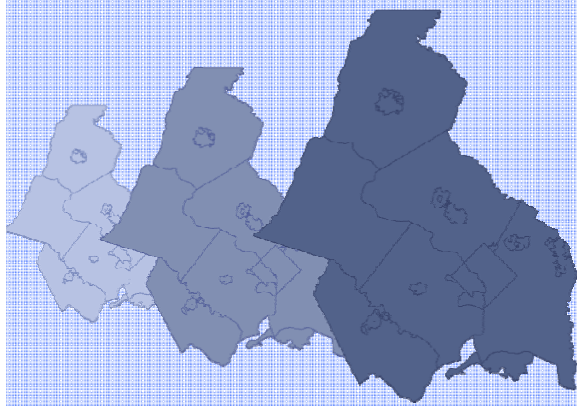


TPB SCENARIO STUDY
Development of “CLRP Aspirations”
and “What Would it Take?”
Scenarios

Monica Bansal
Department of Transportation Planning

Presentation to the Citizens Advisory Committee

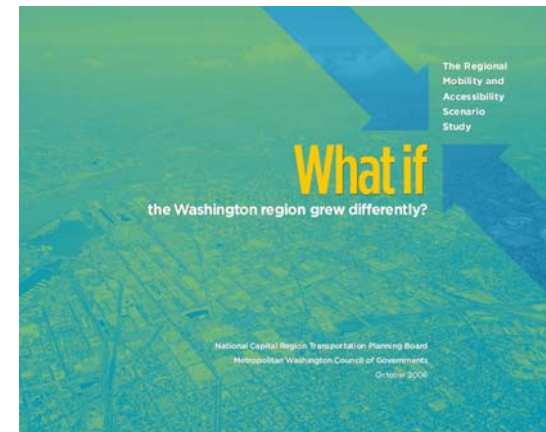
June 12, 2008



RMAS Scenario Study

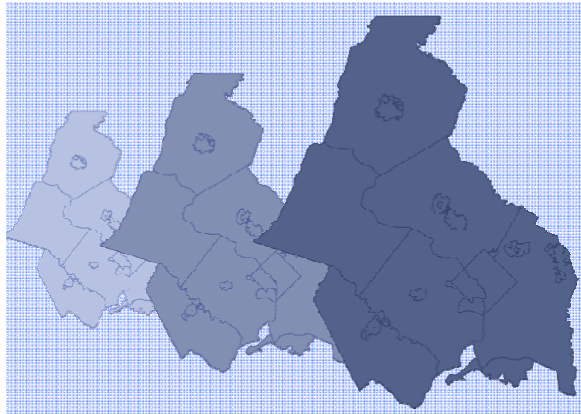
Began in 2001 with **5 transportation/land use scenarios**

