mass transit. This scenario could examine the extent to which these proposals could assist the region in attaining the 2020 reduction goals if they are signed into law.

The process of developing this scenario, therefore, is fundamentally different than for the CLRP Aspirations scenario. Rather than determining where the growth might be located and what transportation projects could be implemented, the decisions are about what variables to include and what combinations to assess in order to achieve a stated goal.

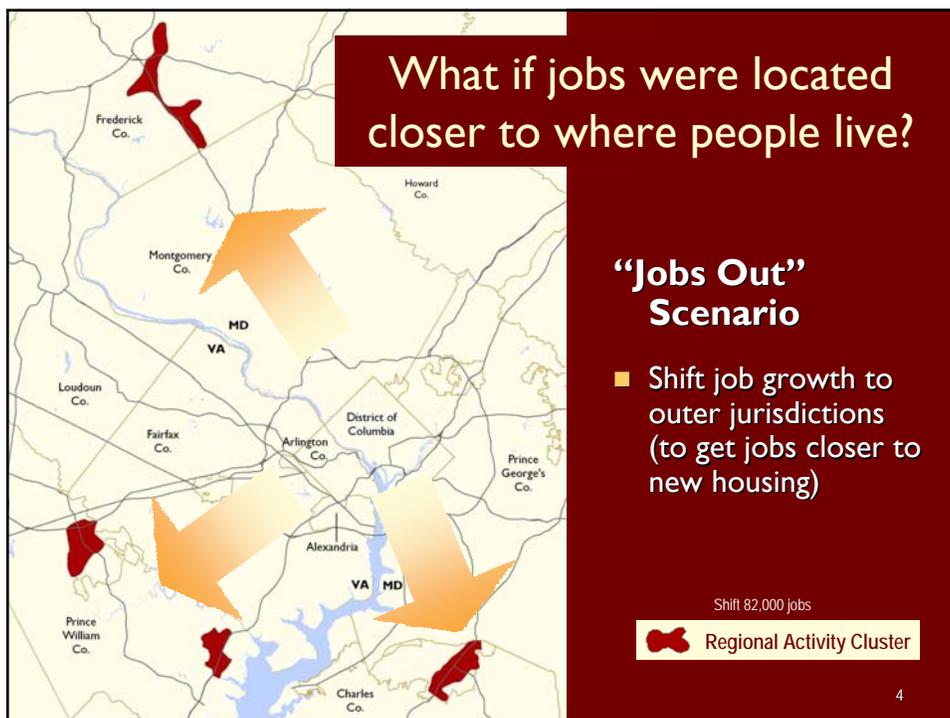
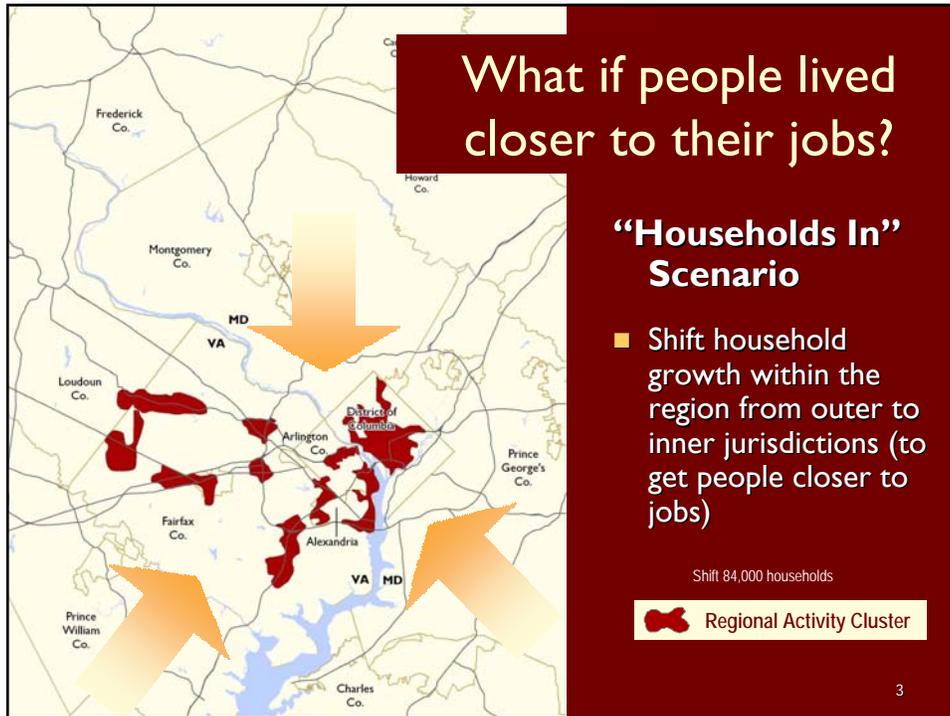
## Summary and Schedule

