



STUDY FINDS AREA RESIDENTS “CAUTIOUSLY OPEN” TO CONGESTION PRICING

The TPB recently completed a study of public opinion regarding congestion pricing that found cautious receptivity among area residents to the idea of charging drivers new fees to use the region’s roads, which economists and some planners see as a way to manage worsening congestion and raise new revenue for transportation at the same time.

The findings of the study were presented at the January 23 TPB meeting, a year after the last of five “deliberative forums” was held to engage more than 300 members of the general public in extended



Alice Rivlin, of the Brookings Institution, offered her thoughts on the study during the TPB meeting.

conversations about transportation problems in the region and the possibility of using various congestion pricing schemes to address those problems. The deliberative forum format was chosen to explore in greater depth than could be done through traditional surveys or focus groups the perspectives and opinions that underlie public attitudes toward congestion pricing.

John Swanson of TPB staff presented the study’s findings. Swanson told Board members that while people seemed to be cautiously open to

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TPB RECEIVES BRIEFING ON CLRP PROJECT SUBMISSIONS, AIR QUALITY CONFORMITY ANALYSIS

At its January 23 meeting, the TPB received a briefing on 13 project submissions for the air quality conformity assessment for the 2013 Financially Constrained Long-Range Transportation Plan, or CLRP, and FY 2013-2018 Transportation Improvement Program, or TIP. The TPB also received a summary of the technical approach for conducting the air quality conformity assessment for the CLRP and TIP.

The TPB is required by federal law to test the projects in the CLRP to ensure that, when considered collectively, they contribute to the air quality goals established by the Clean Air Act Amendments of 1990. As part of this analysis for the 2013 CLRP and FY 2013-2018 TIP, a new round of cooperative forecasts and a new emissions model, commonly known as MOVES, will be used to predict how much air pollution will be generated through the horizon year of 2040.

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Upcoming meetings and items of interest:

TPB Meeting: February 20, 2013

- Review of Comments Received and Approval of Project Submissions for the Air Quality Conformity Assessment for the 2013 CLRP and FY 2013-2018 TIP

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TPB APPOINTS 2013 CAC MEMBERS

At its meeting on January 23, the TPB appointed 15 members and nine alternate members to the 2013 Citizens Advisory Committee, or the CAC. The mission of the CAC is to promote public involvement in transportation planning for the region

and to provide independent, region-oriented citizen advice to the TPB on transportation plans and issues.

The fifteen members appointed to the CAC serve a year-long term. According to the TPB Participation Plan, six of these members – two each from the District of Columbia, Virginia, and Maryland – are elected by the previous year’s CAC. Subsequently, the TPB officers nominate the remaining nine committee members – three each from the District of Columbia, Virginia, and Maryland. ♦

2013 CAC Members

Maryland

Justin Clarke
Cherian Eapen
John Epps
Tina Slater
Emmet Tydings
Ronald Hartman (*alternate*)
Jeffrey Slavin (*alternate*)
Jarrett Stoltzfus (*alternate*)

District of Columbia

Neha Bhatt
Veronica Davis
Patrick Gough
Tracey Hadden Loh
Emily Oaksford
Anita Hairston (*alternate*)
Larry Martin (*alternate*)
Rosemarie Savio (*alternate*)

Virginia

Stephen Still, Chair
Allen Muchnick
Jeffrey Parnes
Lorena Rios
Mark Skiles
Tom Burrell (*alternate*)
Andrea Hamre (*alternate*)
Jamie Nham (*alternate*)

UPCOMING FEBRUARY AGENDA ITEMS

The February 20 TPB Meeting is expected to include the following:

- Review of Comments Received and Approval of Project Submissions for the Air Quality Conformity Assessment for the 2013 Financially Constrained Long Range Transportation Plan (CLRP) and the FY 2013-2018 Transportation Improvement Program (TIP).
- Approval of the Scope of Work for the Air Quality Conformity Assessment of the 2013 CLRP and FY 2013-2018 TIP.
- Update on the Second TPB Bus on Shoulder Task Force Meeting.
- Briefing on the Implementation of the New Section 5310 Enhanced Mobility

Program under MAP-21 in the Washington Region.

