

COORDINATING LAND USE AND TRANSPORTATION PLANNING IN THE NATIONAL CAPITAL REGION

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VDOT Coordinating Transportation & Land Use Planning Forum
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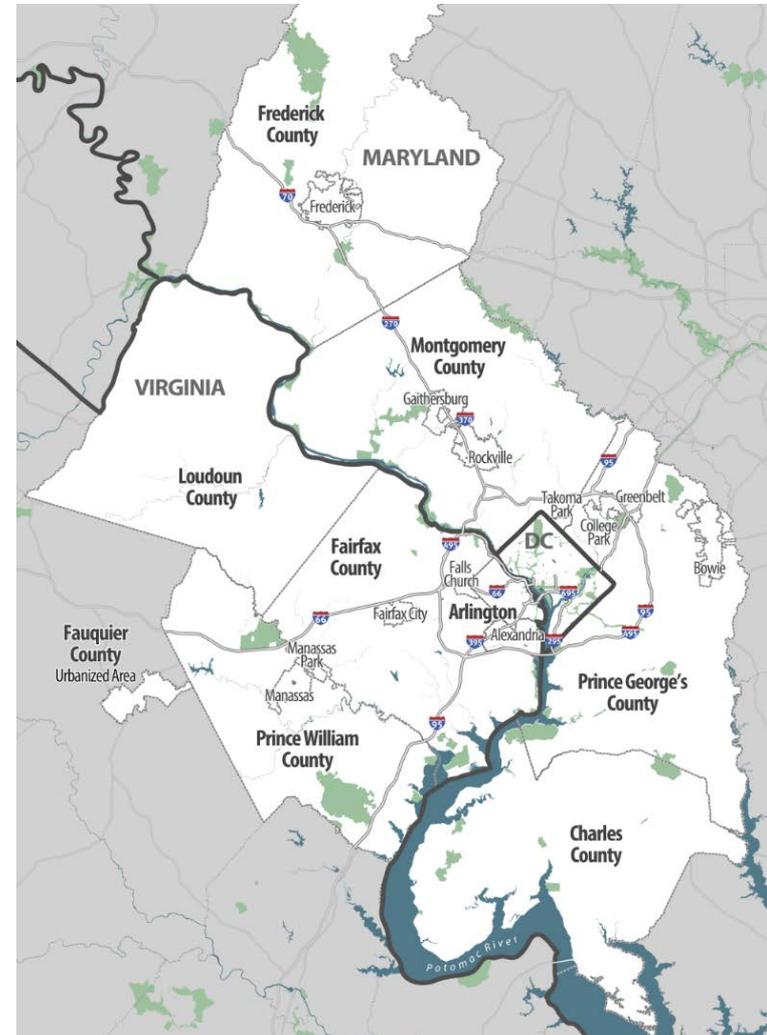
About COG

- Metropolitan Washington Council of Governments (COG) is an independent, nonprofit association of local governments
- Brings area leaders together to address major regional issues in the District of Columbia, suburban Maryland and Northern Virginia
- Membership comprises 300 elected officials from 22 local governments, the Maryland and Virginia state legislatures, and U.S. Congress



About TPB

- National Capital Region Transportation Planning Board (TPB) is the federally-designated Metropolitan Planning Organization (MPO) for the region
- Plays an important role as the regional forum for transportation planning
- Prepares plans and programs that the federal government must approve in order for federal-aid transportation funds to flow to metropolitan Washington



Area covered by the TPB travel model

- Modeled area is larger than COG member area, TPB planning area, or MSA
- Size of modeled area influenced by air quality conformity requirements
- 7 million people; 4 million jobs
- 6,800 square miles
- 22 jurisdictions, including DC, suburban Maryland, Northern Va., and one county in W. Va.