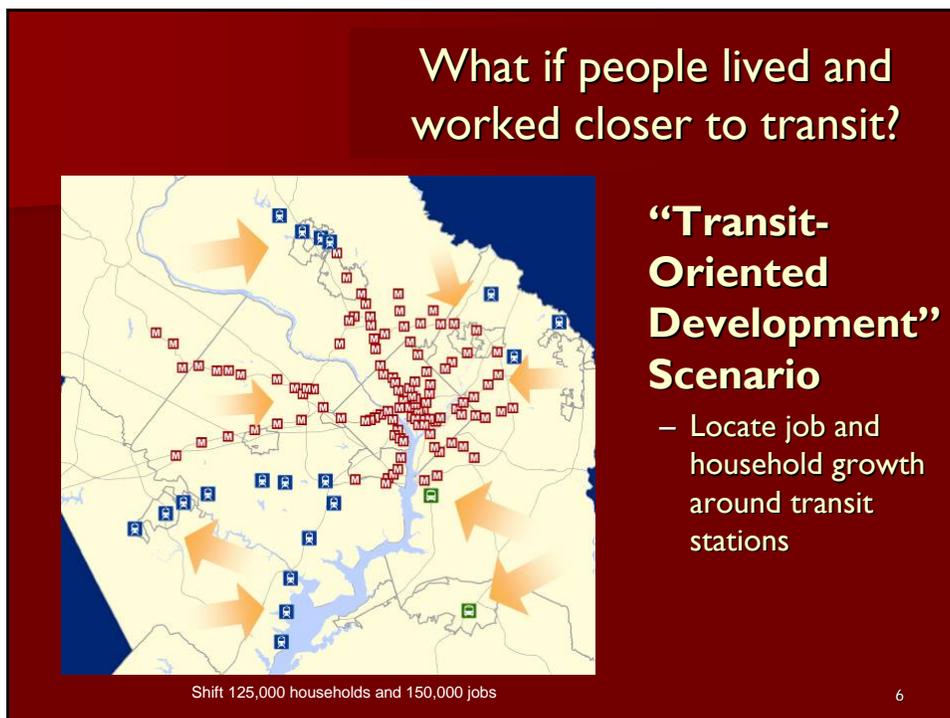
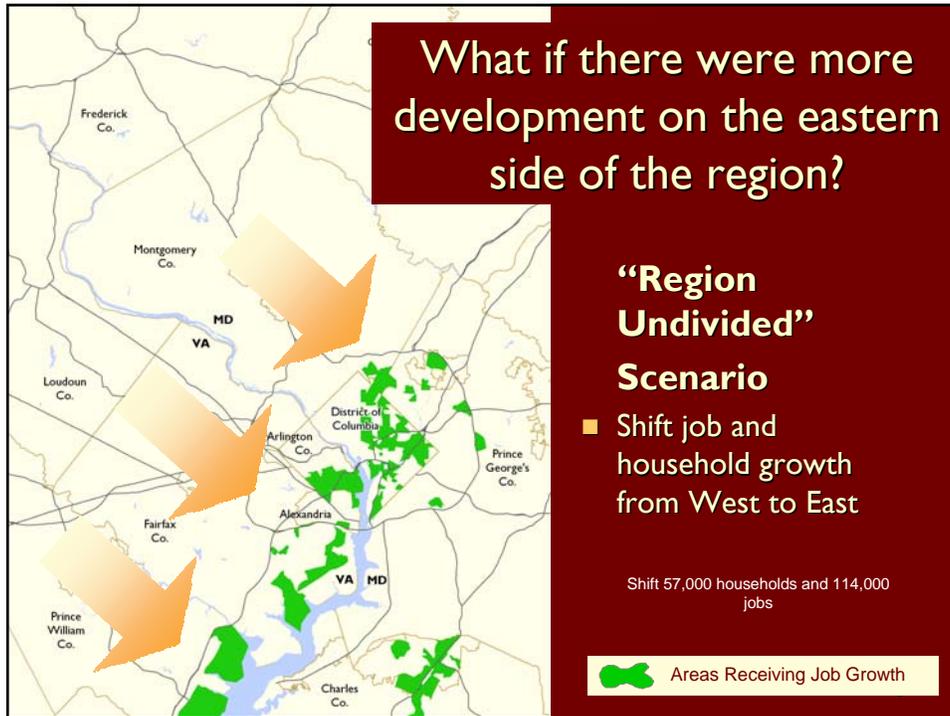
Staff proposes to proceed with the development of two new scenarios, a CLRP Aspirations Scenario and a “What Would It Take?” Scenario, as outlined above. The CLRP Aspirations Scenario will combine elements of previous scenarios along with recent input and ideas to create an aggressive but feasible vision of land-use and transportation implementation steps between now and 2030. The “What Would It Take?” Scenario will provide guidance on additional interventions that may be necessary to achieve regional goals, in particular the CO<sub>2</sub> emissions reduction goal under consideration by the COG Climate Change Steering Committee. Staff will look to the Scenario Study Task Force, the CAC, and other TPB committees for input on the particulars of both scenarios.

