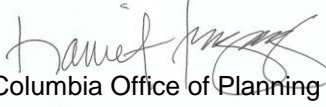




Office of the Director

MEMORANDUM

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

FROM: Harriet Tregoning 
Director, District of Columbia Office of Planning

DATE: April 14, 2010

SUBJECT: Recommendations for moving forward with TPB Scenario Study(ies)

The transportation and land use scenario analyses are intended to help regional partners and TPB make planning decisions to achieve more efficient land uses and transportation systems, and ensure the Washington region remains a competitive and world-class region over the next 30 - 50 years. Work completed by the TPB staff to date is to be commended and the preliminary results offer insight into impacts of various transportation and land use scenarios using defensible methodologies. We feel that this work is vital for long range planning and should be continued as well as expanded. Below are recommendations for moving forward:

- Coordinate a special extended meeting with the Scenario Study Task Force to discuss next steps and strategies for continuing and expanding the scenario and long range planning work.
- Develop a write up of preliminary findings, clearly outlining limitations of the analyses, lessons learned, and planned future work (I believe that TPB staff is already working on this task).
- Form a new committee to replace the TPB Scenario Task Force dedicated to long range transportation policy and planning. It could potentially operate in similar fashion to the Climate, Energy, and Environment Policy Committee (CEEPC) – a policy level group with representation from NGOs and other stakeholders (such as business interests).
- The new committee should formalize an unconstrained long term planning process for transportation projects. This will allow the TPB membership to have coordinated planning, but also to be prepared for new funding/grants available and any other opportunities that require truly long range advance-planning.
- The new committee should take on expanding scenario work to include:
 - Assumptions and strategies in the Aspirations Scenario definitely needs to be revisited, such as relocation of new growth only, Metrorail capacity constraints, and transit operating on new toll lanes (model with existing road system before adding lane miles).
 - The “What Would It Take” scenario needs to analyze broader range of options for meeting climate goals. This might include more aggressive land use and transit measures, regional parking pricing policies, shifts in the base of households, etc.



- Evaluate and reconsider definition of activity centers. Currently, many are single use employment centers which are less able to support high quality transit and reduce trips
- Investigate other tools to supplement the regional travel demand model to better reflect pedestrian and bicycle trips, and non-work trips, such as GIS-based scenario models and visualization software. Integrate findings (as we believe is planned) from Household Travel Survey data.
- The new committee should conduct an analysis using collected Household Travel Survey data; isolate local areas with significant change (and sufficient sample size) and consider lessons learned. Where there local actions or policies leading to the change? Other factors? While a local sampling is planned for FY 2011, it is worth investigating changes seen in the 2008/9 data.

Thank you for consideration of these recommendations. Please let me know if I can assist in coordinating a meeting with the Task Force. We look forward to a conversation about continuing the scenario work.

HT/cm/cgb