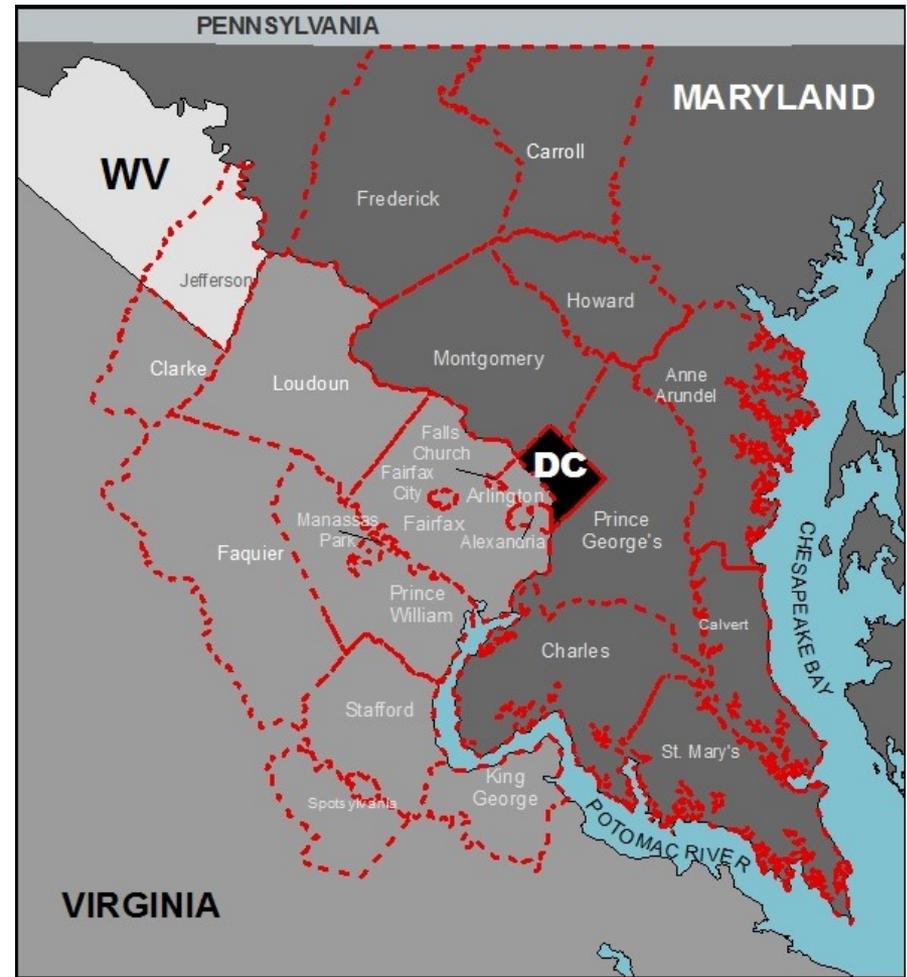


Image credit: Jessica Mirr



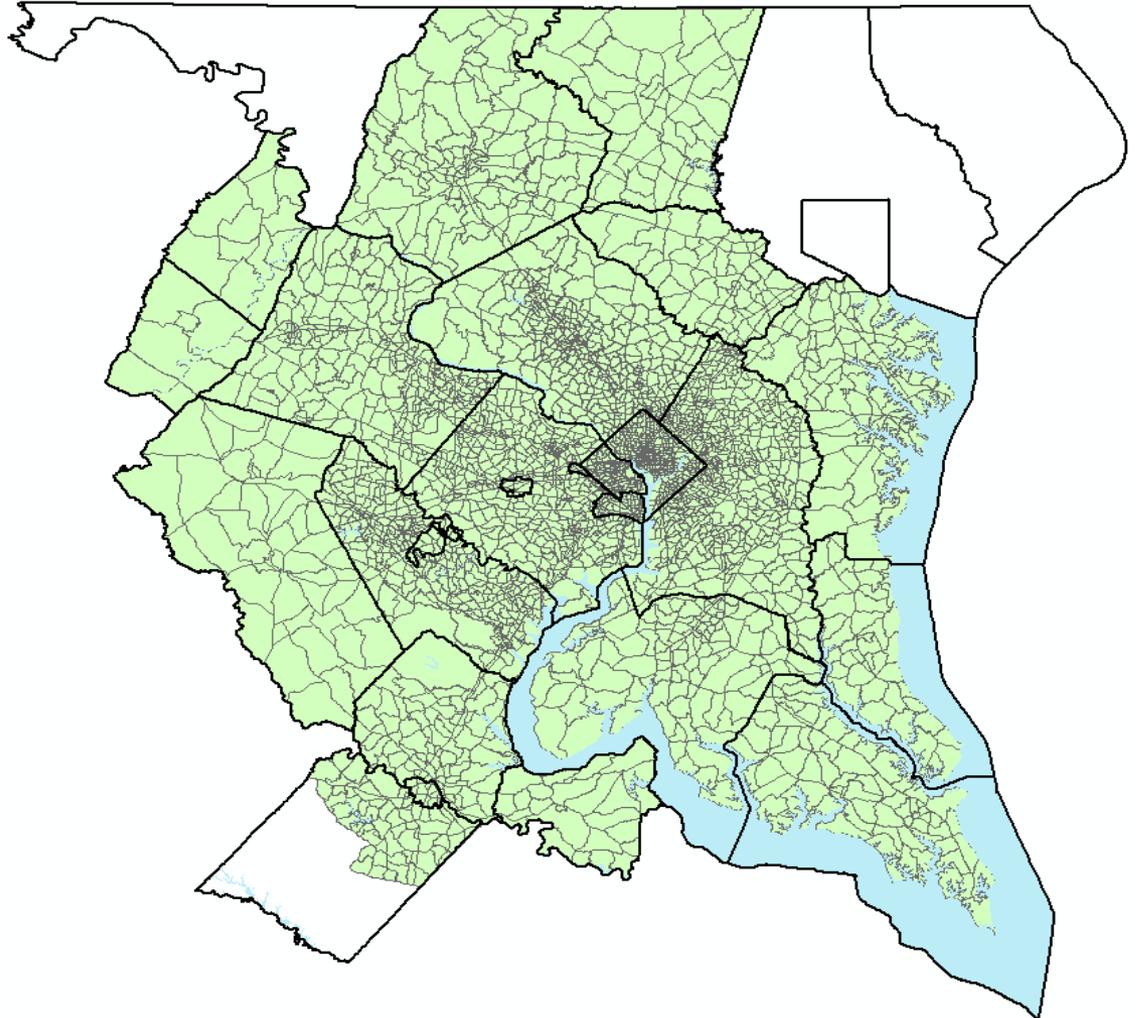
Jurisdictions in the TPB travel model

Central Jurisdictions	Inner Suburbs	Outer Suburbs	Outer Ring
<ul style="list-style-type: none"> • District of Columbia • Arlington • Alexandria 	<ul style="list-style-type: none"> • Montgomery • Prince George's • Fairfax (County) • Fairfax (city) • Falls Church 	<ul style="list-style-type: none"> • Loudoun • Prince William • Manassas • Manassas Park • Calvert • Charles • Frederick County (MD) • Stafford 	<ul style="list-style-type: none"> • Anne Arundel • Carroll • Howard • Fredericksburg • King George • Spotsylvania (portion) • Clarke • Fauquier • Jefferson (WV) • St. Mary's



Transportation Analysis Zones (TAZs)

- TAZs
 - 3,675 internal zones
 - 47 external stations
 - 3,722 total TAZs