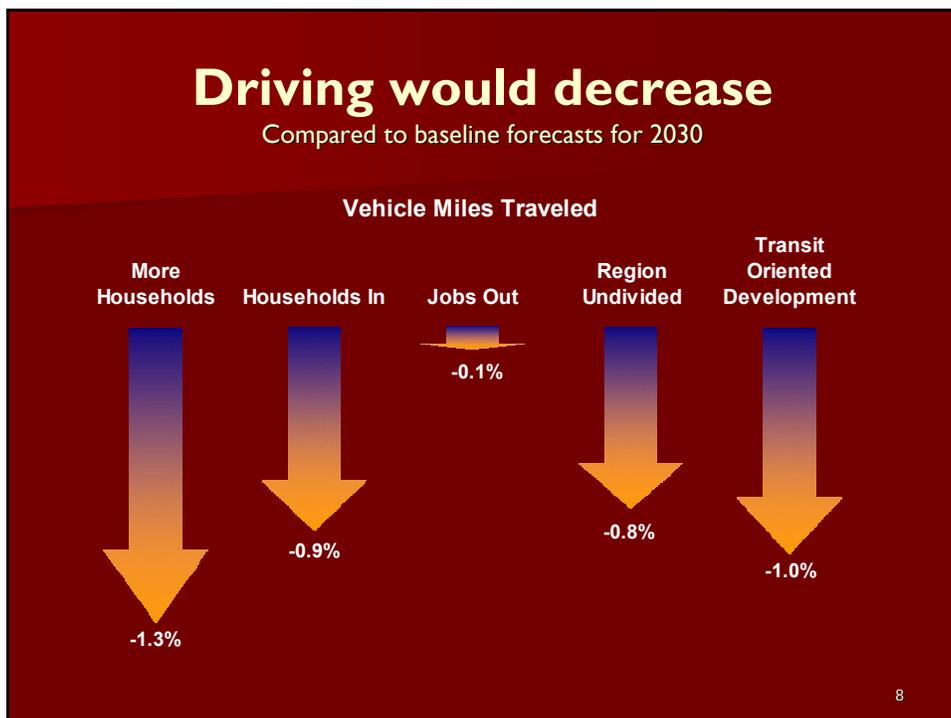
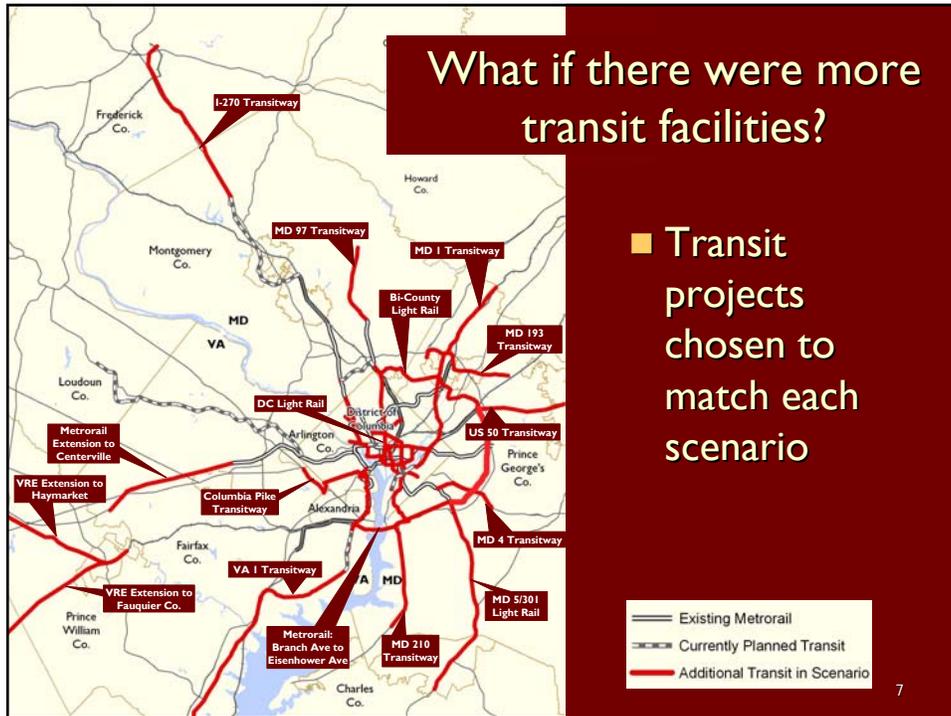
The two scenarios are expected to be fully developed by June 30, 2008, with technical analysis to be completed by February 28, 2009. Public outreach and comment on the completed scenarios will then follow until June 30, 2009. The end of this scenario timeline aligns with the four-year CLRP update cycle required under SAFETEA-LU, which will occur next in 2010. This 2010 update will include several major changes to the CLRP; the plan horizon will move out from 2030 to 2040; the system of transportation analysis zones will be finer grained, particularly in the suburban areas; and new surveys will be incorporated into forecasting models, including new regional household travel and on-board bus surveys. This update will provide a timely opportunity to reflect the results produced by the scenario study and associated public comment in the regional long range transportation plan.

