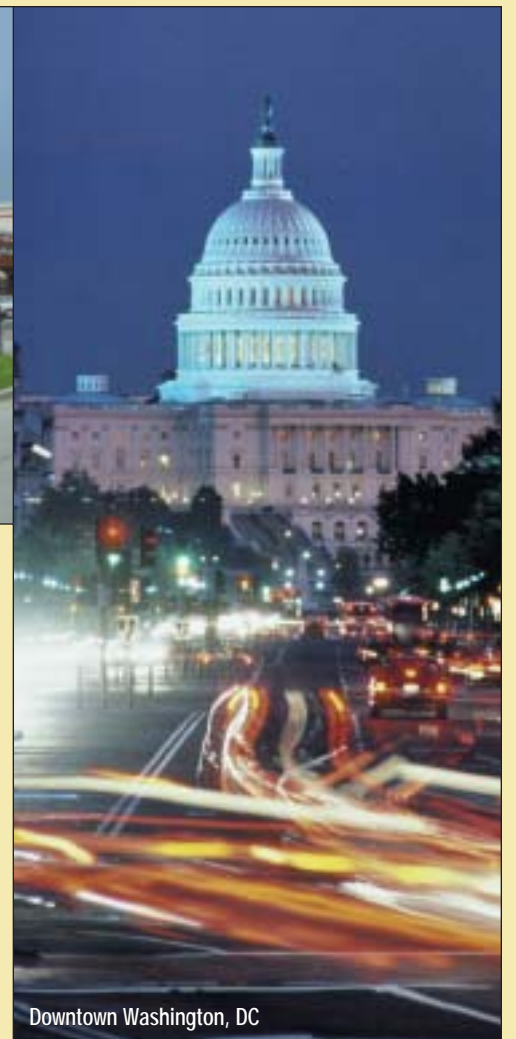




America Online, Dulles, VA



Bowie Town Center, MD



Downtown Washington, DC



Gaithersburg MARC Station, MD

Metropolitan Washington Regional Activity Centers: A Tool for Linking Land Use and Transportation Planning



Bethesda, MD



Gallery Place Metro, Washington, DC



Rosslyn-Ballston Corridor, Arlington, VA



METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

Promoting balanced, sustainable growth and livable communities as called for in the COG Strategic Plan is a challenge in any metropolitan area, but is especially difficult in our unique and complex national capital region. Recognizing this challenge, the Metropolitan Washington Council of Governments (COG) and the National Capital Region Transportation Planning Board (TPB) are pleased to have completed an important new policy and planning tool—*Metropolitan Washington Regional Activity Centers: A Tool for Linking Land Use and Transportation Planning*.

This effort has its roots in the work of the Partnership for Regional Excellence, an open, consensus-building process on growth, transportation and environmental strategies sponsored by COG in 1992-1993. The TPB's Transportation Vision followed in 1998, advancing eight broad policy goals, including the call for better inter-jurisdictional coordination of transportation and land use planning. The TPB went even further, recommending the preparation of a composite general land use and transportation map that identifies the key elements needed for regional transportation planning—regional activity centers, principal transportation corridors and facilities and designated green space.

Beginning in 1999, COG and the TPB grappled with numerous policy and technical issues; reaching agreement on activity centers maps in April 2002. *Metropolitan Washington Regional Activity Centers: A Tool for Linking Land Use and Transportation Planning* marks an important achievement, but this work is dynamic and change is anticipated, even welcomed. The maps depict a future that is based on past actions by area local and state governments. COG and the TPB hope that this document will be a catalyst for a renewed commitment to examine local development and transportation issues through a regional prism and to search for promising strategies to achieve COG's Strategic Plan goals for balanced, sustainable growth and livable communities.

Bruce R. Williams
Chair, COG Board of Directors

Phil Mendelson
Chair, National Capital Region
Transportation Planning Board

July 2002

The materials presented here are the result of more than two years of work by the Planning Directors Technical Advisory Committee (PDTAC), the Metropolitan Development Policy Committee (MDPC) and the COG/TPB Regional Activity Centers Joint Working Group. However, the basis for this effort stems from prior COG efforts to inform discussions about the relationships between land use and transportation planning, including the TPB "Vision" and "The Partnership for Regional Excellence".

