

**ITEM 11 - Information**  
September 20, 2006

Status Report on the  
Regional Mobility and Accessibility Scenario Study

**Staff**

**Recommendation:** Receive briefing on the status of analysis and documentation activities for this study, and on proposed scenario development and analysis activities to be conducted under the study in the coming year.

**Issues:** None

**Background:** On January 18, 2006, the TPB held a special work session to review the results of five alternative transportation and land use scenarios which have been analyzed under the regional mobility and accessibility study.

# **National Capital Region Transportation Planning Board**

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## **MEMORANDUM**

Date: September 14, 2006

To: Transportation Planning Board

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

Re: Status of Regional Mobility and Accessibility Scenario Study (RMAS)

### **Phase I of the RMAS (Through FY2006)**

The TPB was briefed in January of this year on the results to date of the Regional Mobility and Accessibility Scenario Study (RMAS). Briefings have also been given to the COG Board of Directors (in February and July), and to several regional and local community groups. During the Spring of 2006 presentations were made to the following groups:

- Conference of Minority Transportation Officials
- AARP
- TPB Community Leadership Institute
- League of Women voters of Montgomery County
- Action Committee for Transit

Five different land use and transportation scenarios have been analyzed to date. The scenarios were developed relative to a baseline of the Round 6.4 Cooperative Forecasts and the 2003 Update to the Constrained Long Range Plan (CLRP). The scenarios involved changes to the numbers of households and jobs assumed in certain areas of the region for 2030, combined with enhancements to transit services designed to support the land use changes.

The scenarios were as follows:

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- (1) More households: add 216,000 new households beyond the number in current land use plans. The new households would be located in or close to regional activity centers.
- (2) Jobs Out: shift 82,000 new jobs (11 percent of forecast growth between 2010 and 2030) to outer jurisdictions, located in or near regional activity centers.
- (3) Households In: shift 84,000 new households (23 percent of forecast growth) to inner jurisdictions, located in or near regional activity centers.
- (4) Region Undivided: shift 57,000 new households (16% of forecast growth) and 114,000 new jobs (15% of forecast growth) from west to east located in or near regional activity centers.
- (5) Transit-Oriented Development: Locate 125,000 new households (35 percent of forecast growth) and 150,000 new jobs (19 percent of forecast growth) closer to transit stations (within a half-mile radius).

All of these scenarios resulted in reductions in vehicle miles traveled and lane miles of severe am peak period congestion, and all but the “jobs out” scenario resulted in increased transit trips at the regional level. (Under the “jobs out” scenario, transit trips would increase in outer suburban activity clusters, but the regional total would decrease slightly.)

TPB staff is assembling complete documentation on these five scenarios and the results of the analyses conducted to date. These results are summarized in the 2006 issue of the Region magazine, and will also be published in a separate brochure. Complete technical documentation will be available in the Fall of 2006. It is recommended that this work to date be designated “Phase I” of the study, and be recognized as a major milestone in the study effort.

### Phase II of the RMAS (FY 2007 onward)

Work is currently underway on the analysis of a regional variably-priced lanes (VPL) scenario. Initial results for an extensive regional “starting point” scenario along with a sensitivity test on the impacts of enhanced transit were provided to the TPB Technical Committee on September 8, 2006, and will be presented to the Joint Technical Working Group on September 15, and to the TPB Value Pricing Task Force on September 20. Options for other VPL scenarios will be reviewed at these meetings, along with the development of companion land use scenarios.

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TPB staff plan to conduct a series of public outreach forums between October 2005 and February 2007. As in the past, staff will work closely with the TPB Citizens Advisory Committee in planning and conducting these meetings. In addition, participants in the April 2006 TPB Community Leadership Institute are assisting TPB staff in identifying target groups and organizing meetings.

The forums will use the presentation on the TPB's Regional Mobility and Accessibility Study called "What if the Washington Region Grew Differently?" Since 2005, staff has used this presentation to host or participate in a number of forums across the region, with the active involvement of the TPB Citizens Advisory Committee. Recent versions of the presentation, along with basic information on the study, are posted at [www.mwcog.org/transportation/activities/regional/](http://www.mwcog.org/transportation/activities/regional/).

Over the next six months, staff will be expanding these outreach activities, and currently plans to conduct a series of meetings – probably 8-12 events – between October and February. Staff is currently working with the following groups to schedule public discussions on the scenario study:

- Dulles Regional Chamber of Commerce (Herndon/Reston area, Fairfax County)
- South Riding Homeowners Association (Eastern Loudoun County)
- South County Alliance for Quality Communities (South Prince George's County)
- Coalition of Central Prince George's County Community Associations
- Leadership Alexandria
- Frederick County Area Committee on Transportation
- Fairfax County Federation of Citizens Associations
- Citizens Committees of the Montgomery County Regional Service Centers

Arrangements for presentations are being pursued with additional groups, including organizations in the District of Columbia.

Unlike past presentations on the scenario study, the meetings this fall will include focused and facilitated discussions that will provide for extensive citizen input. Consistent with the language of SAFETEA-LU, "visualization" techniques will be employed in the presentation and discussion. Such techniques will allow participants to get a sense of how different scenarios might look and feel, and what their impacts would be at the neighborhood level. An underlying goal of these meetings will be to obtain citizen input to inform the development of additional scenarios for the Regional Mobility and Accessibility Study for analysis in the second half of FY2007 and FY2008.