# Attachment A: Overview of Existing Scenarios from the TPB's Regional Mobility and Accessibility Scenario Study



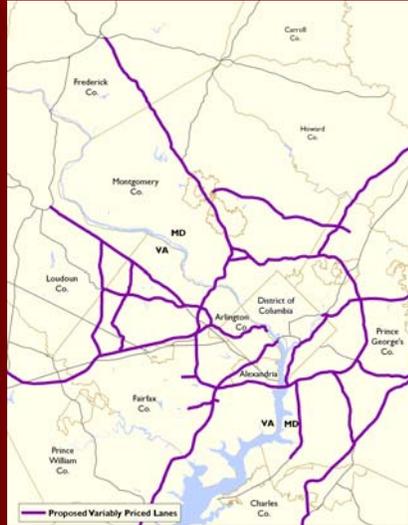






## Variably Priced Lanes Scenarios *Starting Point*

- All Freeways:
  - Add 2 VPLs
- Arterials outside Beltway:
  - Add 1 VPL
- Existing HOV lanes:
  - Convert to VPLs
- Direct access ramps at key interchanges
- Incorporate existing transit service



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## Variably Priced Lanes Scenarios *Options*

- From Starting Point
  - Pare back network where demand is low, as indicated by low toll rates
    - Segments that have high toll rates in the peak direction only are changed to directional toll lanes
    - Segments with low toll rates in both directions are removed from network
  - Add variable pricing to existing DC bridges and other facilities
  - Apply tolls to existing capacity on parkways:
    - Baltimore-Washington, George Washington, Rock Creek, Clara Barton, and Suitland Parkways
  - Create a bus transit network that operates on the network of variably priced lanes, and enhance bus speeds/frequencies

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# National Capital Region Transportation Planning Board

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## MEMORANDUM

TO: TPB Scenario Study Task Force

FROM: Robert E. Griffiths,  
Technical Services Director,  
Department of Transportation Planning

SUBJECT: Scenario Study - Analysis of Local Level Impacts

DATE: January 16, 2007

The purpose of this memorandum is to provide an illustrative analysis of some of the local level impacts identified for one of the scenarios examined in the Regional Mobility and Accessibility Study. This analysis examines the localized travel impacts of “shifting” some of the future household growth forecast for the Gainesville and Haymarket area in western Prince William County to the Tysons Corner regional activity center and the U Street/Shaw area in the District of Columbia.