This report contains 6 maps:

Map 1 (page 3):

The 58 Regional Activity Centers

Map 2 (page 7):

Regional Activity Centers and Clusters located along major transportation facilities

Map 3 (page 9):

2000 and 2025 Employment in Activity Clusters

Map 4 (page 11):

Regional Special Attractors

Map 5 (page 12):

Transportation Improvements, 2001 to 2025

Map 6 (page 13):

Transportation Studies, 2001 to 2025

In addition to the maps, the PDTAC, MDPC and Joint Working Group have submitted data tables and charts containing detailed listings of the information depicted in maps 1 through 4.

Background

During 1996, the National Capital Region Transportation Planning Board (TPB) initiated a regional transportation "Vision" process and, in October 1998, the TPB adopted its transportation "Vision".

"In the 21st Century, the Washington metropolitan region remains a vibrant world capital, with a transportation system that provides efficient movement of people and goods. This system promotes the region's economy and environmental quality, and operates in an attractive and safe setting—it is a system that serves everyone. The system is fiscally sustainable, promotes areas of concentrated growth, manages both demand and capacity, employs the best technology, and joins rail, roadway, bus, air, water, pedestrian and bicycle facilities into a fully interconnected network."

TPB "Vision Statement"

As part of its Transportation Vision, the TPB also adopted a series of goals, objectives and strategies, including the following objective associated with Goal Six seeking better interjurisdictional coordination of transportation and land use planning:

"... (1) A composite general land use and transportation map of the region that identifies the key elements needed for regional transportation planning—"

CONTINUED ON PAGE 2



Court House, Arlington, VA



College Park Aviation Museum, MD



King Farm, Rockville, MD



City Hall, Alexandria, VA

CONTINUED FROM PAGE 1

regional activity centers, principal transportation corridors and facilities, and designated 'green space'.

History of the Regional Activity Centers

At the request of the Transportation Planning Board (TPB), COG's Planning Directors Technical Advisory Committee (PDTAC) developed the initial Regional Activity Centers between January and July of 1999. The Activity Centers were based upon COG's Round 6.1 Cooperative Forecasts—the adopted growth projections for the COG member jurisdictions. In developing the initial regional activity centers, the PDTAC members first evaluated other metropolitan areas' (Seattle, Portland, Toronto) "activity center" exercises, but eventually determined that those regions' criteria and methodology were not applicable for metropolitan Washington. PDTAC members also re-defined the boundaries of some of the "Activity Centers" so that they were based on local land use plans and were not limited to aggregations of COG/TPB traffic zones. The PDTAC identified more than 180 "regional" and "local" activity centers that together contained nearly 80 percent of the region's employment and approximately 20 percent of the region's households.

In July 1999, the COG Board of Directors adopted the initial Regional Activity Centers and established the COG Board/TPB Regional Activity Centers Joint Working Group to oversee refinements to the map and supporting data. During the six meetings of the Joint Working Group, its members worked to establish a common understanding and purpose for the project and a policy and technical framework under which refinements to the Activity Centers would take place. The Joint Working Group directed the PDTAC members to undertake technical revisions to the Activity Centers following specific guidelines, including:

- Identify only those centers that are regionally significant;

- Review and modify the activity center typologies;
- Address cross-jurisdictional centers;
- Incorporate Baltimore regional center data;
- Revise "greenspace" categories; and
- Include Metro rail lines and stations

In response to the directive from the Working Group, the PDTAC developed 5 typologies of Regional Activity Centers:

DC Core – Primary focal point of Metropolitan Washington. Comprises major centers within the District of Columbia. Contains the major governmental, cultural and tourism activities of the region, as well as significant business and commercial activity. Center of the region's transit system. Pedestrian-oriented sidewalk network with an organized street grid/block configuration.

Mixed Use Centers – Generally urban in character, areas up to two square miles (1,280 acres) that contain either a dense mix of retail, employment, and residential activity or significant levels of employment and housing. Accessible by transit or commuter rail and by major highways.

Employment Criteria: Greater than 15,000 jobs and greater than 25 jobs per acre in 2025.

Residential Criteria: Greater than 10 units per acre.

Employment Centers – Higher-density areas up to 3.5 square miles (2,240 acres) that contain significant concentrations of employment. Generally urban or becoming more urban in character.

Employment Criteria: Greater than 20,000 jobs and greater than 30 jobs per acre in 2025.

Suburban Employment Centers – More-dispersed, lower-density areas, less than 6 square miles (3,840 acres).

Employment Criteria: Greater than 15,000 jobs and greater than 10 jobs per acre in 2025.