- Briefing on the Implementation of the New Transportation Alternatives Program under MAP-21 in the Washington Region.
- Briefing on MAP-21 Requirements for Performance Based Planning and Programming.
- Review of the Draft FY 2014 Commuter Connections Work Program (CCWP).
- Review of the Draft FY 2014 Unified Planning Work Program (UPWP).

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. ♦

OTHER JANUARY AGENDA ITEMS

The TPB’s January 23 Meeting also included the following items:

- Approval of Funding and Transmittal Letter for TPB’s Membership in the Association of Metropolitan Planning Organizations.

- Approval of an Amendment to the FY2013-2018 TIP that is Exempt from the Air Quality Conformity Requirement to Include Funding for Improvements to US Route 1 Near Fort Belvoir in Fairfax County. ♦

TPB RECOGNIZES 2012 LEADERSHIP

At its meeting on January 23, the TPB recognized City of Bowie Councilmember Todd Turner for serving as Chair of the TPB in 2012. Former Chair Turner thanked the members of the Board for the opportunity to serve as Chair. He noted several highlights of his year as Chair, including the adoption of the Complete Streets Policy for the National Capital Region, continued work on the Regional Transportation Priorities Plan, and continuing discussions on regional transportation funding. ♦

2013 TPB Chair Scott York, Chairman of the Loudoun County Board of Supervisors, presents 2012 TPB Chair Todd Turner, City of Bowie Councilmember, with a symbol of appreciation for his service.



2012 TPB Chair Todd Turner presented 2012 TPB Citizens Advisory Committee Chair Tina Slater of Maryland with a symbol of appreciation for her service.



2012 TPB Chair Todd Turner presented 2012 TPB Technical Committee Chair Mark Rawlings of the District Department of Transportation with a symbol of appreciation for his service.

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CONGESTION PRICING

(Continued from page 1)

congestion pricing, they insisted on more and better alternatives to driving and wanted greater accountability in how the government spends transportation dollars before they said they could support such a system.

“Folks did not believe that driving is a choice. They said, ‘We don’t drive because we want to, we drive because we have to. And if you price me and don’t provide me with good options you’re gouging me,’” Swanson explained.

He said that study participants insisted that options for avoiding new tolls or charges – whether non-tolled lanes or transit alternatives – must be in place before any congestion pricing scheme was implemented.

The other major obstacle, Swanson explained, was a lack of trust in government. Participants repeatedly questioned who would oversee the collection and use of new revenues raised using congestion pricing and said they wanted greater accountability in how transportation dollars are used before supporting any new revenue-raising measure.

During the course of the 4.5-hour forums, participants discussed three main congestion pricing scenarios that could be applied in the Washington region.

The first involved charging tolls on at least one lane in each direction on all major

highways. The tolls would vary based on congestion levels, reaching their highest during the peak of the morning and afternoon commutes. Already the Capital Beltway in Virginia has such lanes, which are tolled at rates that ensure a particular free-flowing speed, offering those who use the lanes more predictable travel times.

A second scenario would charge drivers a per-mile fee for using any road or street in the region, with higher fees on more heavily traveled routes. In-vehicle GPS units would tally the number of miles driven and calculate the total fee drivers owed.

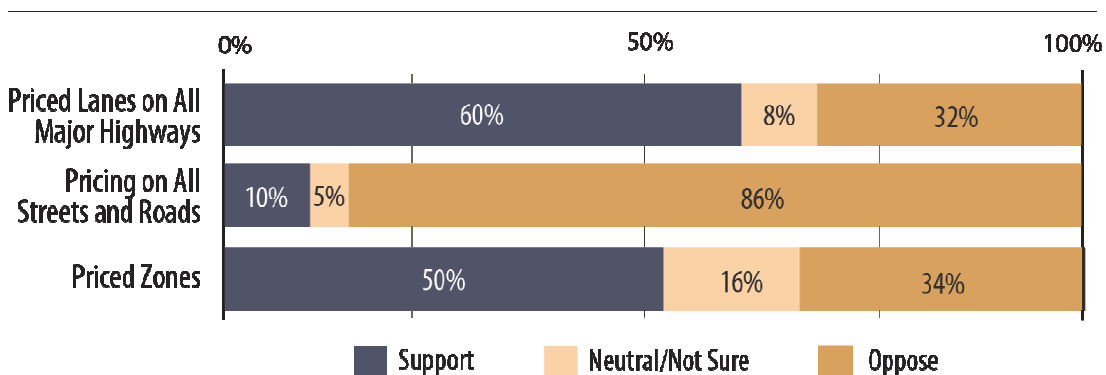
Finally, the third scenario would charge drivers a flat fee for entering highly-congested zones like downtown Washington or Tysons Corner in an effort to encourage travelers to carpool or take transit to reach those destinations.