### **“Households In” Scenario**

The “Households In” Scenario assumed more of the region’s forecast household growth located closer to major concentrations of employment in the District of Columbia, Arlington County, Alexandria, and Fairfax County. The intent of this scenario was to examine the transportation impacts of providing more housing close to and within the major regional employment areas by shifting some of the forecast household growth in lower density areas to these high employment areas having low amounts of nearby housing. A shift of approximately 84,000 households from areas outside of regional activity clusters to regional employment centers in the District of Columbia, Arlington County, Alexandria, and Fairfax County was assumed for this scenario.

### **Gainesville/Haymarket Area**

The fast growing Gainesville/Haymarket area in western Prince William County was one of the lower density residential areas identified in the “Households In” Scenario as an area outside of a major regional activity cluster that had a sizeable excess of household growth relative to its forecast employment growth. In the Round 6.4 Cooperative Forecasts this area is forecast to add 11,000 households between 2000 and 2010 and another 5,200 households between 2010 and 2030, while employment growth for this area is 2,600 jobs in the 2000 to 2010 period and 2,900 jobs in the 2010 to 2030 period. Shifting the entire forecast household growth for this area in the 2010 to 2030 period to major regional employment areas projected to have shortages of new housing relative to their forecast employment growth would improve the jobs/housing ratio in both areas. This assumed shift in household growth would significantly reduce the projected 2030 imbalance between jobs and housing in the Gainesville/Haymarket area and Prince William County as a whole.

The travel impacts of this assumed shift in household growth were modeled in the Regional Mobility and Accessibility Study using the TPB Version 2.1D travel demand forecasting model. As shown in Table 1, the primary impact of the shift of 5,200 households out of the Gainesville/Haymarket area is a 26% reduction in 2030 household-related vehicle miles of travel (VMT). The modal shares for commuting travel by households in the Gainesville/Haymarket did not change appreciably between the Baseline Regional Congestion Management Scenario (CLRP+) Scenario and the “Households In” Scenario, although a slight shift from carpool (HOV2+) to the drive alone, single occupancy (SOV) mode was indicated.

**Table 1**  
**Travel Impacts of the “Household In” Scenario for**  
**Households Living in the Gainesville/Haymarket Area**

<b>Gainesville / Haymarket Area (24 Sq Miles)</b>	<b>2030 CLRP+ Base</b>	<b>Change for Households In Scenario</b>	<b>Percent Change</b>
<b>Input:</b>			
Households	19,900	-5,200	-26%
Population	57,700	-14,300	-25%
Employment	6,300	No Change	No Change
<b>Output:</b>			
% SOV	85%	86%	0%
% HOV2+	7%	6%	-14%
% Transit	5%	5%	0%
% Walk/Bike	3%	3%	0%
Household VMT	1,114,300	-289,900	-26%
VMT/HH	56.0	0.0	0%
VMT/POP	19.3	0.0	0%

### **Tysons Corner Regional Activity Center**

Complementing the shift of 5,200 households out the Gainesville/Haymarket area in the “Households In” Scenario was a shift into the Tysons Corner regional activity center. Tysons Corners is one of the region’s largest employment centers. In 2000, 100,000 jobs were concentrated in the Tysons area. This area is projected to add another 9,000 jobs between 2000 and 2010 and another 15,000 jobs between 2010 and 2030. For a regional employment center of this size, Tysons has very few households located in immediate proximity to these jobs. In 2000, only about 4,500 households lived in the heart of this center and a total of about only 100 additional households were forecast to be added to the Tysons Center between 2000 and 2030 in the Round 6.4 COG Cooperative Forecasts.

The assumed addition of 5,200 households to the Tysons Corner Center in the “Households In” Scenario had a dramatic impact on the travel mode shares in this center. As shown in Table 2, the primary 2030 travel impacts of adding 5,200 households to the Tysons Corner activity center is to double the

percentage of workers living in the Tysons Center who walked or biked to work and to reduce the percentage of commuters living in the Tysons Center who drive alone to work. The transit modal share for workers living in the Tysons activity center did not change at all because the future Silver Line Metrorail line running through Tysons to Dulles Airport was in both the 2030 CLRP+ baseline and the “Households In” Scenario. If the Metrorail line extension to Dulles Airport had not been included in the CLRP+ baseline the travel impacts seen for the “Household In” Scenario in the Tysons area would have been even greater.