Conclusion



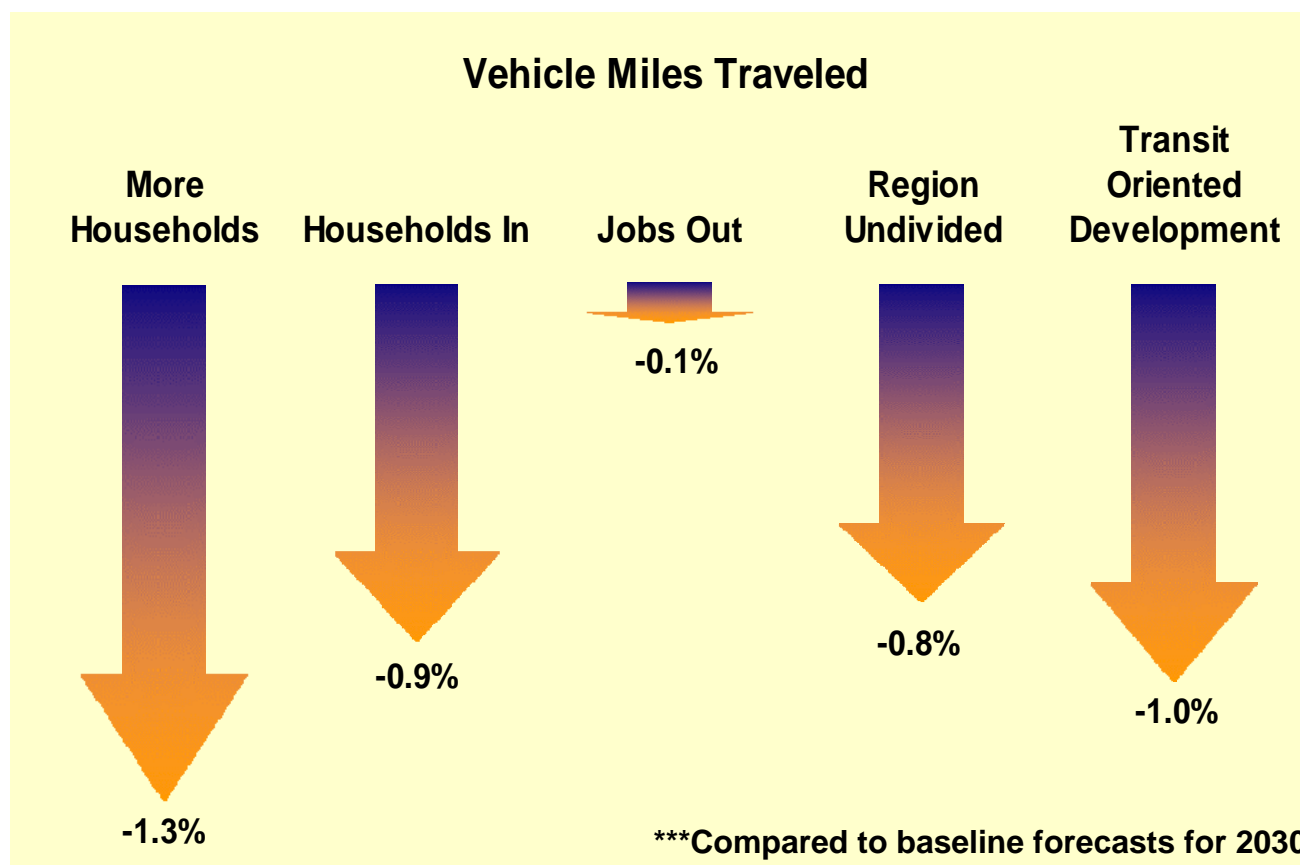
“We can make a positive impact by locating housing and jobs closer together, approving development closer to transit stations, and expanding our network of public transit lines to support regional activity centers.”

