Overview

of the TPB's Regional Mobility and Accessibility Scenario Study

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Scenario Study Task Force
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Why did the TPB initiate the Scenario Study?

- Dissatisfaction with the 2000 CLRP
- Desire to promote the TPB Vision
- Advocacy of CAC and other involved citizens
- Interest in looking at a variety of alternatives at the regional scale

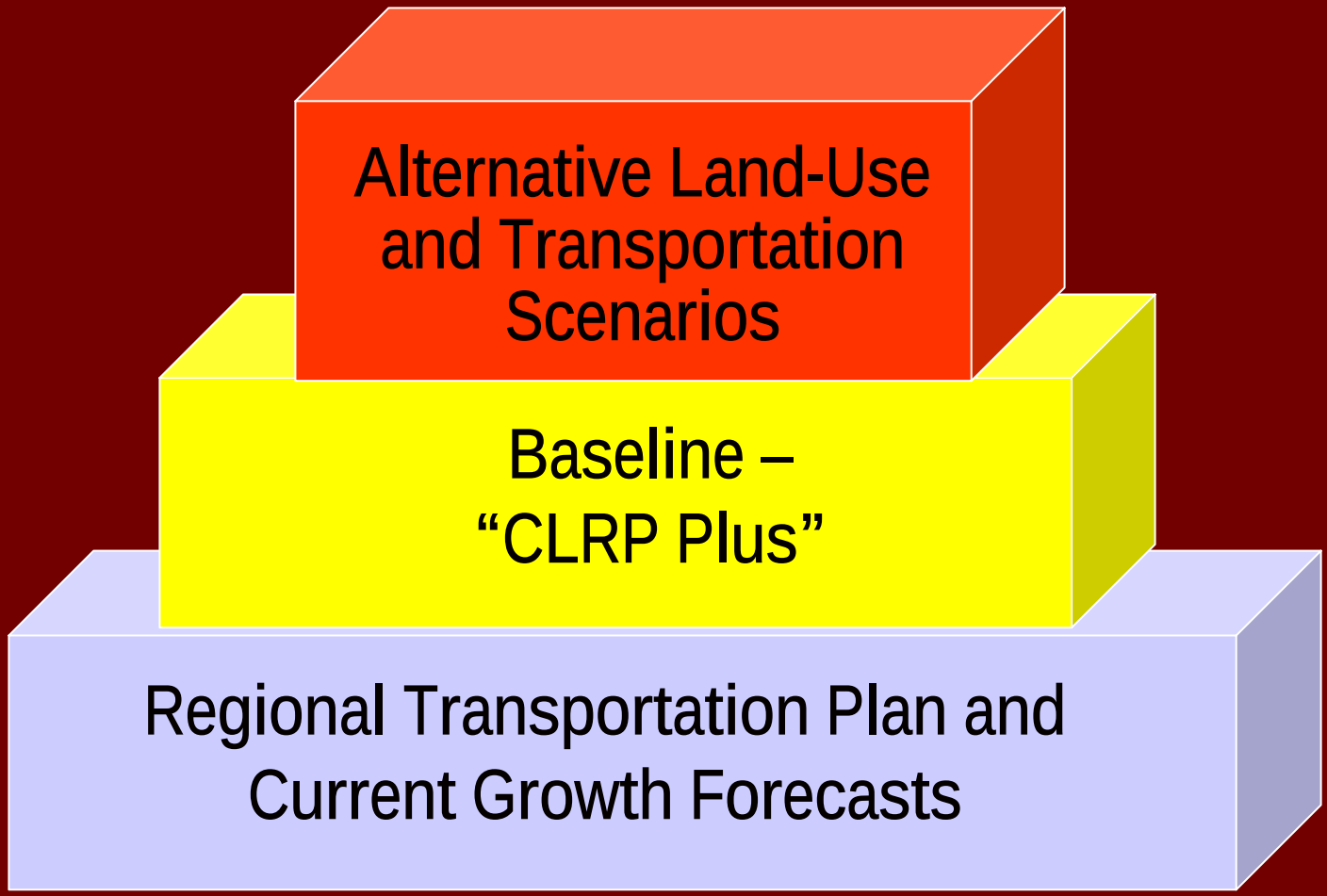
Key Questions of the Scenario Analysis

- *What if* job and housing growth were shifted? *What if* new roads or transit were built?
- How would 2030 travel conditions change?
- Not looking at "*how to*," just "*what if*."

RMAS Joint Technical Working Group

- Responsible for developing the scenarios
- Includes transportation and land use staff from TPB members, and interested citizens.

A Building Block Approach



The Baseline (a.k.a. *CLRP+*)

- **CLRP Plus**:
  - started with the 2003 CLRP
    - includes Dulles Metrorail, CCT, Purple Line (Bethesda-Silver Spring) and Anacostia LRT
  - removed "transit constraint" through regional core
  - increased frequency of rail and bus service
  - other improvements

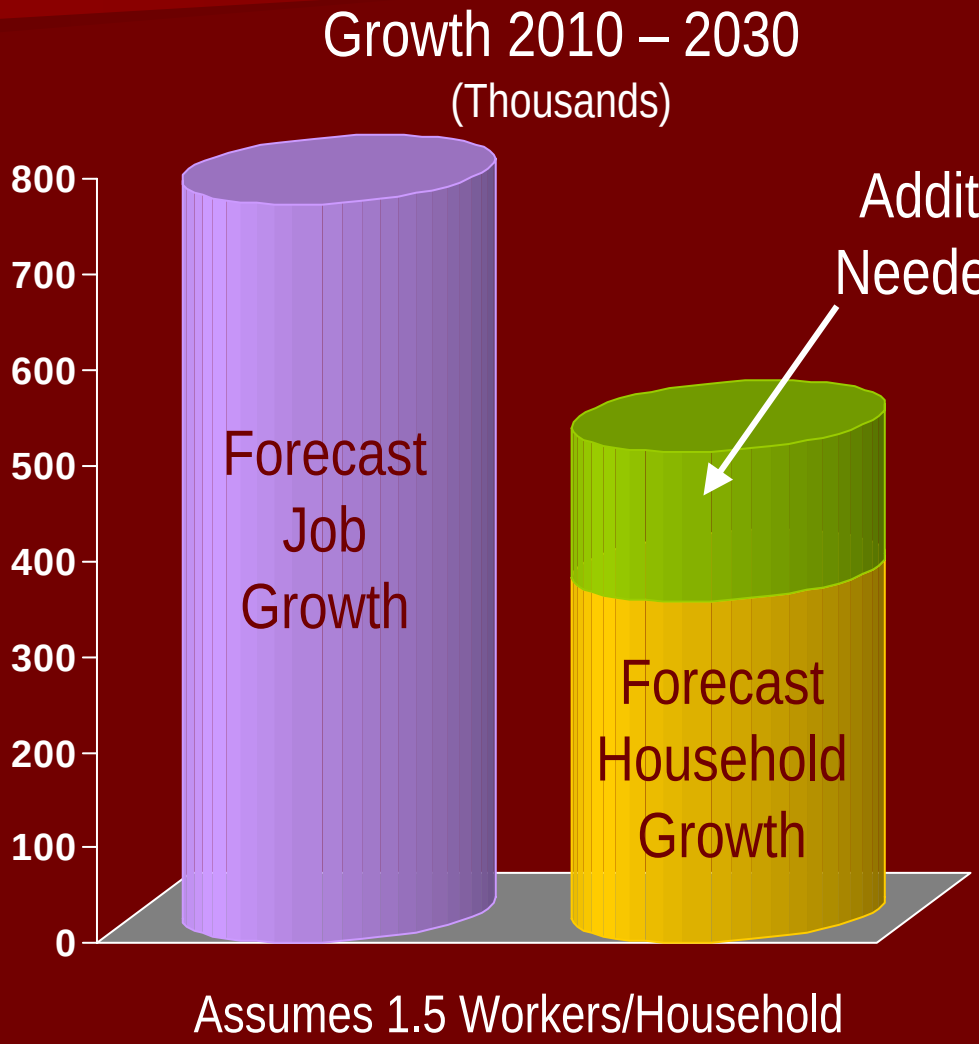
Scenario Assumptions and Principles

- Bring workers and jobs closer together
- Create jobs and housing balance
- Not restricted by zoning or comprehensive plans — *but* changes must be "realistic"
- Land use changes to go hand-in-hand with transit
- Land use changes to begin in 2010