Emerging Employment Centers – Rapidly developing "campus-style" suburban employment areas less than 6 square miles (3,840 acres) in total area.

Employment Criteria: Greater than 15,000 jobs in 2025, and greater than 50 percent job growth between 2000 and 2025 OR less than 50 percent commercial buildout in 2025.

As seen in Table 1, the 58 Regional Activity Centers contain slightly more than half of the region's current and future employment, but only about 10 percent of the region's households.

A principal recommendation from the Planning Directors was the need to depict the Activity Centers information on more than one map. At the request of the Joint Working Group, the PDTAC also prepared a more stylized, conceptual depiction of development in the transportation corridors, much like those prepared for the Northern Virginia 2020 Plan. These Regional Activity Centers and Clusters contain nearly 70 percent of the region's jobs and approximately 31 percent of the region's households.

The Planning Directors also unanimously recommended a "bar map" as the best method for portraying the magnitude of employment growth anticipated in the Activity Centers and Clusters.

The Regional Special Attractors map displays those individual locations within the region that merit special consideration because of their potential to generate a large number of trips. The Planning Directors felt that such a map would give a finer grain view of important locations within and outside of the Activity Centers.

Finally, the TPB staff, at the request of the Planning Directors has prepared two maps based on the 2000 Financially Constrained Long-Range Transportation Plan (CLRP) depicting future transportation improvements and facility studies through the year 2025. In addition, at the request of the Joint Working Group, all of the Activity Center maps depict as "finished" all

major transportation improvement projects that are to be completed within the next 2 years.

Updating the Regional Activity Centers Maps

The Planning Directors, Joint Working Group and Metropolitan Development Policy Committee concurred that subsequent revisions to the Regional Activity Centers Maps and supporting data would only be undertaken following the completion of a major "Round" of the Cooperative Forecasts – e.g., "Round 7.0", "Round 8.0", etc. These revisions to the Activity Centers would also incorporate appropriate information from subsequent major updates to the TPB's Financially Constrained Long-Range Transportation Plan (CLRP).

The PDTAC recommended, and the Joint Working Group and MDPC agreed, that, in lieu of a regional depiction of "green space", the PDTAC would work to revise COG's 1996 "Composite Map of Adopted Land Use Plans" following the completion of Round 7.0.

In sending forward the project, members of the Joint Working Group and the MDPC noted that the Regional Activity Centers maps depict the currently approved Cooperative Forecasts and CLRP, and urged that the maps be used by area governments to encourage land use and transportation policies that promote more concentrated regional growth patterns and trends.

Another concern expressed by the group is that some areas targeted for redevelopment may not currently appear as Regional Activity Centers and that local governments may need to adopt policies to further encourage growth in these locations. The group also noted the maps:

- Can be used to help focus on revitalization areas;
- Do not preclude development, but encourage "smarter" development; and
- Provide a tool for local governments to evaluate current and future plans and adjust policies accordingly.