- 6,800 sq. mi.
- 22 jurisdictions
- DC & three states (MD, VA, WVA)

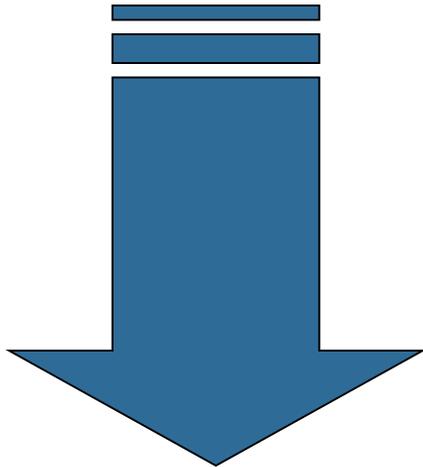


Cooperative Forecasting Program

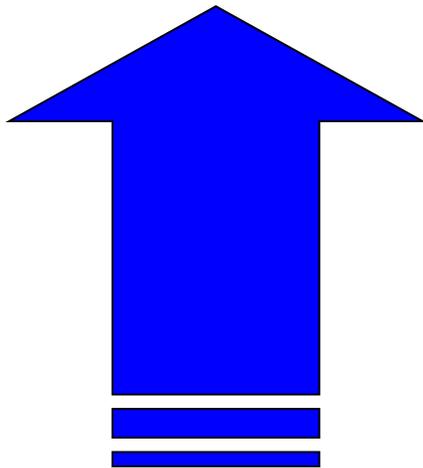
- Provides consistent local and regional household, population and employment projections based on common assumptions about future growth
 - Established by COG in 1975
 - Prepared under the direction of the Planning Directors Technical Advisory Committee (PDTAC)
 - Reviewed and approved by the COG Board
 - Official local government projections
- Inputs for transportation, water and air quality modeling by COG and TPB, local government planning, and private sector market analysis
- Major series or “Round” approximately every 4 years



“Top-Down Bottom-Up” Process



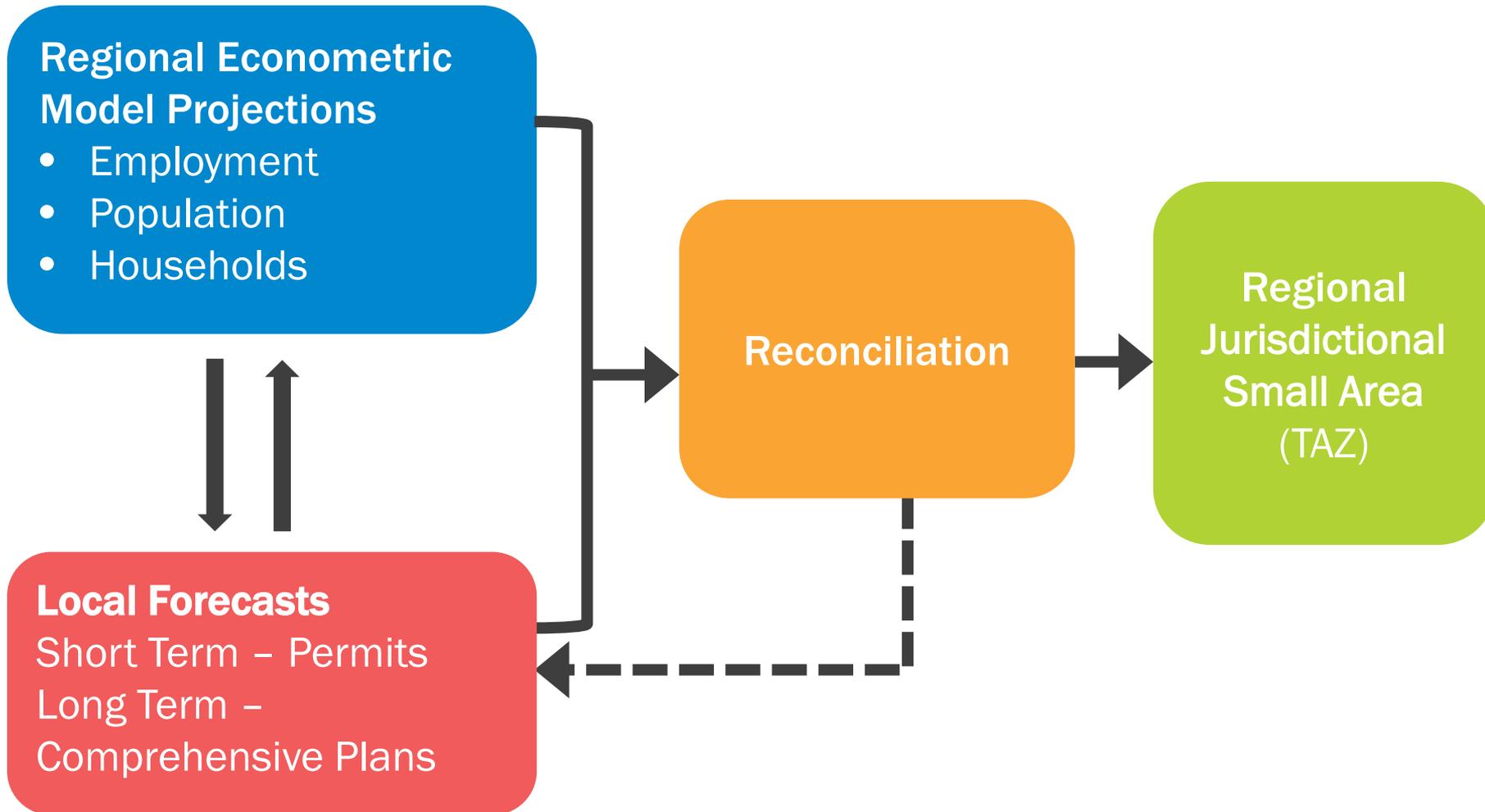
- Top-Down: Develop regional-level econometric forecasts