Developing the Scenarios:

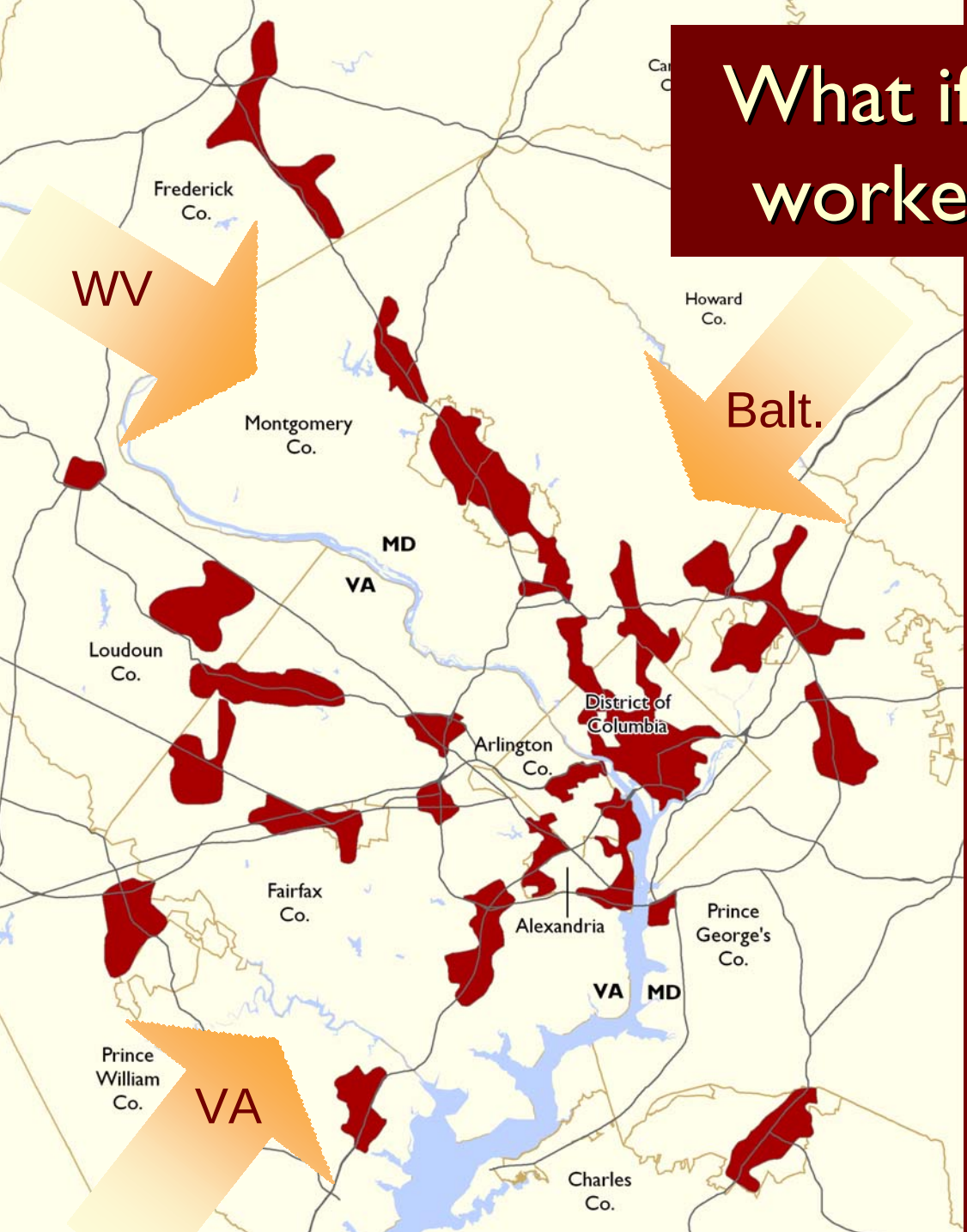
What are the **key challenges** examined in the study?

Issue 1: Job growth is outpacing household growth



- The region must "import" workers from as far as West Virginia and Pennsylvania

What if more people who worked here lived here?



"More Households" Scenario

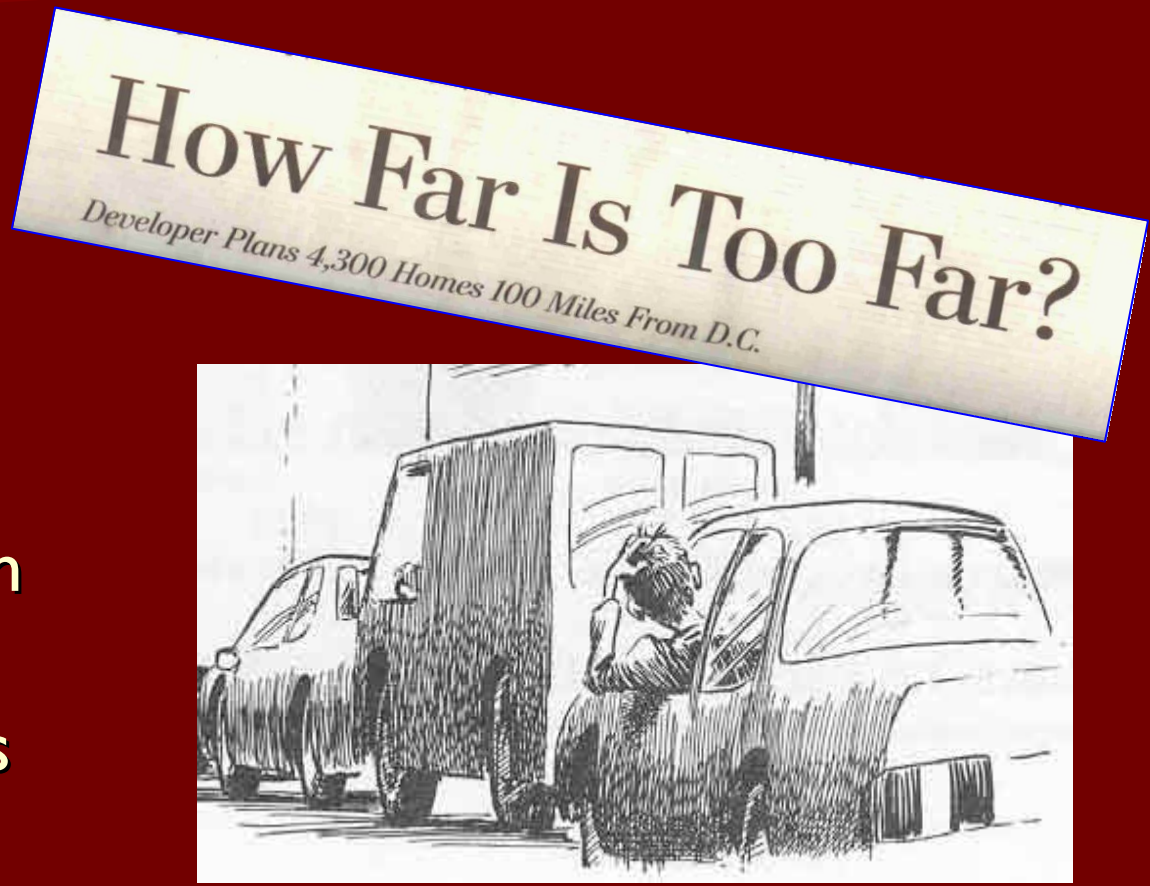
- Increase household growth to balance forecast job growth
- Locate households in regional "Activity Clusters"

