



Region Forward Coalition Work to Support Brookings Institute “Transit and Jobs in Metropolitan Washington”

- As called for in the approval of *Region Forward*, COG staff is currently completing the assessment of all indicators – including land use development and transportation system performance – to support the Region Forward Baseline Report later this year.
- *Region Forward’s* goals and targets specifically call for increasing the amount of commercial and residential development in Regional Activity Centers, and recommend that all Regional Activity Centers be served by transit.
- The Planning Directors Technical Advisory Committee (PDTAC) and Metropolitan Development Policy Committee (MDPC) were among the first committees to identify the region’s underutilized Metrorail stations during their preparation of the original (1999 to 2002) Regional Activity Centers exercise. In the 2006 update to the Regional Activity Centers maps, the PDTAC and MDPC observed again that 24 Metrorail, 12 Maryland Rail Commuter (MARC) and 8 Virginia Railway Express (VRE) stations were not located within the boundaries of Regional Activity Centers or Clusters. The MDPC recommended that local jurisdictions adopt policies to increase development within existing transit station areas.
- In assessing the performance of the 2011 Financially Constrained Long-Range Plan (CLRP), the National Capital Region Transportation Planning Board (TPB) has noted that approximately 70 percent of 2011 to 2040 transportation expenditures are devoted to operations and preservation or maintenance; only 17 percent of expenditures is dedicated to transit expansion, so optimizing use of the existing system is essential.
- COG staff will work with Brookings Institute to guide the detailed assessment of the region’s transit stations, benchmarking the work to the Region Forward targets and goals, and in the evolution of the Centers towards “Complete Communities”.