- Bottom-Up: Local city/county-level forecasts based on adopted plans and are collectively consistent with regional econometric totals



MWCOG Cooperative Forecasting Process



Overview of Round 9.1 Forecasts

- Forecast Period: 2015-20145
- Update to Round 9.0 (2016). Jurisdictions have the opportunity to provide updated forecasts based on new developments or land use decisions, but they are not required to provide updates.
- Many COG/TPB jurisdictions updated their Forecasts but cumulative regional change is negligible
- Updated Forecasts also obtained for:
 - Baltimore region (BMC Round 8B)
 - Fredericksburg MPO (GWRC/FAMPO 2045)
 - Calvert and St. Mary's (C-SMMPO)
 - Clarke and Fauquier



Transportation Land Use Coordination

Regionally Significant Transportation Project	Cooperative Forecast	Year	Land Use Changes
New York Avenue Metrorail Station	6.2	2000	D.C. - population and employment
Inter-County Connector (ICC)	6.4a	2004	D.C., Montgomery and Prince George's counties, Rockville - population and employment
Purple Line	7.2a	2009	Montgomery and Prince George's counties - population and employment
Silver Line Metrorail	8.2	2010	Fairfax county - population and employment
U.S. 1 Bus Rapid Transit / Embark Richmond Highway	9.1	2018	Fairfax County - population and employment



Summary of Current Forecasts (Round 9.1)

COG / TPB Planning Area (Thousands)

	2015	2045	2015 to 2045	
			Number	Percent
Employment	3,160.8	4,273.8	1,113.0	35%
Population	5,390.6	6,925.7	1,535.1	28%
Households	2,011.7	2,659.9	648.2	32%