Increase household growth by 200,000

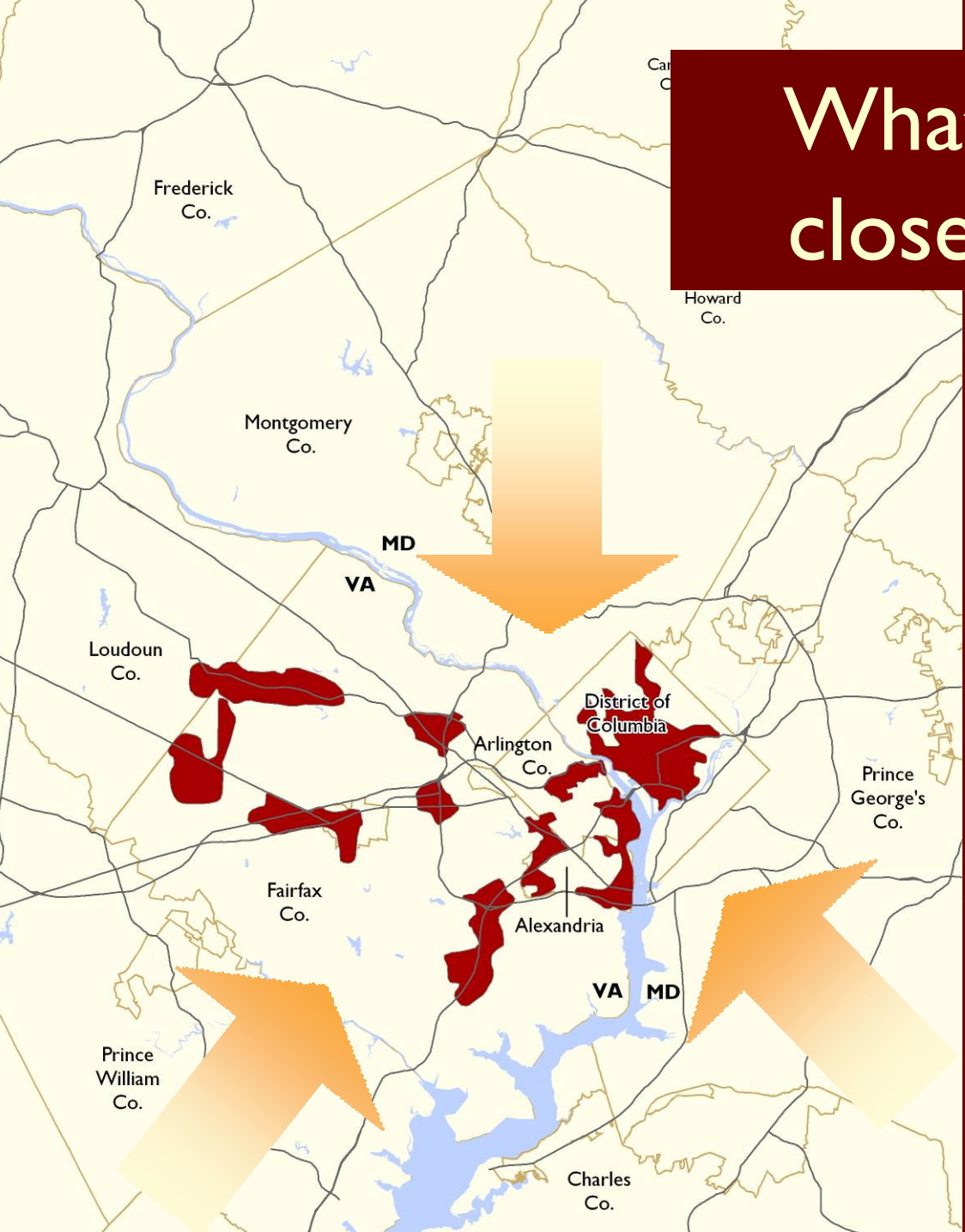
Regional Activity Cluster

Issue 2: Workers are living farther away from their jobs

- Job growth concentrated in inner jurisdictions
- Residential growth concentrated in outer jurisdictions



What if people lived closer to their jobs?



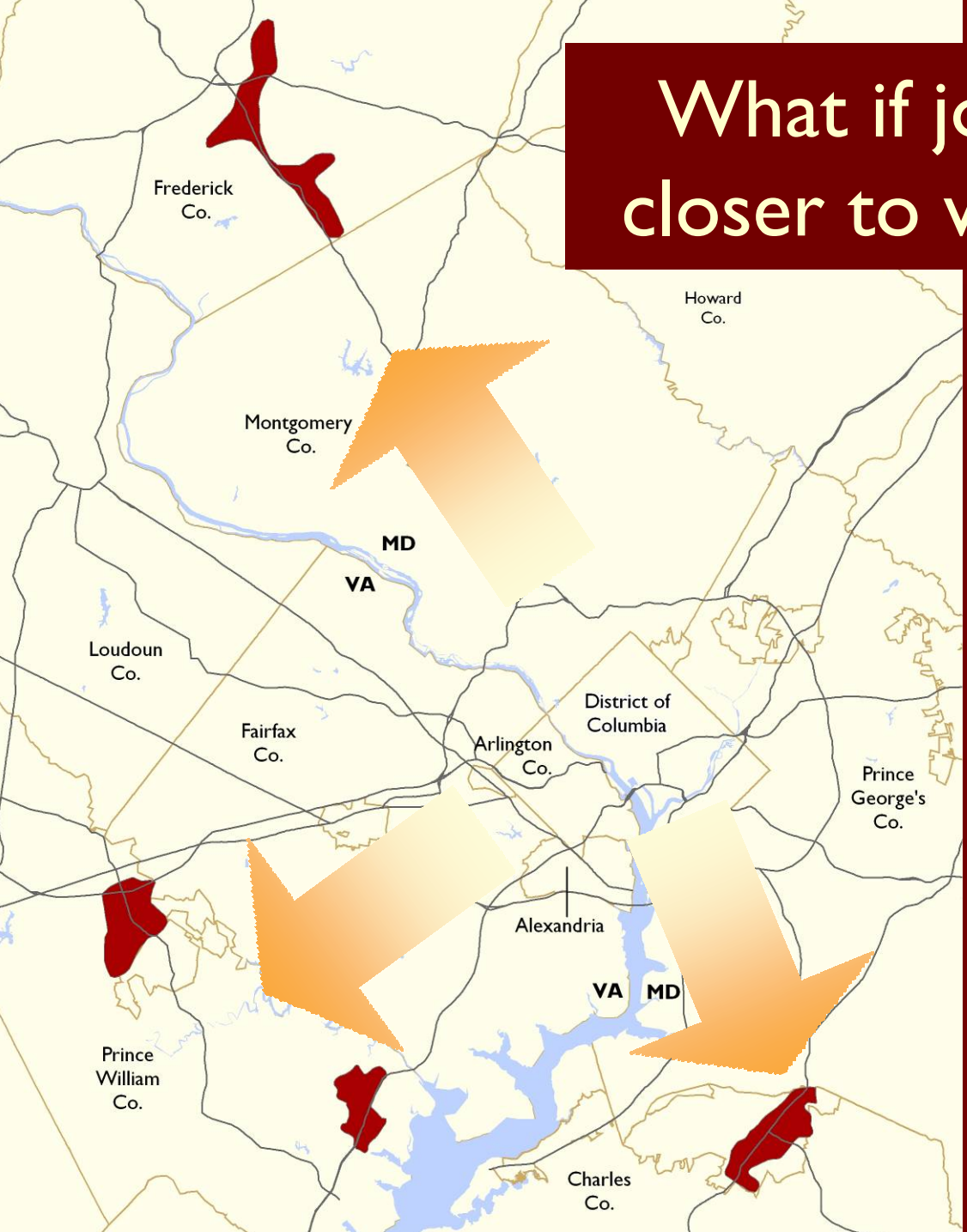
"Households In" Scenario

- Shift household growth within the region from outer to inner jurisdictions (to get people closer to jobs)

Shift 84,000 households

Regional Activity Cluster

What if jobs were located closer to where people live?