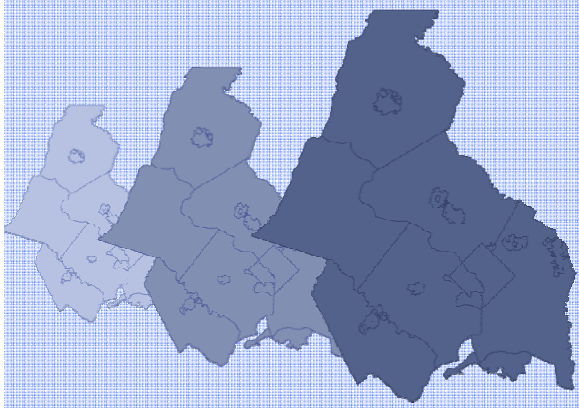
-Michael Knapp, Montgomery County



Impact of RMAS

BUT, impacts are limited





Variably Priced Lanes Scenario

3 Scenarios looking at:

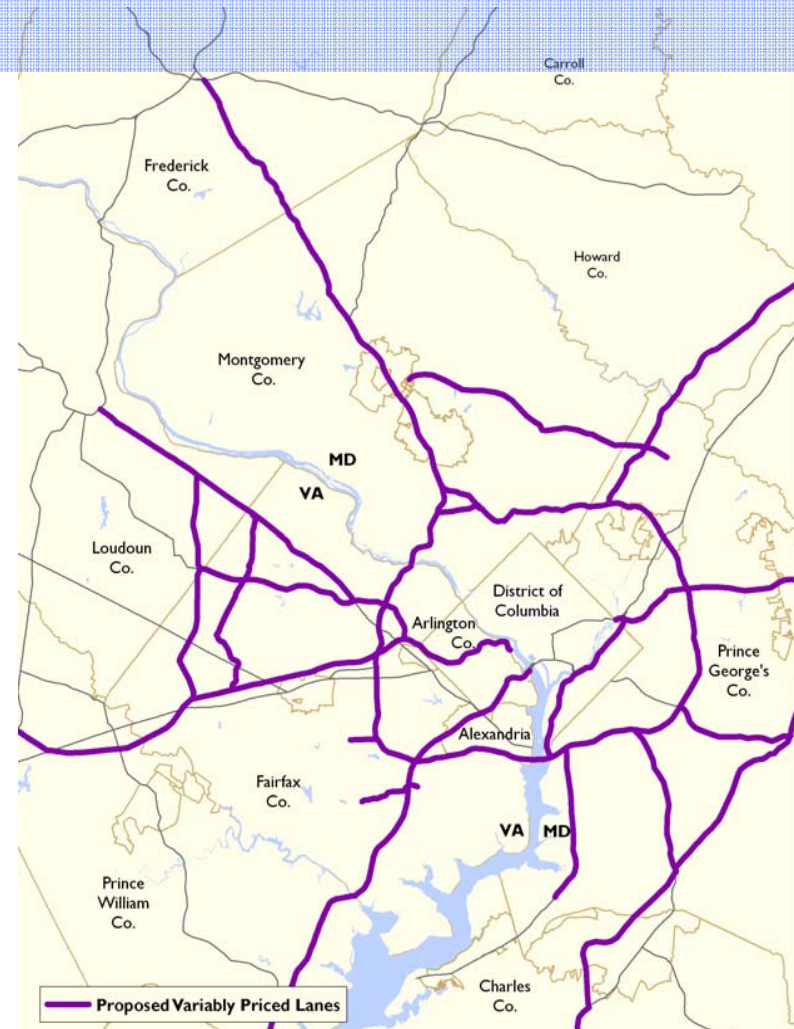
All Freeways

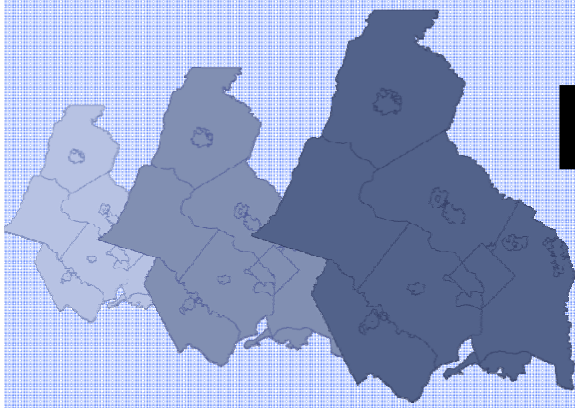
Arterials outside Beltway

Convert existing HOV lanes

Direct access ramps at key interchanges

Incorporate existing transit service





Next Phase of Scenario Study

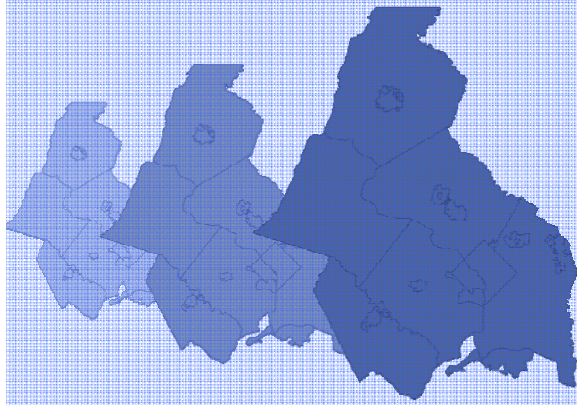
Address public concerns:

Density Can we do density right?

Transit funding Will there be adequate transit funding?

Congestion Still too high.

