

TPB LONG-RANGE PLAN TASK FORCE INITIATIVE: OPTIMIZE REGIONAL LAND- USE BALANCE

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A call to action

- At its December 20, 2017 meeting, the TPB adopted R8-2018, endorsing 5 initiatives recommended by the TPB Long-Range Plan Task Force (LRPTF).
- In the resolution, TPB issued a call to action for the region's jurisdictions and transportation agencies to develop projects, programs, or policies to advance the concepts represented by the **5 initiatives**.



Why were these initiatives developed?

The region's 2016 long-range transportation plan did not show satisfactory performance compared to current conditions nor did it bring us close enough to reaching our goals

- Majority (64%) of population not close to high capacity transit
- SOV predominant mode of work trips in Inner (61%) and Outer (76%) Suburbs
- Many areas in eastern part of the region will see decrease in jobs accessibility (45 min of auto travel)
- Peak hour congested lane miles are forecast to increase by 65% relative to today
- Daily vehicle hours of delay are forecast to increase by 74% relative to today
- Reductions in carbon dioxide emissions fall far short of the region's 80% multi-sectoral goal

Source: TPB, "Performance Analysis of the 2016 CLRP Amendment," Nov. 16, 2016



The five endorsed initiatives

- **Optimize and balance land use throughout the region**
- Implement enhanced travel demand management strategies consistently throughout the region
- Operate bus rapid transit, light rail, and streetcars throughout the region
- Enhance Metrorail capacity in the region's core
- Provide a regional network of express lanes with express bus services that exempt high-occupancy vehicles from tolls



Why these five initiatives?

- TPB's task force made up of elected officials, senior technical representatives, and representatives from citizen advisory committees
- Considered region's **transportation goals and challenges to achieving transportation goals**
- Examined past scenarios studies
- Brainstormed ideas for projects, programs and policies, and bundled mutually supportive strategies
- Quantitative and Qualitative performance indicators mapped against region's challenges
- Sketch planning analysis of 10 "bundled" initiatives
- TPB Consensus on 5 top performing Multimodal, Multidiscipline initiatives

<https://www.mwcog.org/committees/lrptf/>



Optimize and Balance Land Use initiative

- More housing in the region
 - Identifying ways to develop more housing in the region to provide regional workers to meet forecast regional job growth
- Optimize and coordinate transit investments and land use
 - Identify ways to increase jobs and housing around underutilized rail stations and Activity Centers with high-capacity transit
- Balance future growth in jobs and housing regionwide
 - Achieving a better balanced distribution of future growth in jobs and housing between the eastern and western portions of the region



How you can help

- Advise the Transportation Planning Board.
- What specific actions can your jurisdiction take to advance these ideas?
- What resources are needed to enable you to take these actions?
- What actions can the region collectively take?
- What are the impediments to realizing the full potential of this initiative?

Aerial shot of DC (TPB)



Performance Compared to 2040 CLRP

Quantitative MOEs	2040 CLRP	Initiative	Change from CLRP
Travel Time: average travel time per commute trip			
Single occupant vehicle (SOV)	50.7	48.2	-5%
High-occupancy vehicle (HOV)	58.9	55.4	-6%
Transit	53.9	51.4	-5%
Vehicle Hours of Delay			
Daily vehicle hours of delay	1.85 million	1.53 million	-18%
Jobs Accessible			
Transit: # of jobs accessible within 45-min transit commute	523,000	577,000	10%
Auto: # of jobs accessible within 45-min auto commute	876,000	962,000	10%
Commute Mode Share			
Single occupancy vehicle (SOV)	58.1	57.0	-2%
High-occupancy vehicle (HOV)	11.6	11.2	-4%
Transit	24.6	24.6	<1%
Bicycle/Pedestrian	5.6	7.2	29%
Travel on Reliable Modes			
Share of passenger miles on reliable modes	11.5%	11.5%	0%
Vehicle Miles Traveled (VMT)			
Daily VMT	141.91 million	137.44 million	-3%
Daily VMT per capita	21.2	19.9	-6%
Transit Options			
Share of households in zones with high-capacity transit	39.9%	44.3%	9%
Share of jobs in zones with high-capacity transit	57.7%	59.0%	2%
Emissions (metric tons per day)			
VOC Emissions (seasonal)	17.2	16.4	-4%
NOx Emissions (seasonal)	17.0	16.4	-4%
CO2 Emissions	47,082.3	45,058.3	-4%

Source: Analyses performed by COG, ICF, Sabra Wang (SWA), Fehr & Peers (F&P), and Shapiro Transportation Consulting (STC).



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