"Jobs Out" Scenario

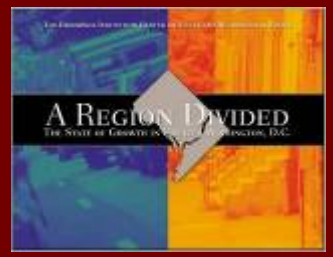
- Shift job growth to outer jurisdictions (to get jobs closer to new housing)

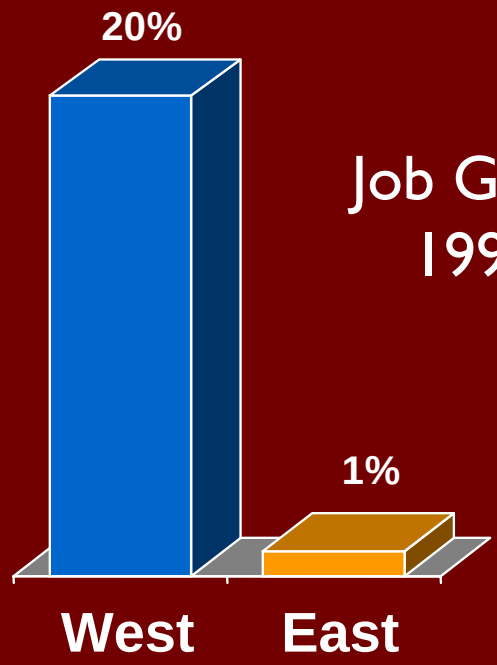
Shift 82,000 jobs

Regional Activity Cluster

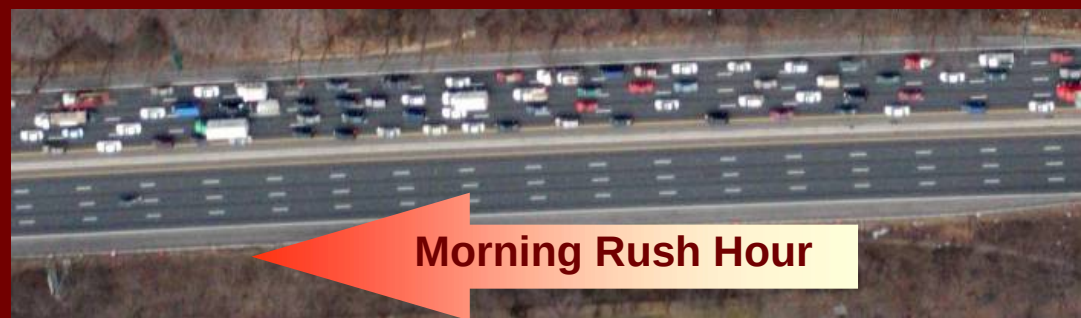
Issue 3: East-West Divide

1999 Brookings Institution report found regional disparities between east & west.

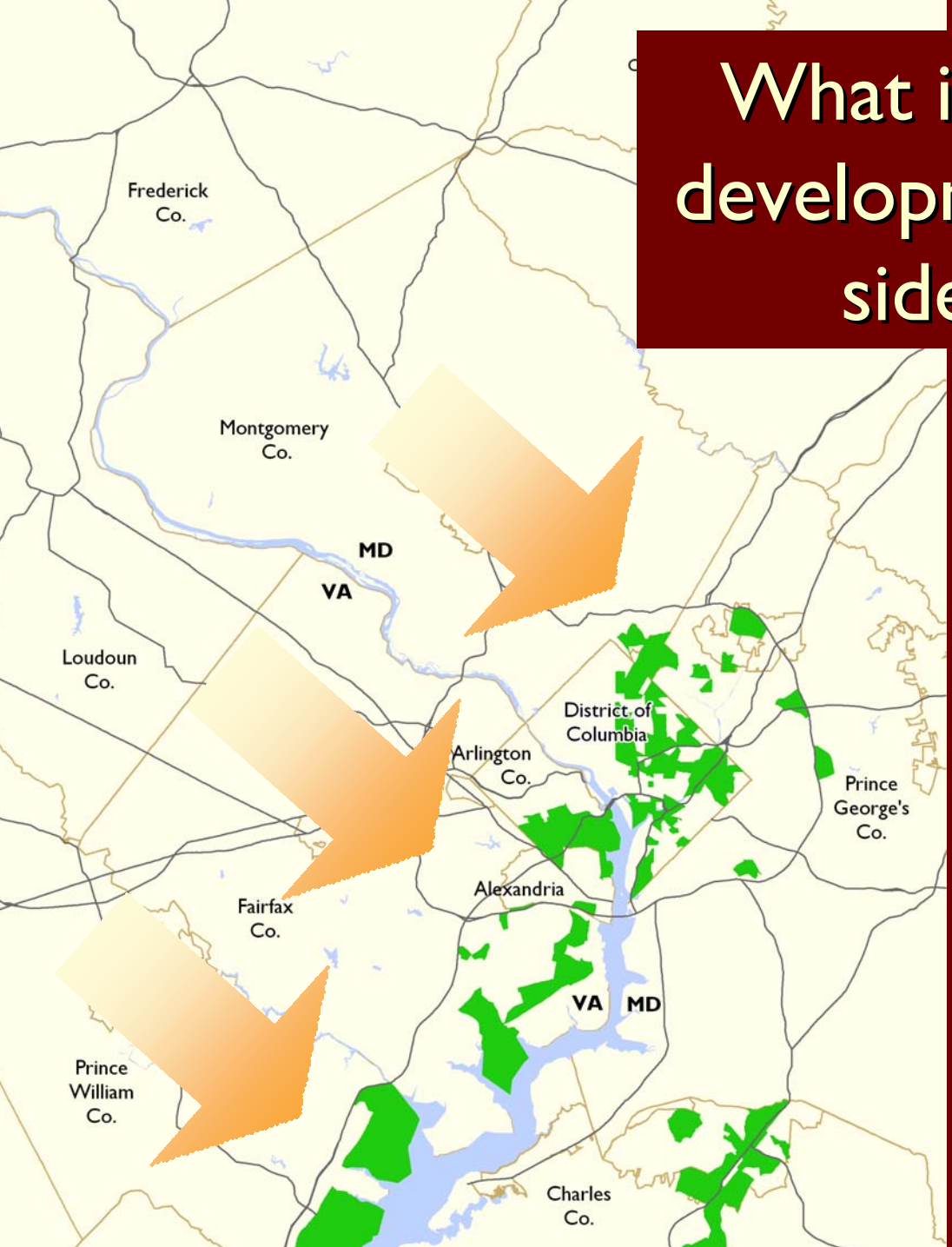




Job Growth Rate
1990 – 2000



What if there were more development on the eastern side of the region?