At the end of each of the five forums, participants consistently favored the first scenario – a network of variably-priced lanes – because it would give drivers the option to participate, rather than requiring them to do so. Participants also valued the new options for avoiding traffic back-ups that the scenario would provide. Approximately 60 percent of participants said they would “support” or “strongly support” the scenario.

Participants did not like the second scenario, the GPS-based mileage fee, with only 10 percent saying they would support it. Participants cited major concerns about

Scenario 1, Priced Lanes on All Major Highways, garnered the most support.

Comparison of End-of-Day Support for the Three Scenarios



privacy and government overreach, as well as a level of complication that would add new burdens to people’s daily lives and make such a system impossible to implement and enforce.

The third scenario drew more support than opposition, but many participants felt that charging fees in just a few central business districts wouldn’t do enough to alleviate congestion throughout the region. They also felt that the scenario was fairer than the mileage-based fee because a number of transit alternatives and good bicycle and pedestrian infrastructure would make it easy for people to avoid paying the new charges.

Alice Rivlin, of the Brookings Institution, which partnered with the TPB for the study, attended the January 23 meeting and offered her thoughts.

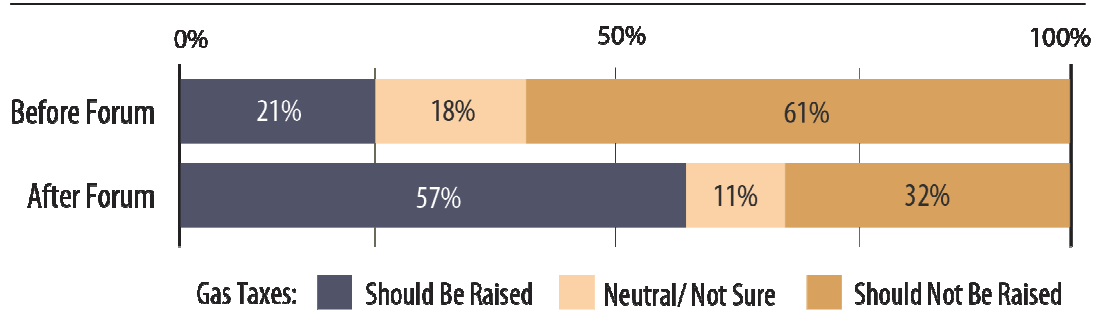
“I learned a lot from this report and I hope you did, too,” Rivlin said. “The depth of the skepticism of the public that the government knows what it’s doing and will actually deliver benefits for increased pricing or taxing was startling,” she said.

Rivlin emphasized the need to continue studying congestion pricing and other solutions to the region’s traffic woes through research efforts like this one. “We’ve got to learn more and more about how people think, and design some things that will be publicly acceptable because we can’t live with the level of congestion that we’re going to create in this region if we do nothing.”

Several Board members commented on the study and its findings.

Dave Snyder, who represents Falls Church and chaired the TPB when the study began, said he thought the report shows that the answers the TPB sought came out somewhat differently than many people would predict, especially another of the study’s findings which showed support for raising gas taxes increasing from 21 percent to 57 percent once people learned that the taxes haven’t been raised in 20 years and aren’t indexed to inflation, and after considering congestion pricing alternatives. “I would certainly question the wisdom of eliminating

Change in Support for Raising Gas Taxes



Support for the gas tax nearly tripled after participants learned that gas taxes haven’t been raised in more than 20 years.

that [funding mechanism], as has been proposed in Richmond,” he said.

Snyder also emphasized another key finding of the report: that participants want to see the government demonstrate its ability to use money effectively by making short-term, common-sense improvements that help maintain and operate existing systems more efficiently.

Sam Zimbabwe, of the District Department of Transportation, and Marc Elrich, of Montgomery County, both echoed the need for tangible improvements, especially in the form of transit alternatives, before people can be convinced that congestion pricing is “worth it” or will be effective.