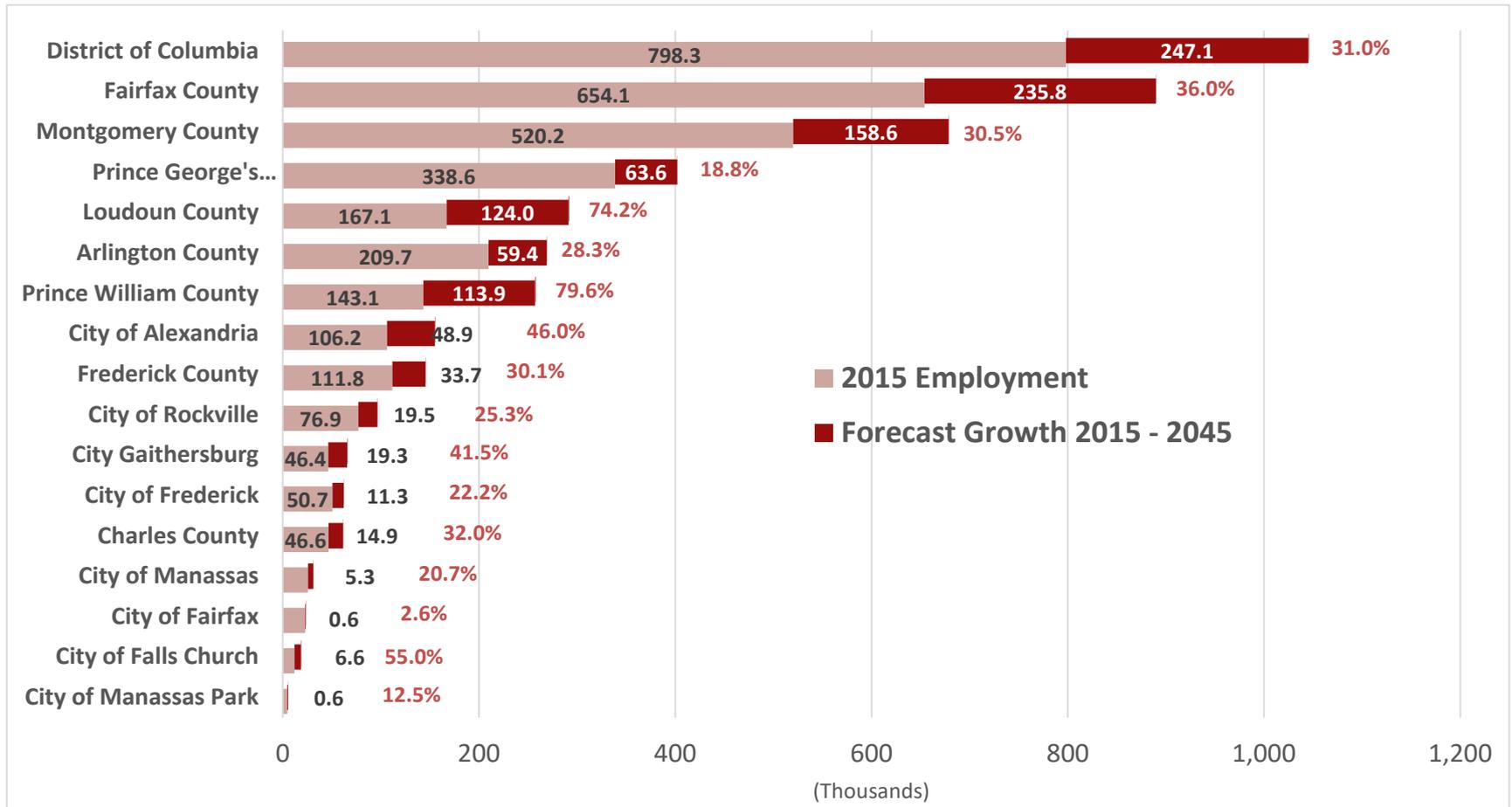
Change in 2045 Forecast from Prior Round

COG / TPB Planning Area (Thousands)

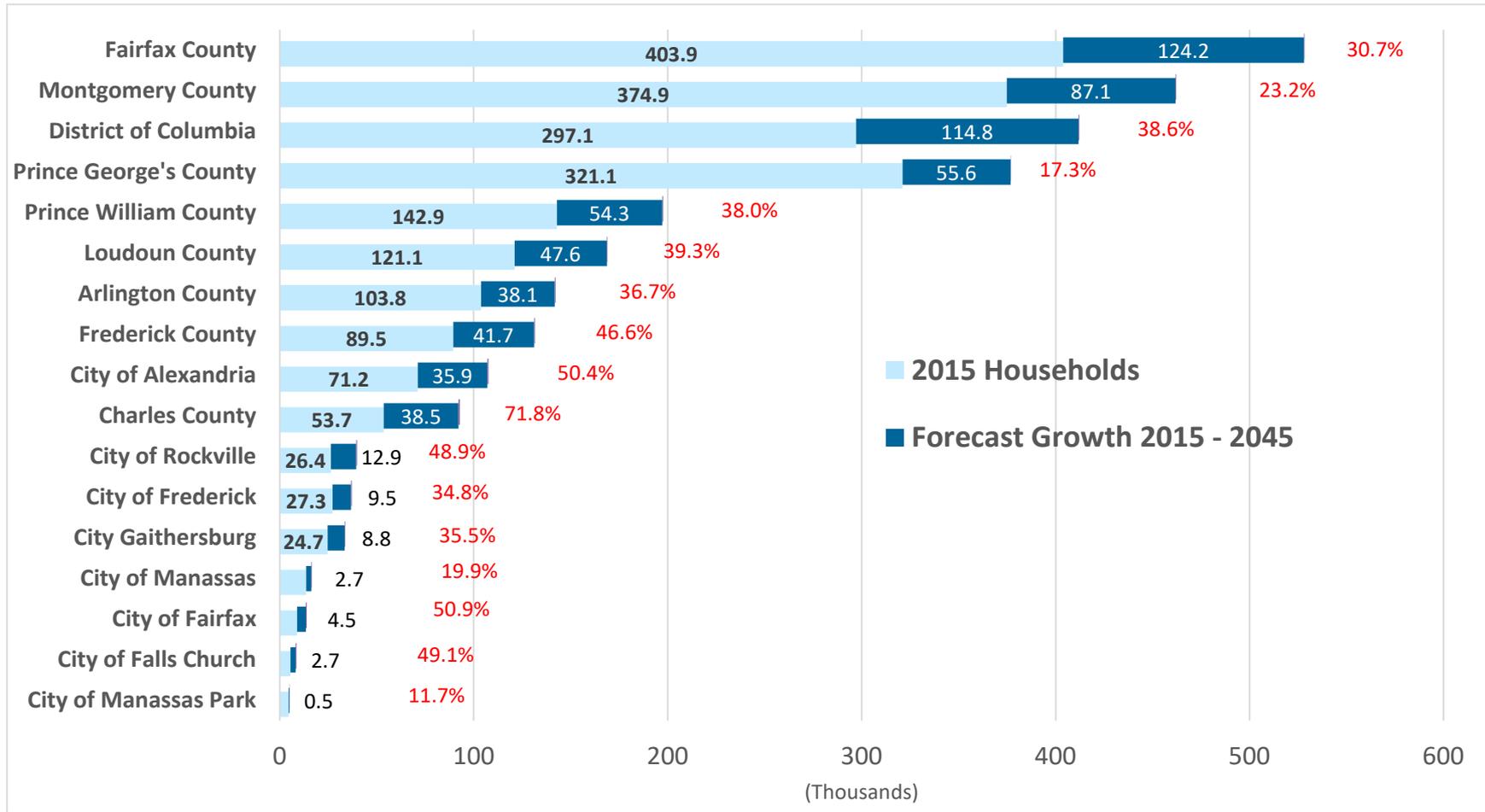
	Round 9.0	Round 9.1	Number	Percent
Employment	4,291.2	4,273.8	-17.4	-0.4%
Population	6,876.0	6,925.7	49.7	0.7%
Households	2,651.3	2,659.9	8.6	0.3%