**Table 2**  
**Travel Impacts of the “Household In” Scenario for Household Living in the Tysons Corner Activity Center**

<b>Tysons Corner Center (3 Sq Miles)</b>	<b>2030 CLRP+ Base</b>	<b>Change for Households In Scenario</b>	<b>Percent Change</b>
<b>Input:</b>			
Households	4,600	+5,200	112%
Population	9,400	+10,800	115%
Employment	123,000	No Change	No Change
<b>Output:</b>			
% SOV	66%	57%	-13%
% HOV2+	2%	1%	-50%
% Transit	21%	21%	0%
% Walk/Bike	11%	21%	84%
Household VMT	90,600	118,200	131%
VMT/HH	19.5	1.7	9%
VMT/POP	9.7	0.7	7%

### **U Street/ Shaw Area**

The U Street / Shaw area in the District of Columbia was another area in the “Households In” Scenario for which additional household growth was assumed. In this scenario, the U Street/Shaw area received an additional 3,600 households and 8,000 people. In this area of the District of Columbia, the proportion of daily travel by walk and bike is already high so the additional increment of household growth had little effect on increasing this walk/bike percentage. The share of travel by transit in this area is also already high. Nonetheless, this share increases from 45% to 46% in the “Households In” scenario, but the main reason for this increase was the extensive light-rail system assumed for the District in this scenario rather than the land use change. The travel characteristics of households living in the U Street/Shaw area are shown in Table 3.

**Table 3**  
**Travel Impacts of the “Household In” Scenario for Household**  
**Living in the U Street/Shaw Area**

<b>U Street / Shaw Area (1.2 Sq Miles)</b>	<b>2030 CLRP+ Base</b>	<b>Change for Households In Scenario</b>	<b>Percent Change</b>
<b>Input:</b>			
Households	19,500	3,500	18%
Population	42,400	8,000	19%
Employment	27,800	No Change	No Change
<b>Output:</b>			
% SOV	21%	-1%	-5%
% HOV2+	0%	0%	0%
% Transit	45%	1%	2%
% Walk/Bike	34%	0%	0%
Household VMT	168,500	44,400	26%
VMT/HH	8.7	0.5	6%
VMT/POP	4.0	0.2	5%

#### **Change in Household Travel for “Shifted” Households**

If the simplifying assumption is made that the 5,200 households shifted out of the Gainesville/Haymarket area are the same one that are shifted into the Tysons Corner activity center or the U Street Shaw area, we can get some indication of the effects on household travel behavior. As shown in Tables 4 and 5, daily household-related VMT is reduced by 62% for households “shifted” from the Gainesville/Haymarket area to Tyson and by 84% if these households are shifted to the U Street/Shaw area. These areas are depicted graphically in Figures 1 and 2.

**Table 4**

<b>"Shift" of 5,200 Households From Gainesville/Haymarket Area to Tysons Corner</b>	<b>Change in Travel by "Shifted" Households</b>	<b>Total Percent Change</b>
<b>Travel Mode:</b>		
SOV Trips	-2,400	-34%
HOV2+ Trips	-800	-89%
Transit Trips	1,600	533%
Walk/Bike Trips	2,400	1200%
Household VMT	-180,500	-62%

Table 5

<b>"Shift" of 5,200 Households From Gainesville to U Street / Shaw Area</b>	<b>Change in Travel by "Shifted" Households</b>	<b>Total Percent Change</b>
<b>Travel Mode:</b>		
SOV Trips	-5,500	-79%
HOV2+ Trips	-900	-100%
Transit Trips	4,000	1333%
Walk/Bike Trips	2,500	1250%
Household VMT	-223,900	-84%