“If it’s going to be something tangible and direct and understood,” Zimbabwe said, “then people are going to be much more willing to pay their share or pay for that.”

Elrich said that participants were right on in demanding alternatives. “Pricing isn’t going to affect people’s behavior very much if they don’t have another way to get where they’re going,” he said.

Elrich offered another observation regarding the tendency of the public sector to turn over revenue-generating toll roads, like those featured in the first scenario considered by study participants, to private companies. “If there’s money to be made, if people are willing to pay the price of private sector tolls ... why doesn’t the government substitute itself for the private partner and use the money that otherwise would go to shareholders and use that money instead to build enhanced transportation systems?”

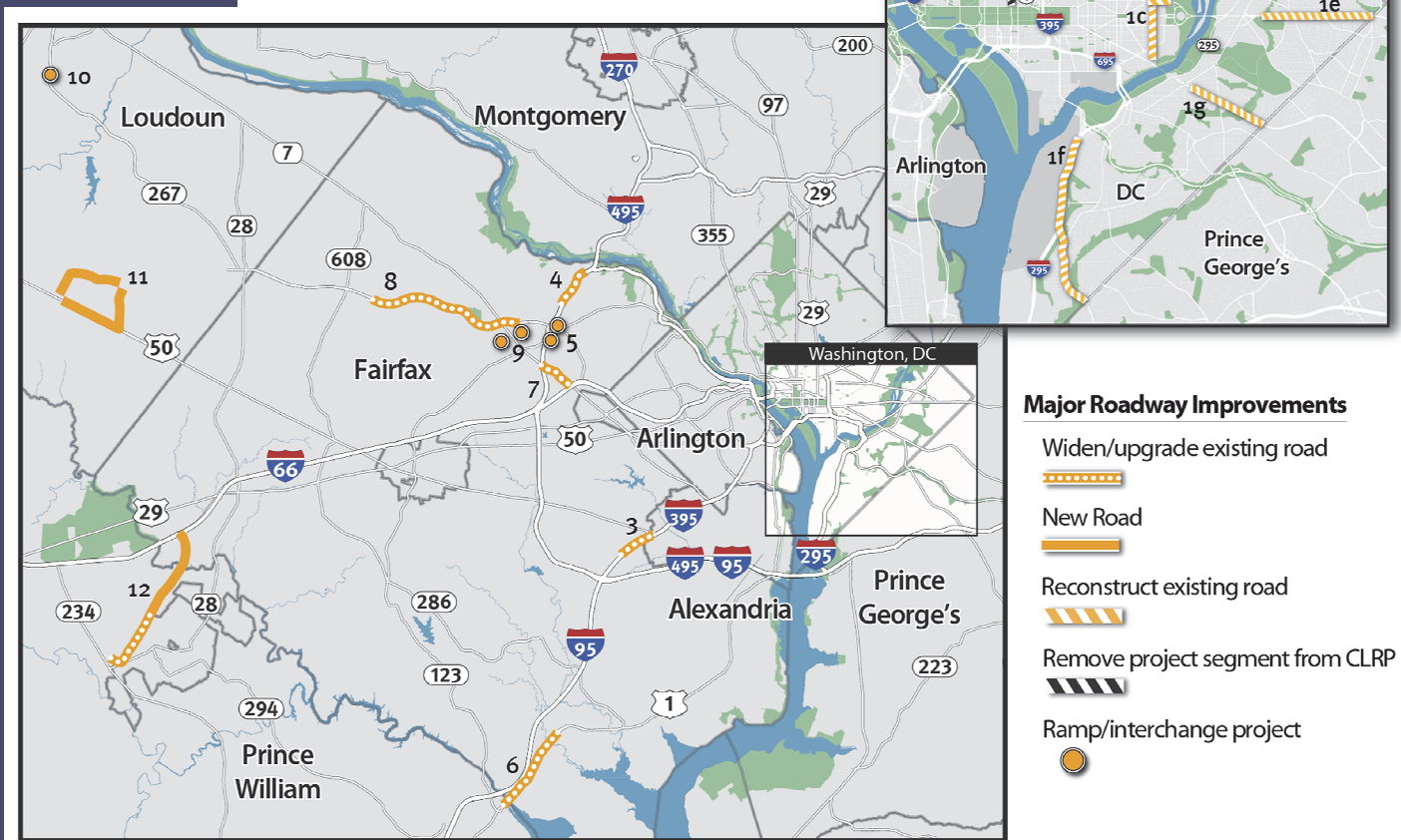
The TPB study of the public acceptability of congestion pricing was funded with a grant from the Federal Highway Administration’s Value Pricing Pilot Program. ♦