Forecast Employment Growth (Thousands; 2015-2045)



Forecast Household Growth (Thousands; 2015-2045)

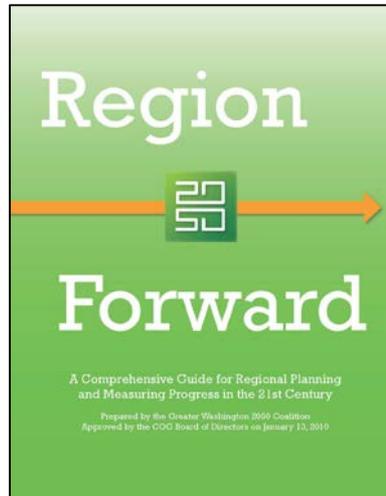


Regional Goals, Targets, and Initiatives



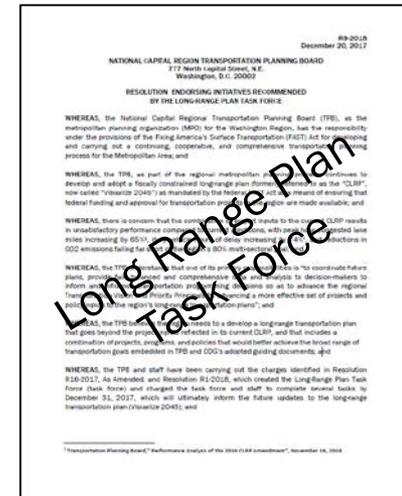
1998 TPB Policy Goal

Develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the entire region, including a healthy regional core and dynamic **Regional Activity Centers** with a mix of jobs, housing and services in a walkable environment.



2010 COG Land Use Target

Capture **75% of future employment growth and 50% of future household growth in Regional Activity Centers.**



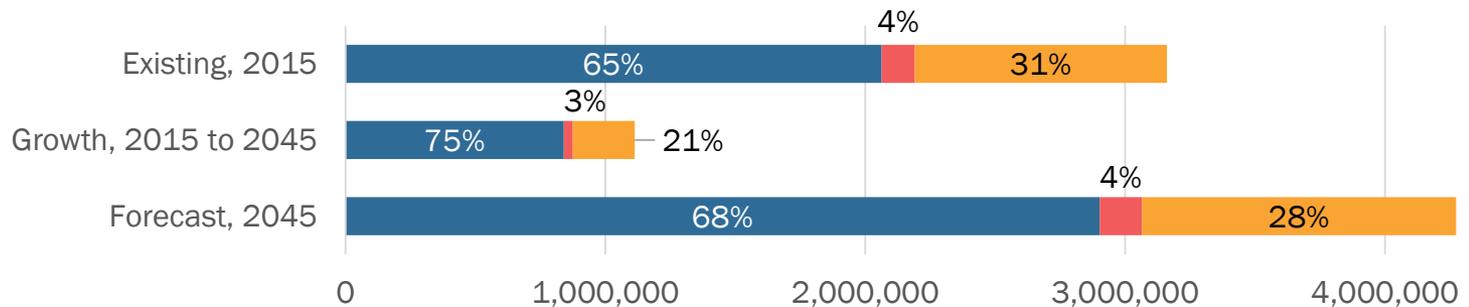
2017 TPB Endorsement

Optimize **Regional Land-Use Balance - Increase jobs and housing** around **underused rail stations** and **Activity Centers** with high-capacity transit. Encourage building **additional housing in the region** to match employment projections.