Falls Church, VA



MARC Train Station, Frederick, MD



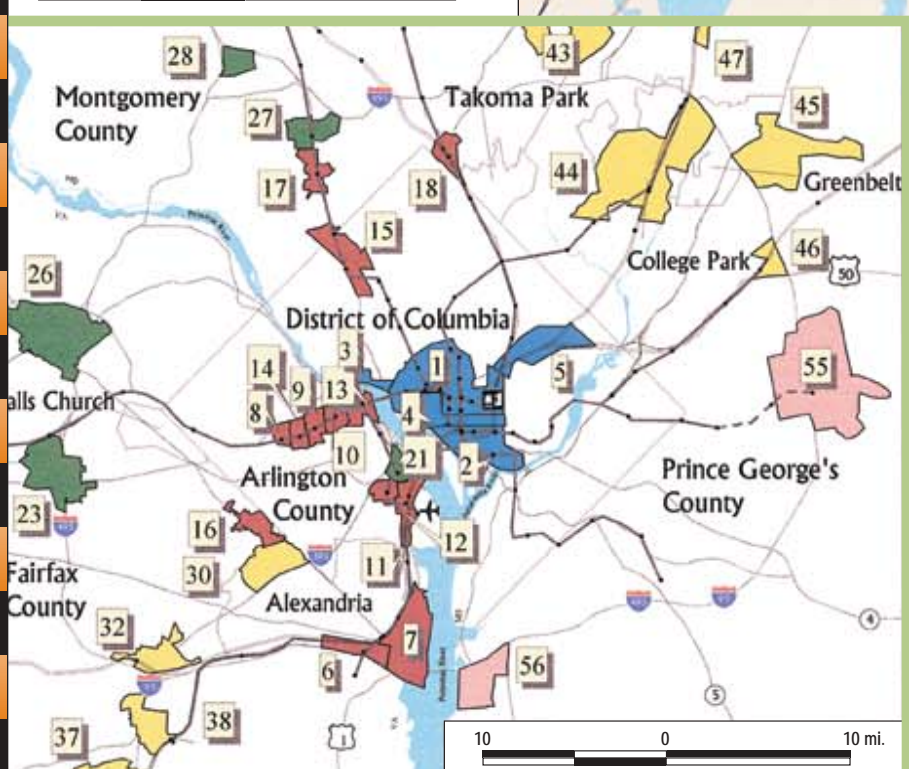
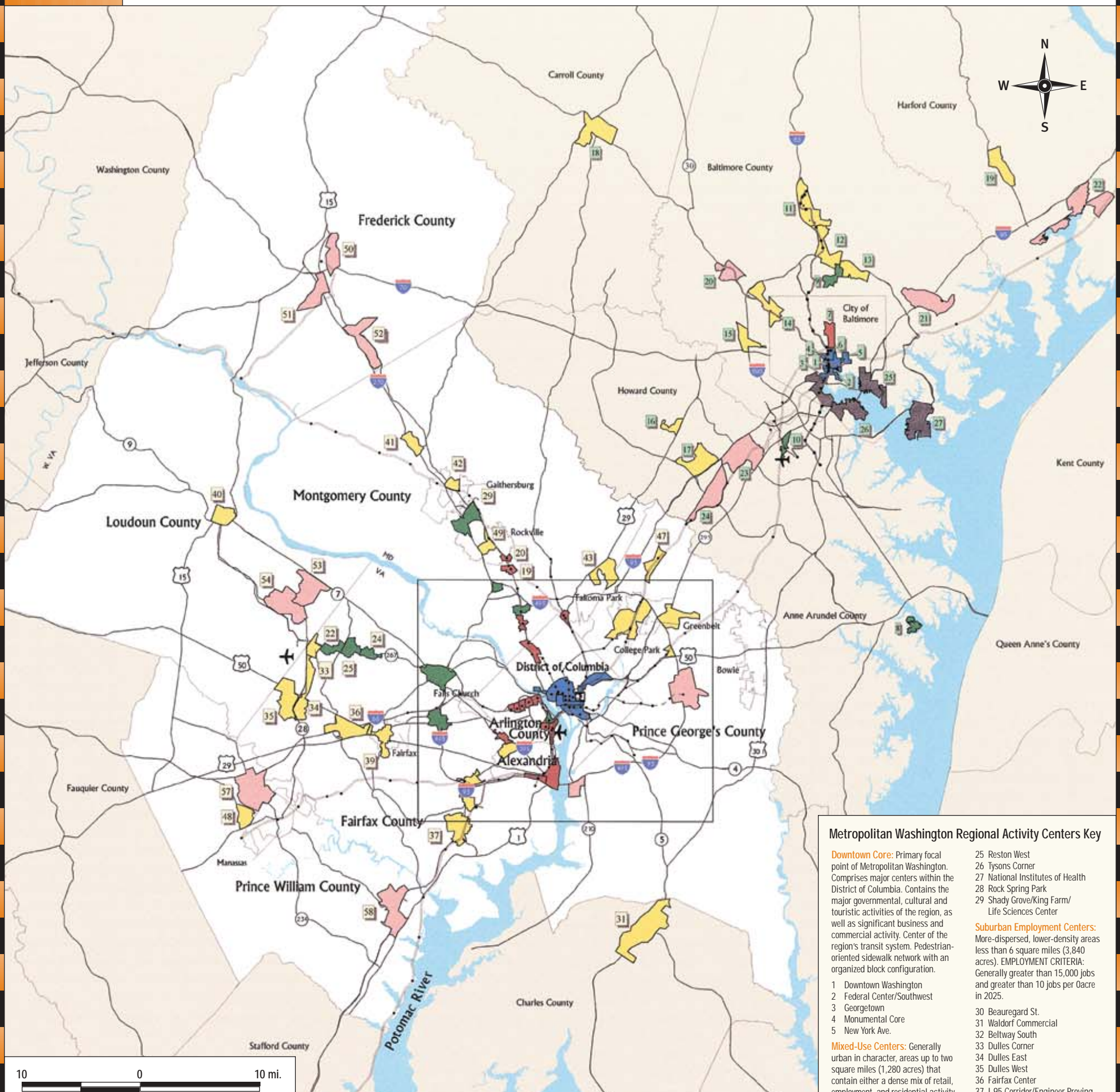
Farragut Square, Washington, DC