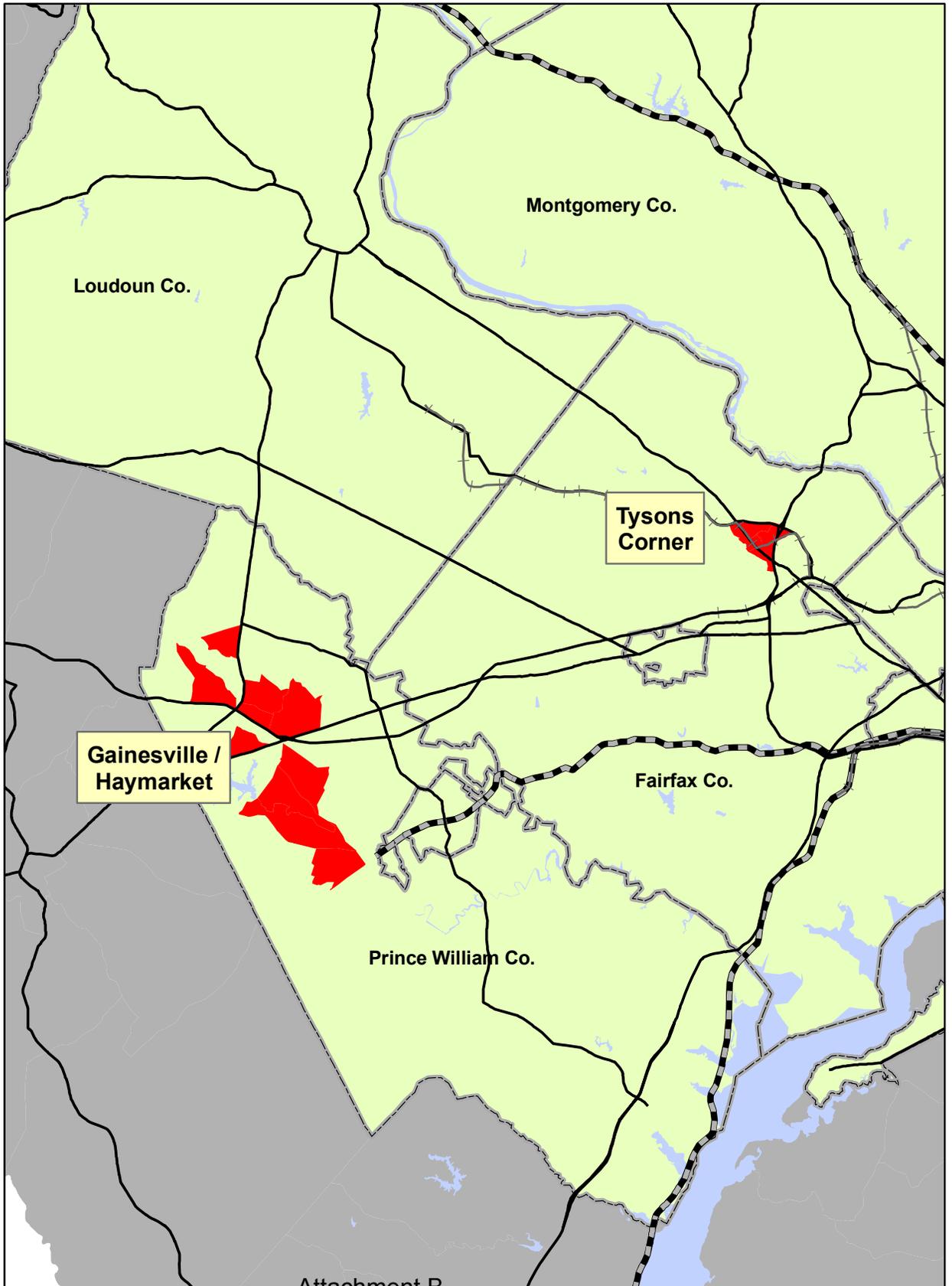
### Why Scenario Travel Changes are Smaller at the Regional Level

While the localized area impacts of the scenarios are very significant, the effects of these changes at the regional level are much smaller as shown in Table 6. The reason for this is that the opportunity to shift growth from potential sending areas to potential receiving areas is fairly limited in the 2010 to 2030 time period. The amount of household growth outside of regional activity centers that could be shifted was only about 84,000 household or about 4% of total number of households expected to be in the region by 2030. About 85% of the 2030 household are already in place or will be in place by 2010. The remaining 11% of the 2030 households are already being forecast to be located in regional activity centers or other areas of concentrated growth.