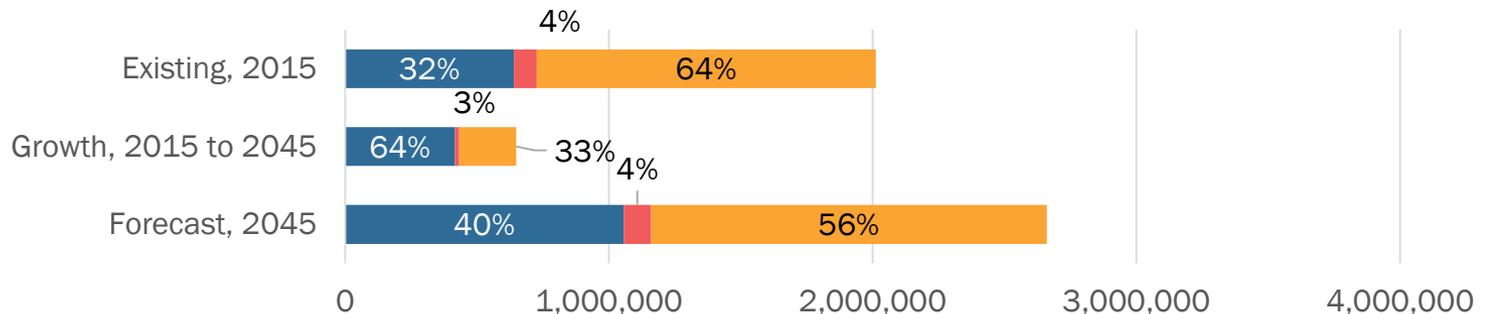


Jobs and Housing at Activity Centers and Premium Transit

Employment



Households

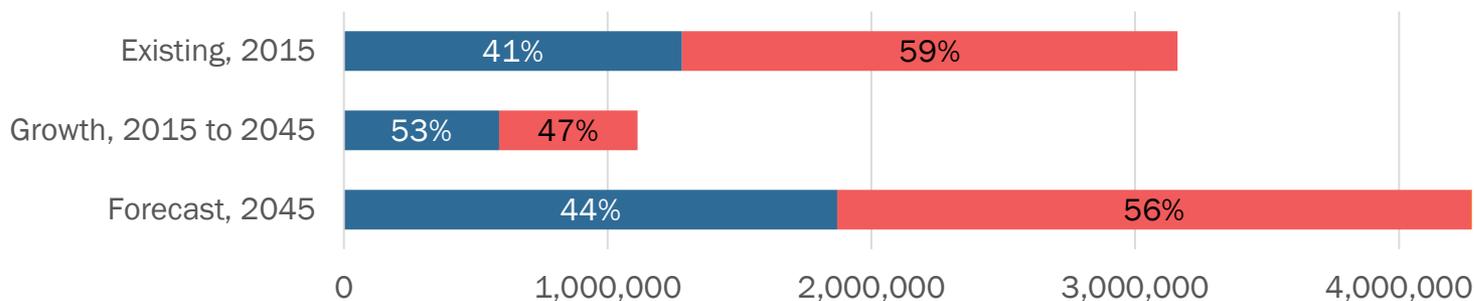


- Within Activity Centers
- Outside of Activity Centers but Near Premium Transit
- Outside Activity Center and Outside Premium Transit