Regional Impacts Too limited



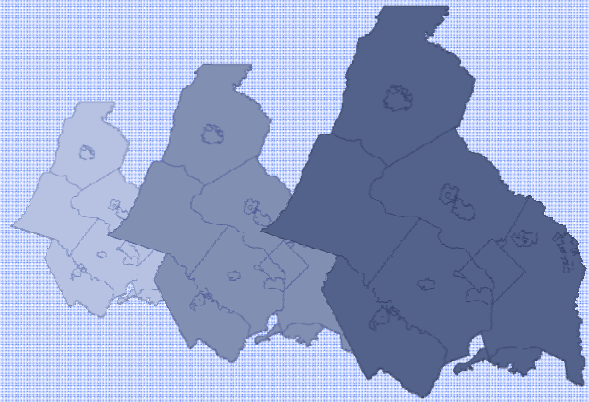
Two New Scenarios

CLRP Aspirations

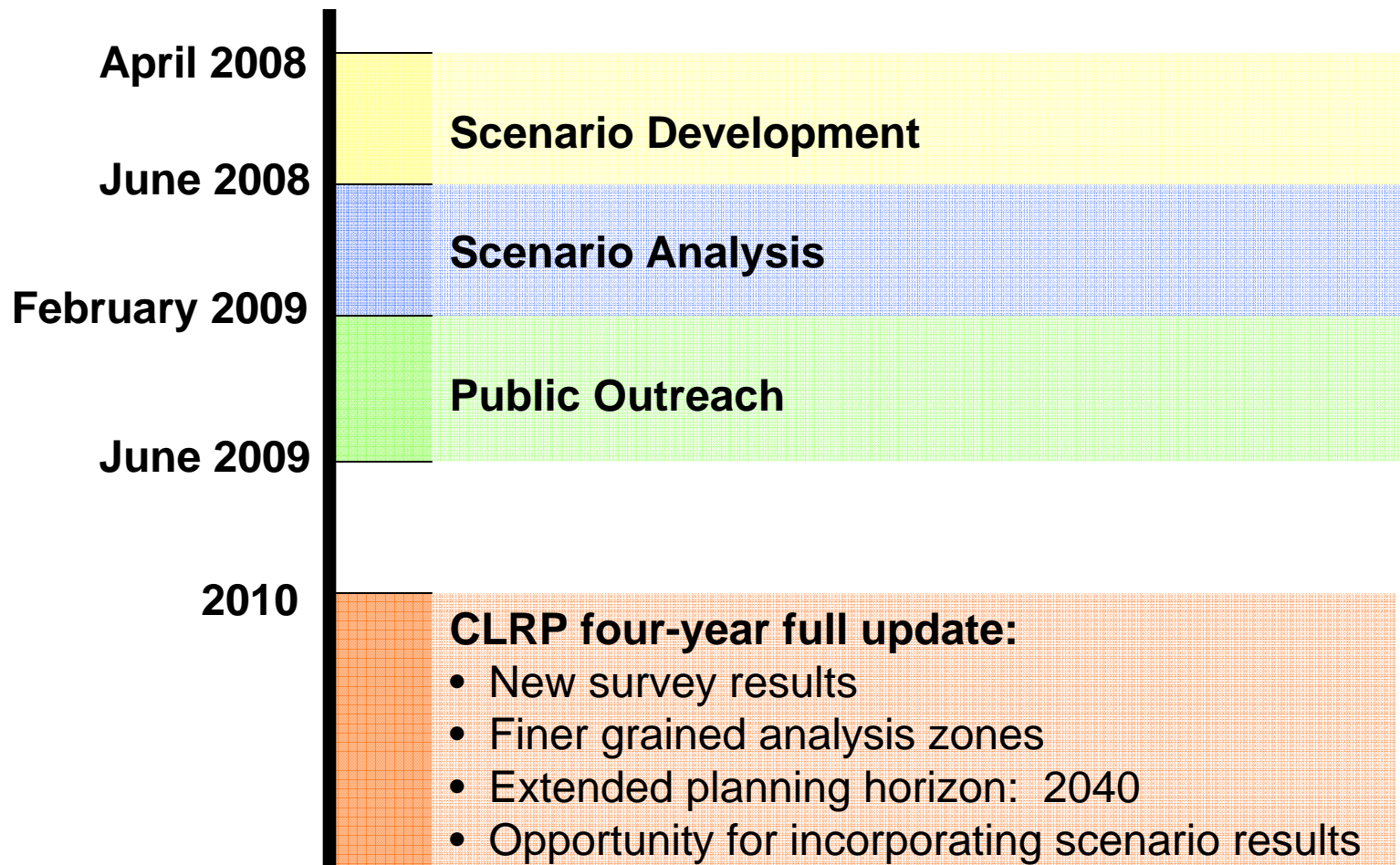
Draws on past scenarios (5 transportation/land use scenarios and 2 value pricing scenarios) and will inform the 2010 CLRP update.

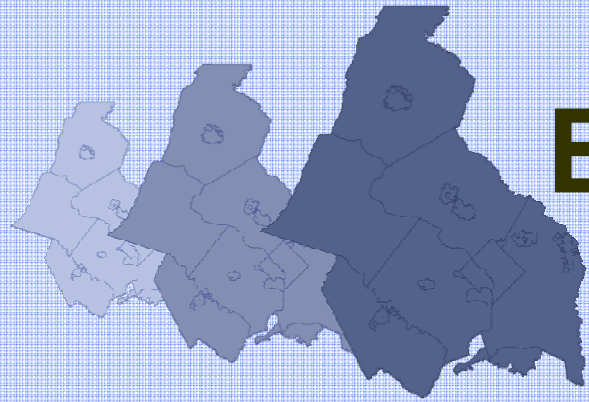
What Would it Take?