CLRP PROJECT SUBMISSIONS

(Continued from page 1)

The draft scope of work for the air quality conformity assessment was released on January 17 for a 30-day public comment period. The TPB will be asked to approve the final scope of work at its February 20 meeting, at which point TPB staff will commence performing the analysis, and return to the TPB with the results of the assessment in the spring. More information on the draft scope of work may be found by visiting the CLRP website: www.mwcog.org/clrp/

Of the 13 project submissions to the 2013 CLRP, two are in the District of Columbia, and eleven are in Virginia. Maryland did not submit any new significant projects to the 2013 CLRP. A brief listing of the 13 major regional projects can be found below, and more detailed information may be found on the CLRP website. ♦



Significant Additions and Changes to the CLRP

DISTRICT OF COLUMBIA

<p>I. Lane Reductions and Reconfigurations: DDOT is proposing a number of federally and locally funded projects that will make changes to the number and direction of travel lanes in selected locations, as described in the following:</p> <p>a) C St. NE from 16th St. NE to Oklahoma Ave. NE Remove one of two travel lanes in each direction. Complete: 2013 Cost: \$4.5 million</p>	<p>b) East Capitol St. from 40th St. to Southern Ave. Remove one of three travel lanes in each direction. Complete: 2015 Cost: \$5 million</p> <p>c) I St. NW Peak Period Bus-Only Lanes 13th St. NW to Pennsylvania Ave. NW During peak periods, designate one of five westbound travel lanes as a bus-only lane. Complete: 2014 Cost: \$500,000</p>
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Significant Additions and Changes to the CLRP