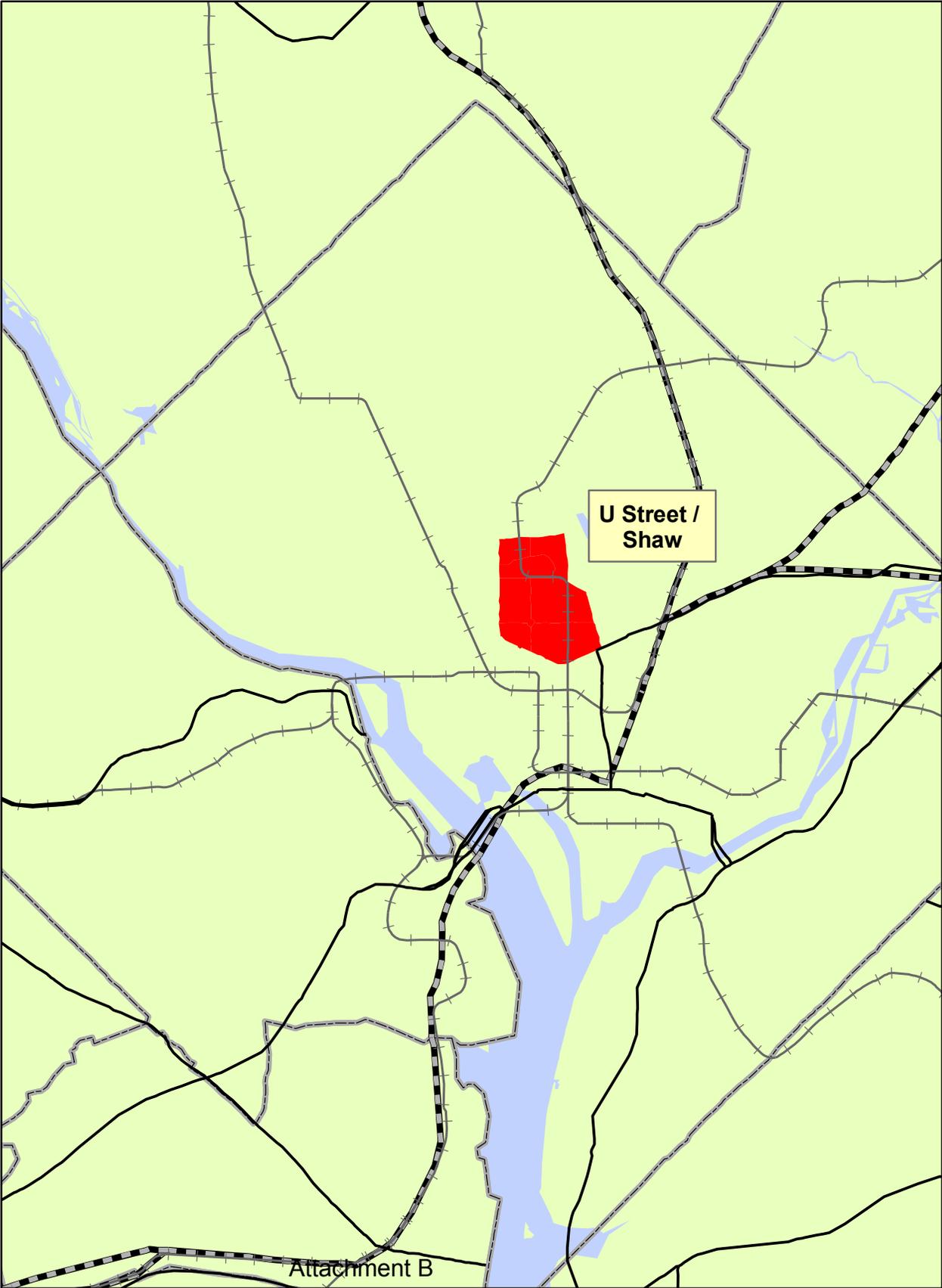
Table 6

	<b>All Sending Areas</b>	<b>All Receiving Areas</b>	<b>No Change Areas</b>	<b>Total Region</b>
<b>2030 CLRP+ Base</b>				
Land Area (Sq. Mi.)	2,120	83	1,763	3,966
Households	608,500	381,500	2,022,400	3,012,400
Household VMT	28,811,000	6,456,700	52,301,600	87,569,300
<b>Households In Scenario</b>				
Households	524,200	465,800	2,022,400	3,012,400
Household VMT	24,561,200	8,392,600	52,878,200	85,832,000
<b>Change from 2030 CLRP+ Base</b>				
Households	-84,300	+84,300	0	0
Household VMT	-4,249,800	+1,935,900	+576,600	-1,737,300
<b>% Change from 2030 CLRP+ Base</b>				
Households	-14%	+22%	0%	0%
Household VMT	-15%	+30%	+1%	-2%

**Figure 1: Tysons Corner and Gainesville / Haymarket Study Areas**



**Figure 2: U Street / Shaw Study Area**



**Conclusion**

The purpose of this memorandum was to provide an illustrative case study for some of the local level impacts identified for one of the scenarios examined in the Regional Mobility and Accessibility Study. This type of analysis can be used to identify high impact travel changes resulting from assumed shifts in future growth that can be used to better communicate travel impacts resulting from the scenarios that have already been analyzed and could prove useful in the development of new or composite scenarios for further analysis.