Starts with CO₂ goals (80% below 2005 levels in 2050 and 20% reduction by 2020) and assess what scales and combinations of interventions will be necessary to achieve the goal. Not bound by traditional CLRP modeling and procedural requirements.



Schedule





Building the Scenarios

CLRP Aspirations

Goal: To move jobs and housing closer together to create dense, accessible areas, and more efficient transportation systems

Land Use Decisions

- First cut using previous scenarios to determine what receiving zones can absorb
- Seek review and refinement by planning directors



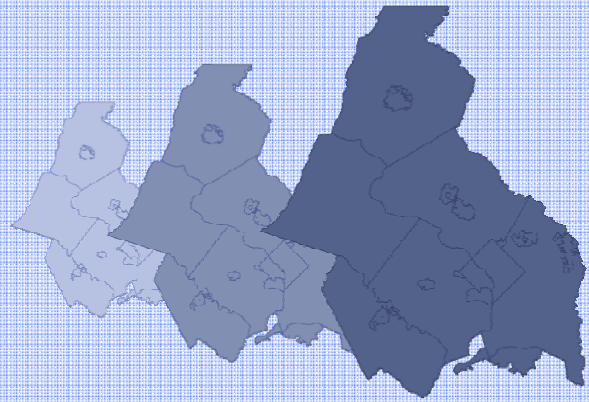
Supportive Transit

- Use menu of transit options from past scenarios
- Connect activity centers
- Work with TPB Bus Subcommittee



Pricing Options

- Address congestion through pricing of new and/or existing lanes
- Provide alternatives through enhanced transit



Outcomes

CLRP Aspirations

Analysis of MOEs:

Travel Patterns Congestion, Alternative Mode Use

Environmental Air Quality, Environmental Mapping

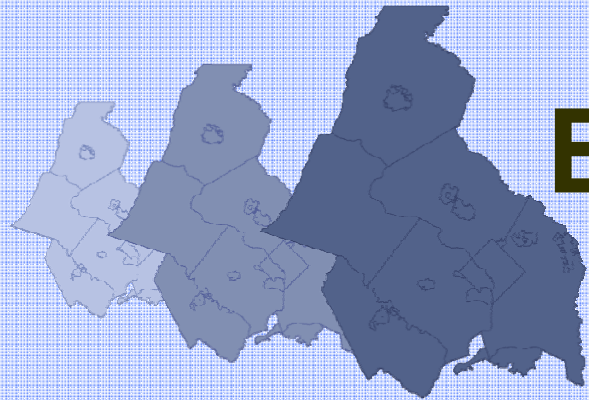
Accessibility Access to jobs by auto and transit

Equity Access by demographic groups

RMAS goals: Balancing regional development, jobs and housing, and multi-modal options

Prioritization of projects

Input into the **2010 CLRP**



Building the Scenarios

What Would it Take?

Goal: Based on COG Climate Change Committee, 80% below 2005 levels in 2050

Fuel Efficiency

Beyond CAFE standards
[currently 35 mpg by 2020]

Fuel Carbon Intensity

Alternative fuels
(biofuels, hydrogen, electricity)

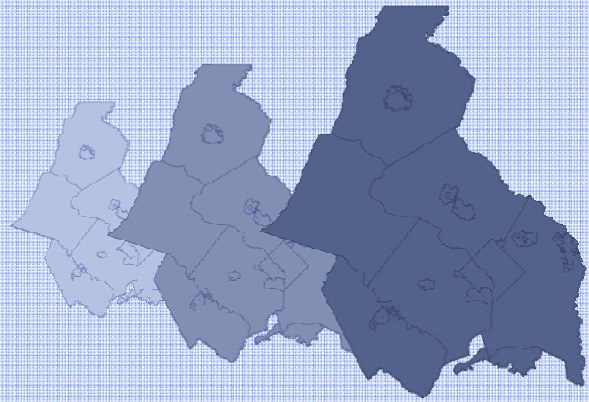
Vehicle technology
(hybrid engine technology)