"Region Undivided" Scenario

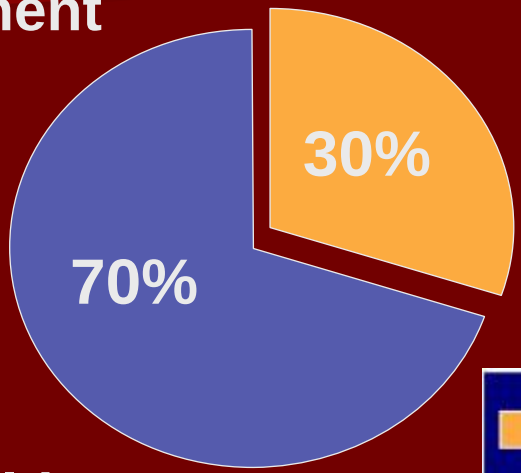
- Shift job and household growth from West to East

Shift 57,000 households and 114,000 jobs

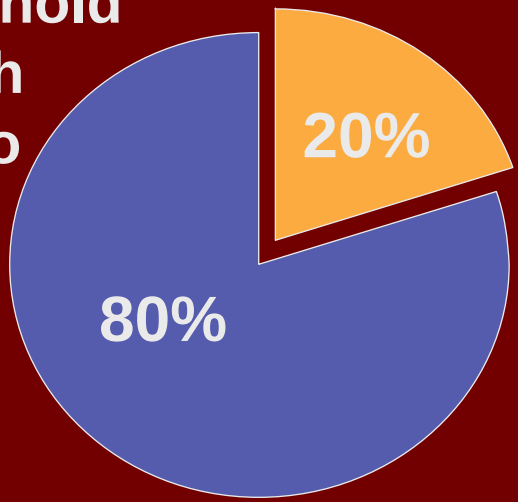
Areas Receiving Job Growth

Issue 4: Most growth will be located outside transit station areas

Employment Growth 2010 to 2030



Household Growth 2010 to 2030



Inside Transit Station Areas

Outside Transit Station Areas

What if people lived and worked closer to transit?

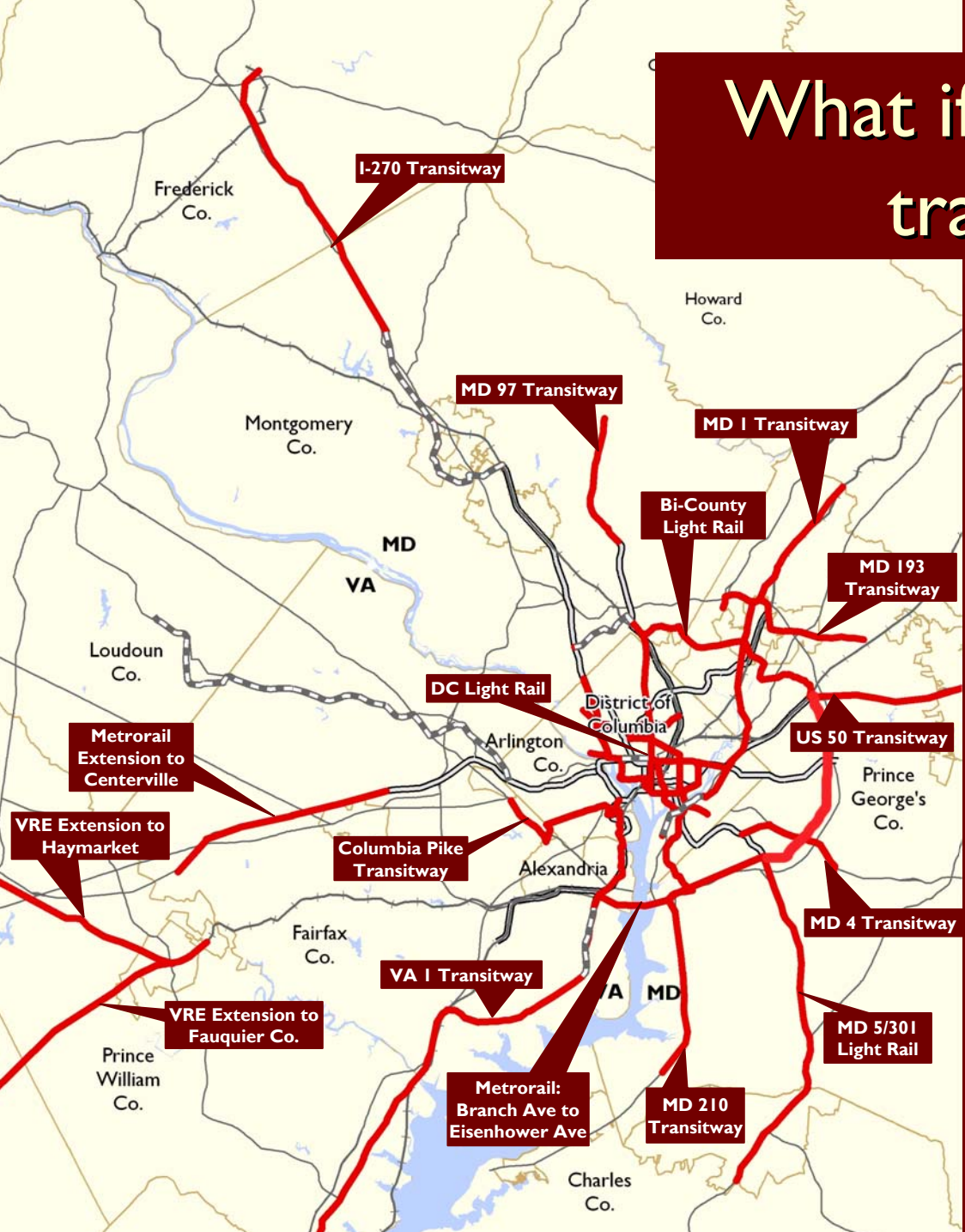
Shift 125,000 households and 150,000 jobs

"Transit-Oriented Development" Scenario

- Locate job and household growth around transit stations

What if there were more transit facilities?