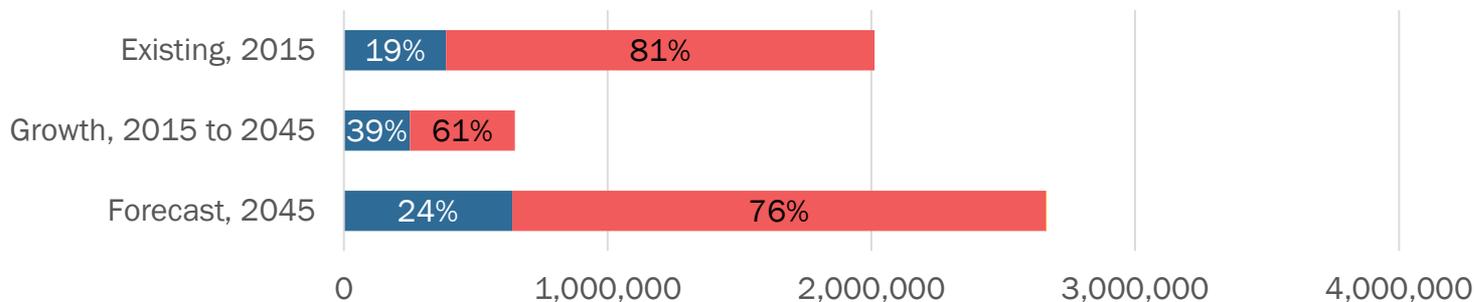


Jobs and Housing at Premium Transit

Employment



Households

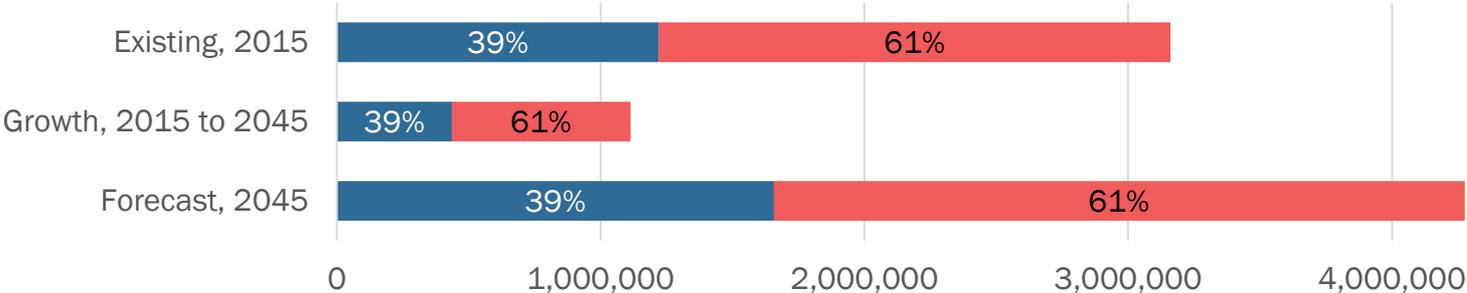


■ Premium Transit ■ Outside of Premium Transit

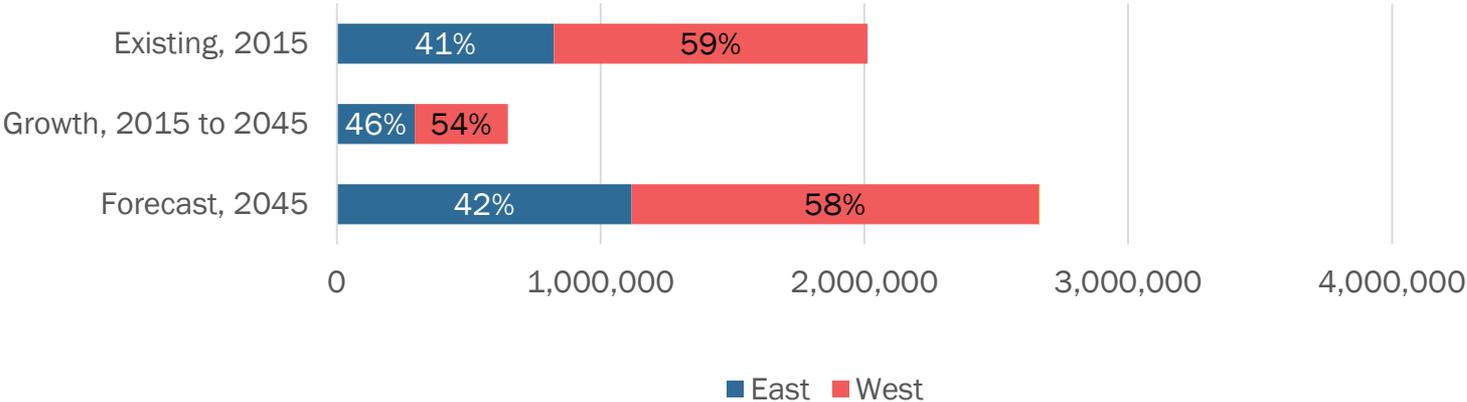


Jobs and Housing and the East West Divide

Employment



Households



Change in 2040 Forecast from Round 8.0

2040 Forecast Comparison COG / TPB Planning Area (Thousands)

	Round 8.0 (2010)	Round 9.1	Number	Percent
Employment	4,358.2	4,116.0	-242.2	-6%
Population	6,386.2	6,712.8	326.6	5%
Households	2,502.1	2,565.4	63.3	3%



TPB Endorsed Initiative – Optimize Regional Land Use Balance

- Through this initiative the TPB aspires to improve the performance of the region’s transportation system.
- Three primary components of this aspirational initiative:
 1. *More households are needed to provide regional workers to meet demand from future job growth.*
 2. *Location of future growth in households and jobs within a jurisdiction should be focused in Regional Activity Centers and/or in areas with high-capacity transit.*
 3. *Better balanced distribution of future growth in jobs and housing between the eastern and western portions of the region should be sought.*



Planning Directors Discussion Topics

- Take stock of the current forecast.
 - *Assess how Round 9.1 may address aspirations of the Optimized Regional Land Use Balance scenario*
- Highlight examples of efforts under way in respective jurisdictions that demonstrate movement toward these aspirations.
- Discuss how future updates to local plans, strategies, and corresponding forecast could advance the TPB endorsed aspirational initiative.
 - What enabling policy actions can assist Land Use planners.

Transportation Land-Use Connections (TLC) Program

- Supports planning for vibrant and accessible communities
- Since 2007, TLC technical assistance has provided short-term consultant assistance to local jurisdictions working on creative and sustainable plans and projects
- Services can include:
 - Corridor and transit station planning
 - Bicycle and pedestrian safety and access studies
 - Transit-oriented development studies
 - Design guidelines and roadway standards
 - Streetscape improvement plans
 - Safe Routes to School planning
 - Trail planning and design
 - Transit demand and feasibility analysis



TLC Program

- Technical Assistance:



11 years

Began as a pilot program in 2007



108 projects

Across metropolitan Washington



\$4.1 million

Funded by Transportation Planning Board

- Transportation Alternatives Program/ (Surface Transportation Block Grant Program Set-Aside): Collaboration with State Departments of Transportation



\$35.7 million

Funded by Transportation Planning Board since 2012

- Peer Exchange Network



Questions?



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