FedEx Field, MD



Regional Activity Centers



Metropolitan Washington Regional Activity Centers Key

Downtown Core: Primary focal point of Metropolitan Washington. Comprises major centers within the District of Columbia. Contains the major governmental, cultural and touristic activities of the region, as well as significant business and commercial activity. Center of the region's transit system. Pedestrian-oriented sidewalk network with an organized block configuration.

Mixed-Use Centers: Generally urban in character, areas up to two square miles (1,280 acres) that contain either a dense mix of retail, employment, and residential activity or significant levels of employment and housing. Accessible by transit or commuter rail and by major highways. EMPLOYMENT CRITERIA: Greater than 15,000 jobs and greater than 25 jobs/acre in 2025. RESIDENTIAL CRITERIA: 10 or more households per acre in 2025.

Employment Centers: Higher-density areas up to 3.5 square miles (2,240 acres) that contain significant concentrations of employment. Generally or becoming urban in character. EMPLOYMENT CRITERIA: Greater than 20,000 jobs and greater than 30 jobs/acre in 2025.

Suburban Employment Centers: More-dispersed, lower-density areas less than 6 square miles (3,840 acres). EMPLOYMENT CRITERIA: Generally greater than 15,000 jobs and greater than 10 jobs per acre in 2025.

Emerging Employment Centers: Rapidly-developing, "campus style" suburban employment areas, less than 6 square miles (3,840 acres). EMPLOYMENT CRITERIA: Greater than 15,000 jobs in 2025, and greater than 50% job growth between 2000 and 2025 OR less than 50% commercial buildout in 2025.

Industrial Centers* Regions with significant industrial employment. Size Restriction: Up to six square miles. Employment Threshold: 10,000 jobs in 2025

Metropolitan Baltimore Regional Activity Centers Key

Downtown Core

- Downtown Baltimore
- Inner Harbor
- Stadiums
- State Offices
- JHU Hospital Complex
- Mount Vernon - Penn Station

Mixed-Use Centers

- Charles Village/Johns Hopkins University

Employment Centers

- Annapolis
- Towson University—Town Center
- Airport Square

Suburban Employment Centers

- Hunt Valley
- I-83—Timonium
- Towson
- Reisterstown
- Woodlawn
- Columbia
- Gateway Commerce / I-95
- Westminster
- Bel Air
- Owings Mills
- White Marsh
- Riverside
- Arundel Mills
- Rt. 1 Corridor

Industrial Centers*

- Canton
- Middle Branch
- Bethlehem Steel

Regional Airport

- Baltimore Washington International Airport

*Regions with significant industrial employment. Size Restriction: Up to six square miles. Employment Threshold: 10,000 jobs in 2025
Draft Activity Centers data for Baltimore metropolitan region was tabulated and provided by the Baltimore Metropolitan Council staff on October 4, 2000.

LEGEND

- | | | | |
|--------------------|-----------------------------|---------------------|-------------------------|
| Downtown Core | Suburban Employment Centers | Major Roads | Union Station |
| Mixed-Use Centers | Emerging Employment Centers | Metro Rail Lines | Major Regional Airports |
| Employment Centers | Industrial Centers | Commuter Rail Lines | |