- d) **New Jersey Ave. NW from H St. NW to N St. NW**
Reconstruct New Jersey Ave. NW from four lanes, one -way northbound to two lanes in each direction.
Complete: 2015 Cost: \$7.5 million
- e) **Pennsylvania Ave. SE from 27th St. SE to Southern Ave. SE**
Reduce the number of lanes from 5 to 4. (Completed in 2011.)
- f) **S. Capitol St. from Firth Sterling Ave. SE to Southern Ave. SE**
Construct a paved bicycle and pedestrian trail along S. Capitol St. and reduce the number of lanes from 5 to 4.
Complete: 2015 Cost \$5 million
- g) **17th St. NE/SE from Benning Ave. NE to Potomac Ave. SE**
Reconstruct 17th St. NE/SE from two lanes southbound to one lane southbound.
Complete: 2013 Cost \$1.95 million
2. **District of Columbia Bike Lane Pilot Studies**
In 2010, DDOT submitted five bike lane projects for inclusion in the CLRP as pilot studies. DDOT is updating the status of the remaining pilot projects as follows:
- a) **L St. from 11th St. NW to New Hampshire Ave. NW**
Completed in 2012, one travel lane removed.
- b) **M St. from 15th St. NW to 25th St. NW**
Complete in 2013, one travel lane removed.
- c) **9th St. NW from Constitution Ave. NW to K St. NW**
Project withdrawn.
3. **Widen I-395 Southbound between Duke St. and Edsall Rd.**
Add a fourth lane to southbound I-395 between Duke St. and Edsall Rd.
Complete: 2018 Length: 1.5 miles Cost: \$58.5 million
4. **Widen I-495, Capital Beltway HOT Lanes**
VDOT proposes making the northern segment the I-495 HOT Lanes 4 lanes wide between south of the George Washington Pkwy and south of Old Dominion Dr.
Complete: 2014 Length: 1.5 miles
5. **I-495, Capital Beltway Ramps at Dulles Airport Access Hwy. and Dulles Toll Rd.**
- a) Construct a new ramp connecting the northbound general purpose lanes on I-495 to the inner lanes of westbound Dulles Airport Access Highway
Complete: 2030 Length: 0.8 mile Cost: \$7 million
- b) Widen the ramp connecting eastbound Dulles Toll Road to the northbound general purpose lanes on I-495 from 1 to 2 lanes.
Complete: 2030 Length: 0.7 mile Cost: \$10 million
6. **Widen US 1, Jefferson Davis Hwy., from Lorton Rd. to Annapolis Way**
Widen from 4 to 6 lanes within the project limits.
Complete: 2035 Length: 3.5 miles Cost: \$125 million
7. **Widen VA 7, Leesburg Pike, from I-495 to I-66**
Widen from 4 to 6 lanes within the project limits.
Complete: 2035 Length: 1.3 miles Cost: \$71 million
8. **Construct Collector-Distributor Roads**
Construct new, two-lane collector-distributor roads on either side of the Dulles Toll Rd. eastbound and westbound between VA 684, Spring Hill Rd., and VA 828, Wiehle Ave.
Complete: 2036/2037 Length: 6 miles
Cost: \$186 million
9. **Construct Dulles Toll Rd. Ramps in Tysons**
- a) Construct a ramp at Boone Blvd. extension at Ashgrove Ln.
Complete: 2037 Cost: \$79 million
- b) Construct a ramp at Greensboro Dr. extension at Tyco Blvd.
Complete: 2036 Cost: \$28 million
10. **Construct Dulles Greenway Ramp in Leesburg**
Construct a new egress ramp from the Dulles Greenway to the planned Hawling Farm Blvd.
Complete: 2015 Cost: \$850,000
11. **Two Alternatives:**
- a) **Construct Dulles Air Cargo, Passenger and Metro Access Highway**
Construct a new four-lane facility between the intersection of the planned Tri-County Parkway at US 50 and the Loudoun County Parkway at the western end of the Dulles Airport grounds first heading north, then east just south of Broad Run.
Complete: 2025 Length: 3 miles Cost: \$153 million
- b) **Construct New Limited Access US 50 and VA 606**
Construct a new, grade-separated 4-lane limited access facility along US 50 (within existing right-of-way) between the planned Tri-County Parkway and the Loudoun County Parkway (VA 606). Also construct a new, at-grade 4-lane limited access Loudoun County Parkway from the new grade-separated US 50 to 1.5 miles north of that.
Complete: 2025 Length: 4 miles Cost: \$813 million
(VDOT will choose either 11a or 11b)
12. **VA 28, Manassas Bypass from VA 234 to I-66**
Study a proposed 4 to 6 lane bypass from the intersection of VA 234, Sudley Rd., and VA 411, Godwin Drive, through Prince William and Fairfax Counties. This project is proposed as a study and will not be included in the air quality conformity analysis of the CLRP.
Complete: 2018 Length: 6 miles Cost: \$500,000

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.).

February 2013

- 1 Technical Committee (9 am)
- 1 Steering Committee (noon)
- 7 Freight Subcommittee (1 pm)
- 12 Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee (1:30 pm)
- 14 Human Service Transportation Coordination Task Force (noon)
- 20 Transportation Planning Board (noon)**
- 26 Regional Bus Subcommittee (noon)

March 2013

- 1 Technical Committee (9 am)
- 1 Steering Committee (noon)
- 13 Bike to Work Day Steering Committee (10 am)
- 13 Car Free Day (11:30 am)
- 14 Citizens Advisory Committee (6 pm)
- 19 Commuter Connections Ridematching (10 am)
- 19 Commuter Connections Subcommittee (noon)
- 19 Bicycle and Pedestrian Subcommittee (1 pm)
- 19 Regional TDM Marketing Group (2 pm)
- 20 Transportation Planning Board (noon)**
- 22 Travel Forecasting Subcommittee (9:30 am)
- 26 Regional Bus Subcommittee (noon)
- 27 Regional Taxicab Regulators Task Force (1 pm)
- 28 Aviation Technical Subcommittee (10:30 am)

April 2013

- 4 Freight Subcommittee (1 pm)
- 5 Technical Committee (9 am)
- 5 Steering Committee (noon)
- 9 Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee (1:30 pm)
- 11 Citizens Advisory Committee (6 pm)
- 16 Employer Outreach Committee (10 am)
- 17 Transportation Planning Board (noon)**
- 23 Regional Bus Subcommittee (noon)
- 25 Access for All (AFA) Advisory Committee (noon)

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

TPB News, 777 North Capitol St, NE, Suite 300
Washington, D.C. 20002-4290
202-962-3200; tpbnews@mwcog.org
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National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, D.C. 20002-4290