- Transit projects chosen to match each scenario

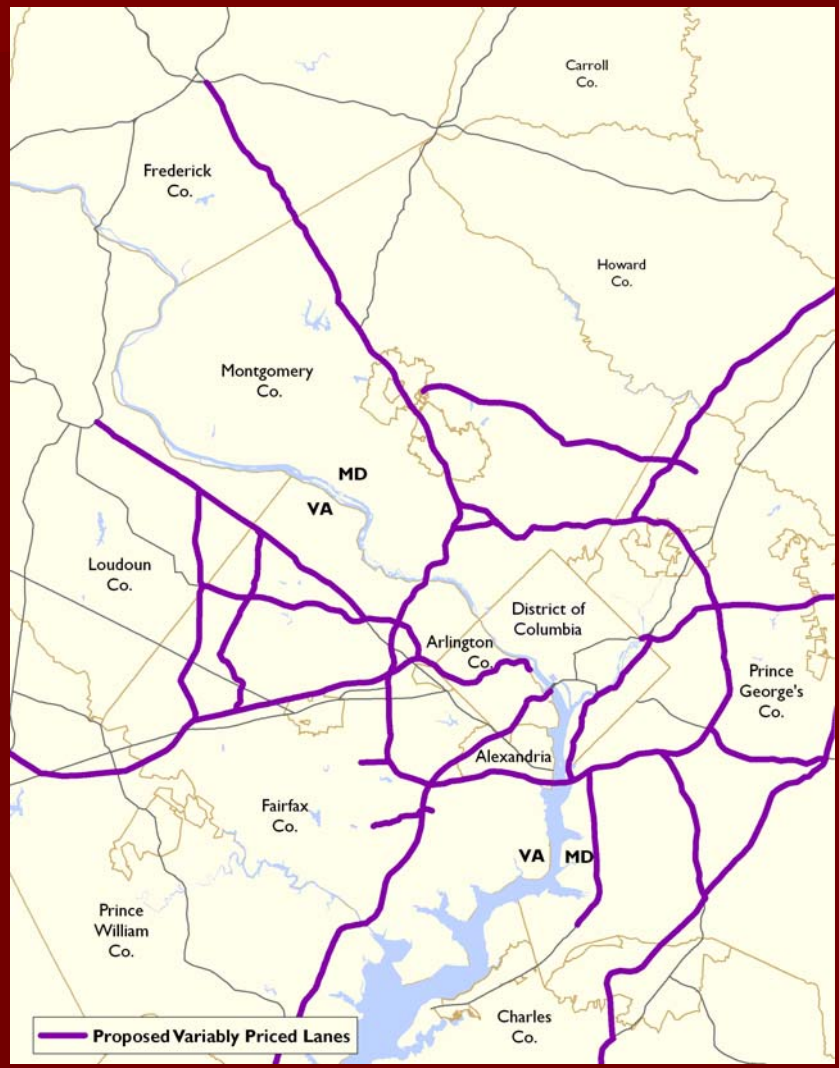


Existing Metrorail
Currently Planned Transit
Additional Transit in Scenario

Next Step:

What if the region built a network of variably priced lanes?

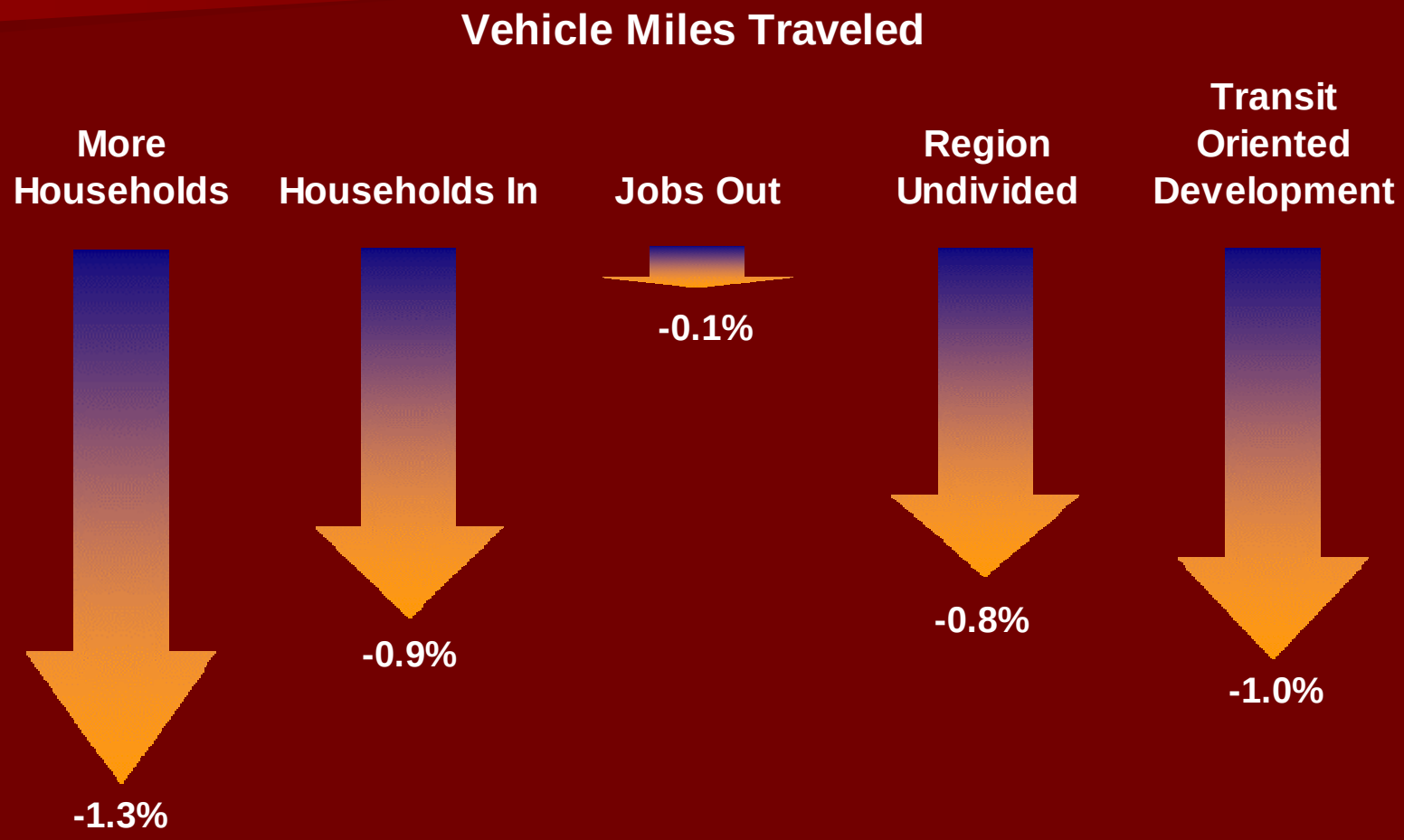
Results expected by the end of 2007



Analyzing the Scenarios

Driving would decrease

Compared to baseline forecasts for 2030



Under the "More Households" scenario, the average person would drive 2 miles less per day . . .