Table
1

Regional Activity Centers

Map Key #	Center Name <small>[M—Contains Metrorail station(s) within its boundaries]</small>	Jurisdiction	Sq. Miles	Acres	Jobs 2000	Gross* Job Density 2000	Households 2000	Gross* Household Density 2000	Jobs 2025	Gross* Job Density 2025	Households 2025	Gross* Household Density 2025	2025 Jobs to Households Ratio	% Job Growth 2000-2025
DC CORE														
	Primary focal point of Metropolitan Washington. Comprises major centers within the District of Columbia. Contains the major governmental, cultural and touristic activities of the region, as well as significant business and commercial activity. Center of the region's transit system. Pedestrian-oriented sidewalk network with an organized block configuration. As well as emerging areas targeted for redevelopment.													
1	Downtown Washington M (14 Stations)	DC	4.1	2,640	355,804	134.8	20,938	7.9	427,198	161.8	24,290	9.2	17.6	20.1%
2	Federal Center/Southwest M (5 Stations)	DC	1.2	780	92,714	118.9	1,849	2.4	129,229	165.7	2,145	2.8	60.2	39.4%
3	Georgetown	DC	0.4	260	18,170	69.9	1,338	5.0	19,078	73.0	1,552	6.0	12.3	5.0%
4	Monumental Core M	DC	0.6	390	11,271	28.9	1	0.0	11,956	30.7	1	0.0	11,956.0	6.0%
5	New York Avenue	DC	1.3	810	15,709	19	2,227	3	18,109	22	2,583	3	7.0	15.3%
	DC Core Subtotal		7.6	4,880	493,668	101.2	26,353	5.4	605,570	124.1	30,571	6.3	19.8	22.7%
	Percent of Regional Total** in DC Core		0.2%	0.2%	17.9%		1.6%		16.0%		1.4%			
MIXED-USE CENTERS														
	Generally urban in character, areas up to two square miles (1,280 acres) that contain either a dense mix of retail, employment, and residential activity or significant levels of employment and housing. Accessible by transit or commuter rail and by major highways. EMPLOYMENT CRITERIA: Greater than 15,000 jobs and greater than 25 jobs/acre in 2025. RESIDENTIAL CRITERIA: 10 or more households/acre in 2025.													
6	Eisenhower Avenue M	Alexandria	0.5	346	6,785	19.6	751	2.2	20,989	60.7	3,383	9.8	6.2	209.3%
7	Downtown Alexandria M (2 Stations)	Alexandria	1.9	1,233	36,090	29.3	11,052	9.0	38,067	30.9	12,278	10.0	3.1	5.5%
8	Ballston M	Arlington	0.4	248	20,958	84.5	6,577	26.5	34,873	140.6	8,805	35.5	4.0	66.4%
9	Clarendon M	Arlington	0.2	139	5,049	36.3	654	4.7	17,262	124.2	1,548	11.1	11.2	241.9%
10	Court House M	Arlington	0.3	207	16,080	77.7	5,750	27.8	20,951	101.2	6,757	32.6	3.1	30.3%
11	Crystal City M	Arlington	0.7	434	41,705	96.1	5,164	11.9	60,792	140.1	8,138	18.8	7.5	45.8%
12	Pentagon City M	Arlington	0.2	125	11,022	88.2	3,055	24.4	16,356	130.8	6,983	55.9	2.3	48.4%
13	Rosslyn M	Arlington	0.4	259	26,205	101.2	6,209	24.0	37,894	146.3	8,030	31.0	4.7	44.6%
14	Virginia Square M	Arlington	0.3	176	7,534	42.8	1,532	8.7	14,325	81.4	4,210	23.9	3.4	90.1%
15	Friendship Heights/Tenleytown M (2 Stations)	DC/Montgomery	1.3	815	19,126	23.0	6,544	8.0	25,817	32.0	8,258	10.0	3.1	35.0%
16	Bailey's Crossroads/Skyline	Fairfax	0.7	440	16,424	37.3	5,858	13.3	17,514	39.8	8,593	19.5	2.0	6.6%
17	Bethesda CBD M	Montgomery	0.6	377	39,041	103.6	4,991	13.2	47,888	127.0	7,766	20.6	6.2	22.7%
18	Silver Spring CBD M	Montgomery	0.6	379	31,509	83.1	5,136	13.6	40,799	107.6	8,631	22.8	4.7	29.5%
19	White Flint M	Montgomery	0.7	422	18,331	43.4	1,222	2.9	24,840	58.9	5,222	12.4	4.8	35.5%
20	Twinbrook M	Mont./Rockville	0.4	246	21,035	85.5	6	0.0	21,843	88.8	3,206	13.0	6.8	3.8%
	Mixed-Use Centers Subtotal		9.2	5,846	316,894	54.2	64,501	11.0	440,210	75.3	101,808	17.4	4.3	38.9%
	Percent of Regional Total** in Mixed-Use Centers		0.3%	0.3%	11.5%		3.8%		11.6%		4.5%			
EMPLOYMENT CENTERS														
	Higher-density areas up to 2.5 square miles (1,600 acres) that contain significant concentrations of employment. Generally or becoming urban in character. EMPLOYMENT CRITERIA: Greater than 20,000 jobs and greater than 30 jobs/acre in 2025.													
21	The Pentagon M	Arlington	0.5	294	21,031	72.0	0	0.0	22,311	76.0	0	0.0	N/A	6.1%
22	Herndon	Fairfax	1.3	805	16,736	20.8	436	0.5	26,622	33.1	469	0.6	56.8	59.1%
23	Merrifield/Dunn Loring M	Fairfax	2.1	1,363	36,069	26.5	2,235	1.6	50,843	37.3	3,476	2.6	14.6	41.0%
24	Reston East	Fairfax	1.0	612	15,462	25.3	293	0.5	21,388	34.9	426	0.7	50.2	38.3%
25	Reston West	Fairfax	1.6	1,037	23,275	22.4	977	0.9	36,437	35.1	1,660	1.6	22.0	56.6%
26	Tysons Corner	Fairfax	3.3	2,128	89,448	42.0	6,989	3.3	126,639	59.5	9,688	4.6	13.1	42.0%
27	National Institutes of Health M	Montgomery	1.1	693	22,655	32.7	306	0.4	25,599	36.9	306	0.4	83.7	13.0%
28	Rock Spring Park	Montgomery	0.6	359	22,740	63.3	6	0.0	29,728	82.8	1,356	3.8	21.9	30.7%
29	Shady Grove/King Farm/Life Sciences Center M	Mont./Rockville	2.3	1,458	34,756	23.8	36	0.0	43,403	29.8	3,436	2.4	12.6	24.9%
	Employment Centers Subtotal		13.7	8,749	282,172	32.3	11,278	1.3	382,970	43.8	20,817	2.4	18.4	35.7%
	Percent of Regional Total** in Employment Centers		0.4%	0.4%	10.2%		0.7%		10.1%		0.9%			