Reduce VMT

Changes in land use development

Changes in travel behavior

Changes in prices for travel

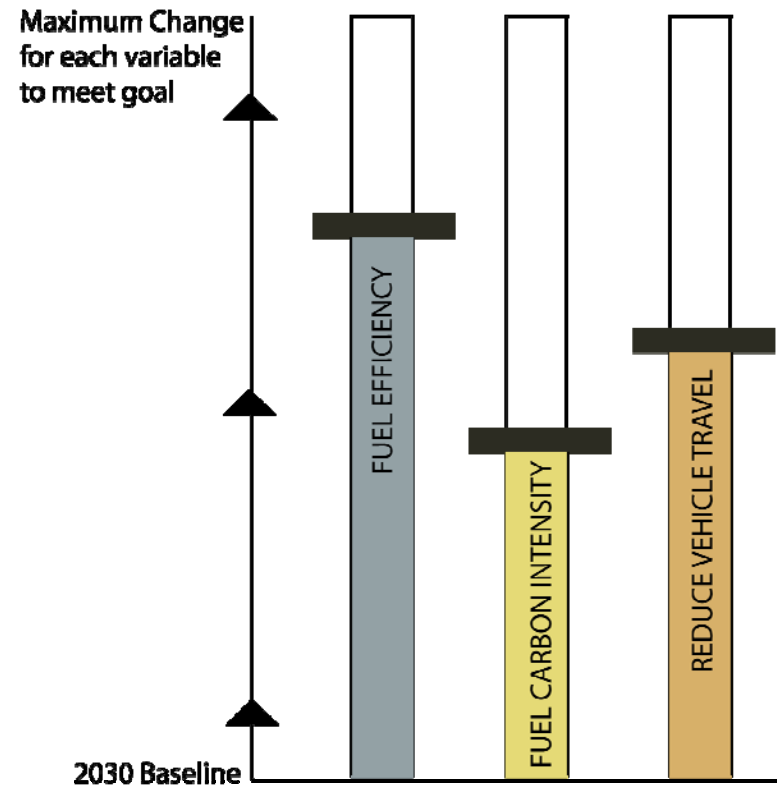


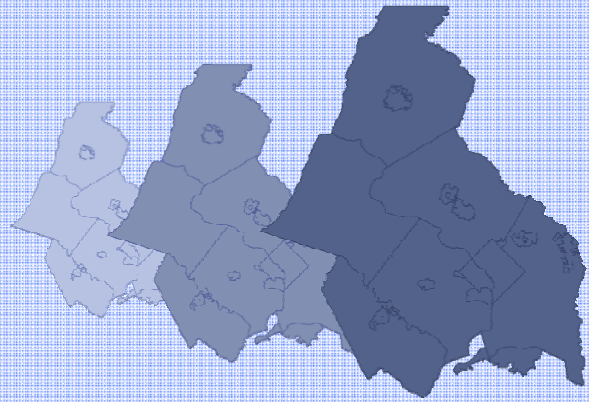
Outcomes

What Would it Take?

Different combinations of interventions can be assessed for cost-effectiveness and feasibility:

A series of “sliders”





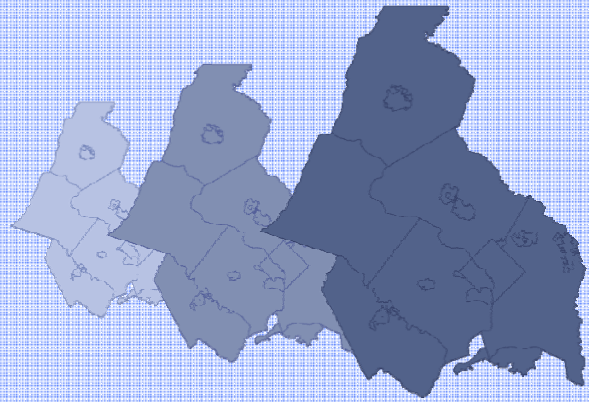
Summary of Recent Comments

Uncharted territory:

Higher than ever gas prices
Higher awareness of global warming issues

Affecting the current population:

Potential to convert short trips
Look at bike/walkability through density



Next Steps

CLRP Aspirations

Work with the Planning Directors on land use component

Work the Regional Bus Subcommittee on the transit component

What Would it Take?

Continue analyzing different strategies for reduction potential

Prioritize strategies for cost-effectiveness and timeframe