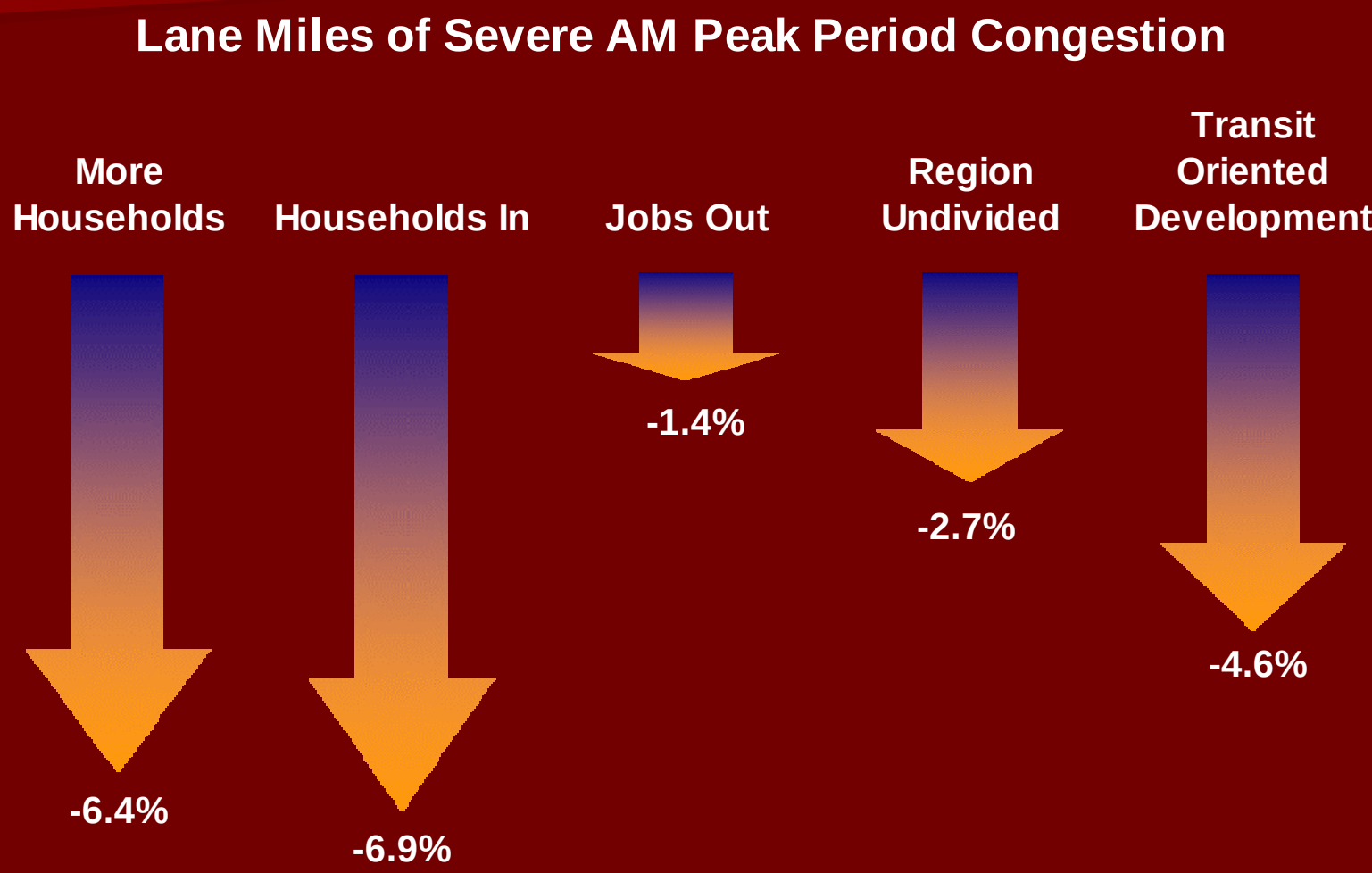
Daily vehicle miles traveled per person

2030 Baseline: ***24***

"More Households": ***22***

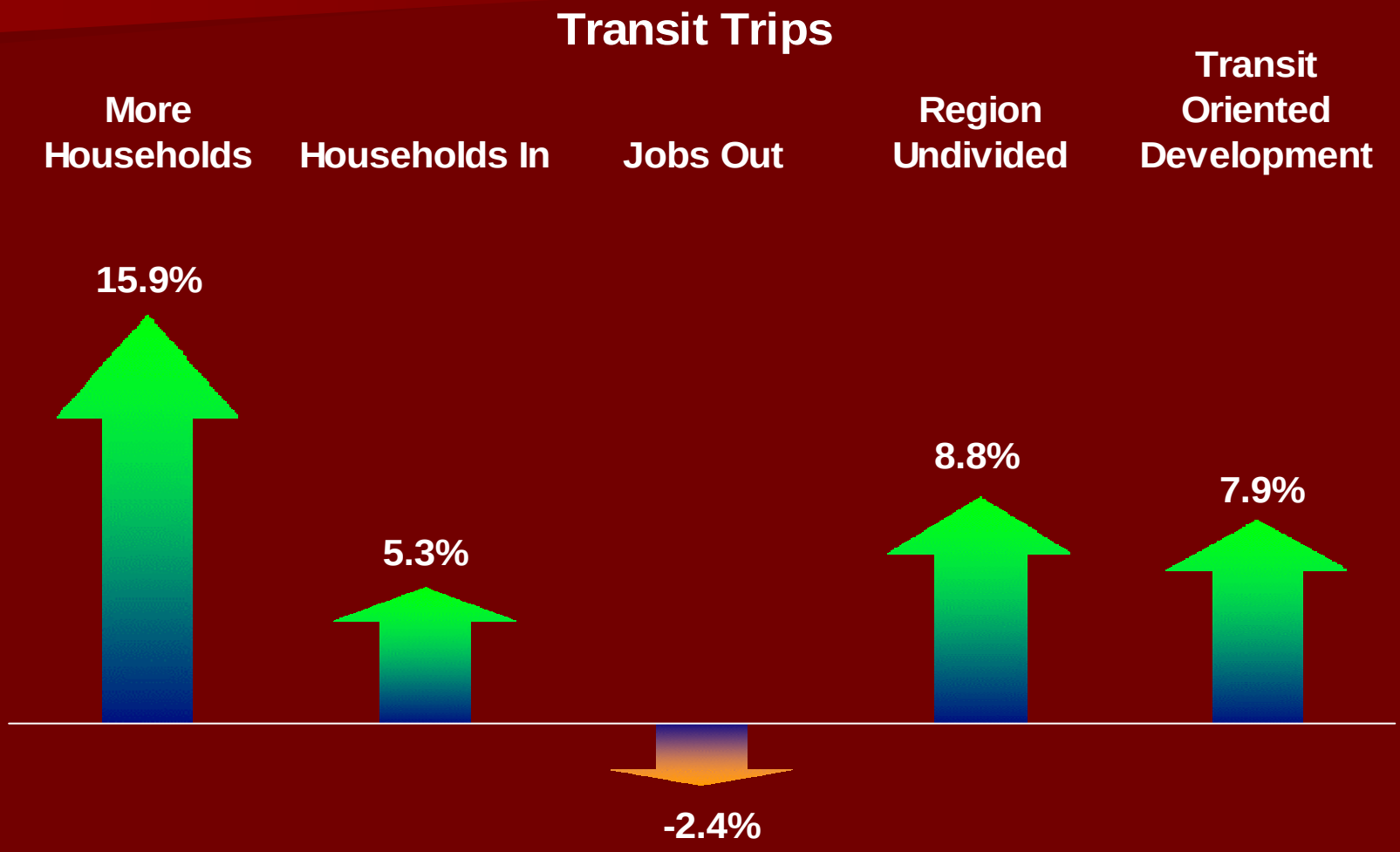
Congestion would decrease

Compared to baseline forecasts for 2030



Transit use would increase*

Compared to baseline forecasts for 2030



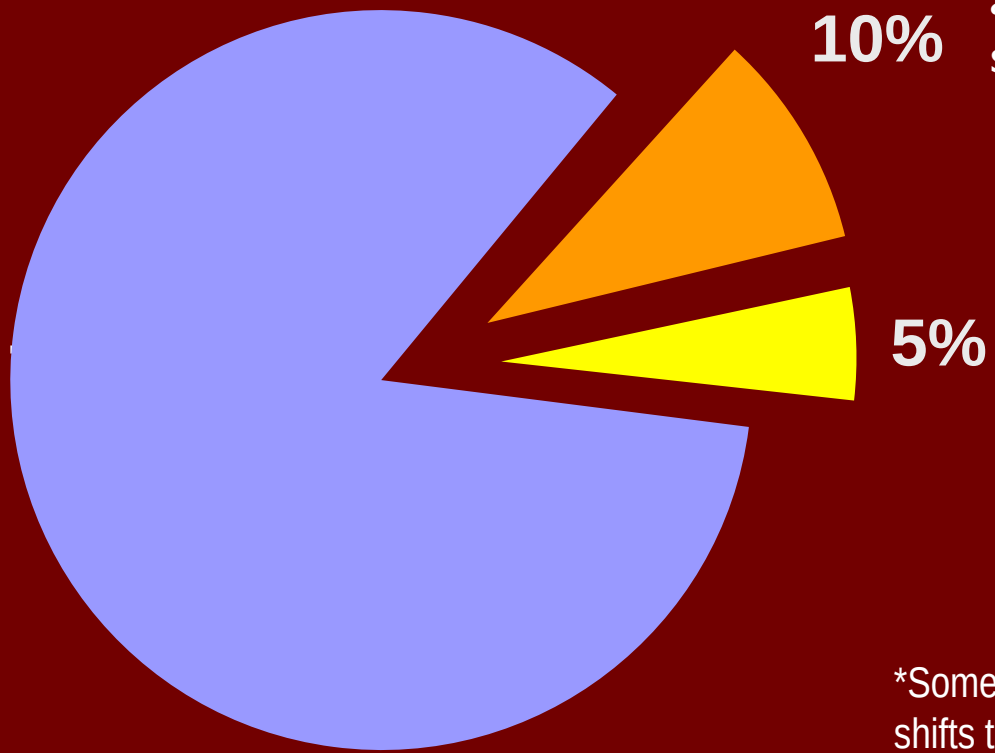
*Under the "Jobs Out" scenario, transit trips would increase in outer suburban activity clusters

Local impacts could be greater

Transit commute trips to the Largo area would more than double.

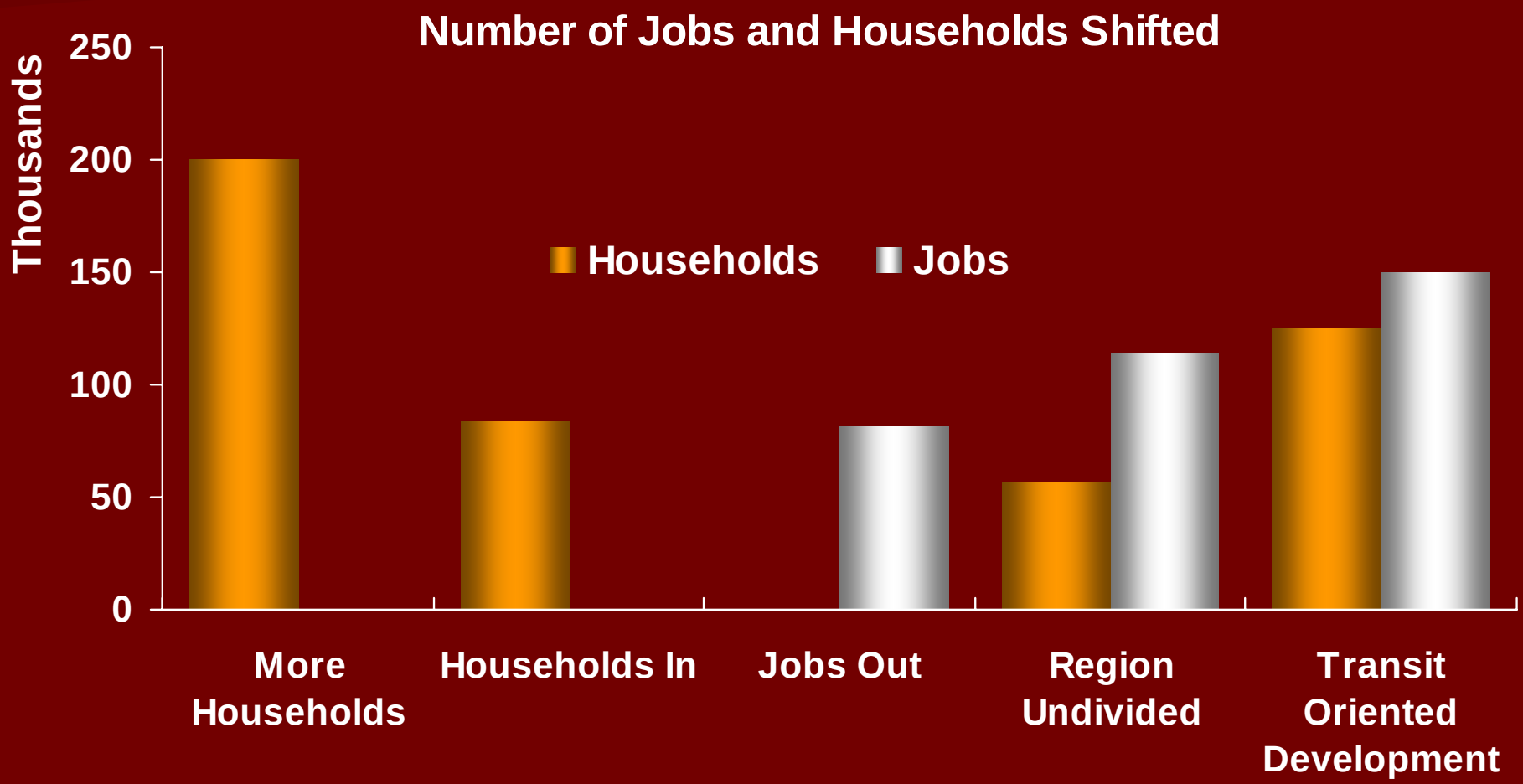
Scenario Limitations:

Scenarios shift a relatively small percent of the total jobs and households anticipated for 2030.



*Some scenarios make more dramatic shifts than others.

Some scenarios make more dramatic land use changes than others



What do the scenarios tell us?

We can positively affect transportation conditions if we find ways to:

- Increase housing
- Decrease distances between jobs and houses
- Address the east/west regional divide
- Focus more development in regional activity centers and in transit-oriented developments

But…"let's be realistic!"

Some comments:

- The scenarios are ***too extreme…***
- The scenarios are ***too timid…***

Moving to Implementation

- COG's Round 7.0 cooperative forecasts for population and employment growth *include 2/3 of the new households assumed under the "More Households" scenario.*

Growth Trends to 2030:
Cooperative Forecasting in the Washington Region

Fall 2005

Membership of the
Metropolitan Washington Council of Governments

Local governments in the Washington region have worked cooperatively for many years to develop region-wide and neighborhood level forecasts of employment, population, and households. Through this effort, a consistent set of local and regional forecasts is developed for use in program and facilities planning throughout the region.

The Cooperative Forecasting Program, established in 1975 and administered by the Metropolitan Washington Council of Governments (COG), enables local, regional, and federal agencies to coordinate planning using common assumptions about future growth and development in the region. Each series of forecasts, or a "Round," provides land use activity forecasts of employment, population, and households by five-year increments. Each round covers a period of 20 to 30 years.

The Cooperative Forecasting process provides data necessary for regional planning activities including analyzing the effects of growth and developing policy responses to regional issues. In addition, the forecasts are used to determine the demand for public facilities including schools, parks, medical facilities, roads, stores, and services.

Process

The Cooperative Forecasts is a multi-stage, "top-down/bottom-up" process undertaken by COG's Planning Directors Technical Advisory Committee and the Cooperative Forecasting and Data Subcommittee that employs both a regional econometric model and local jurisdictional forecasts. The model projects employment, population, and households for the metropolitan Washington area based on national economic trends and local demographic factors. The model is based on the 1983 definition of the Metropolitan Statistical Area (MSA) that includes the COG member jurisdictions, as well as Calvert, Charles, and Stafford counties. Concurrently, local jurisdictions develop independent projections of population, households, and employment based on pipeline development, market conditions, planned transportation improvements, and adopted land use plans and zoning, taking into account the preliminary regional projections.

The Cooperative Forecasting and Data Subcommittee, which is comprised of local government planners, economists, and demographers, reviews and reconciles the two sets of projections. The model and the local jurisdictional projections must be within three percent of each other for the new set of Cooperative Forecasts to be reconciled.

From "What If" to "How To"

Possible next steps:

- At the ***macro*** level: Determine which aspects of the scenarios would:
  - Have the ***highest pay-offs***
  - Be most ***realistic***
  - Be most ***desirable***
- At the ***micro*** level:
  - Work with jurisdictions to implement changes at the local level...

The Transportation/Land-Use Connections (**TLC**) program is supporting community planning efforts