Classification and Criteria

Map Key #	Center Name <small>[M—Contains Metrorail station(s) within its boundaries]</small>	Jurisdiction	Sq. Miles	Acres	Jobs 2000	Gross* Job Density 2000	Households 2000	Gross* Household Density 2000	Jobs 2025	Gross* Job Density 2025	Households 2025	Gross* Household Density 2025	2025 Jobs to Households Ratio	% Job Growth 2000-2025					
SUBURBAN EMPLOYMENT CENTERS																			
	More-dispersed, lower-density areas less than six square miles (3,840 acres). EMPLOYMENT CRITERIA: Generally greater than 15,000 jobs and greater than 10 jobs/acre in 2025.																		
30	Beaugard Street	Alexandria	1.4	918	12,057	13.1	8,819	9.6	16,742	18.2	10,139	11.0	1.7	38.9%					
31	Waldorf Commercial	Charles	5.4	3,437	27,026	7.9	197	0.1	34,581	10.1	202	0.1	171.2	28.0%					
32	Beltway South	Fairfax	1.1	717	15,656	21.8	0	0.0	17,226	24.0	285	0.4	60.4	10.0%					
33	Dulles Corner	Fairfax	1.3	824	6,283	7.6	1,051	1.3	16,172	19.6	2,020	2.5	8.0	157.4%					
34	Dulles East	Fairfax	3.5	2,218	17,009	7.7	710	0.3	30,574	13.8	1,083	0.5	28.2	79.8%					
35	Dulles West	Fairfax	4.3	2,761	20,271	7.3	0	0.0	35,996	13.0	0	0.0	N/A	77.6%					
36	Fairfax Center	Fairfax	3.9	2,480	31,061	12.5	6,189	2.5	46,759	18.9	9,415	3.8	5.0	50.5%					
37	I-95 Corridor/Engineer Proving Grounds	Fairfax	3.9	2,481	16,690	6.7	1,686	1.0	28,974	11.7	3,914	1.6	7.4	73.6%					
38	Springfield M	Fairfax	1.0	663	14,134	21.3	930	1.4	20,619	31.1	1,851	2.8	11.1	45.9%					
39	City of Fairfax-GMU	City of Fairfax	2.2	1,412	21,453	15.2	1,835	1.3	25,614	18.1	2,061	1.5	12.4	19.4%					
40	Downtown Leesburg	Loudoun	2.4	1,521	10,900	7.2	4,200	2.8	17,500	11.5	6,800	4.5	2.6	61.0%					
41	Germantown	Montgomery	2.3	1,491	10,900	7.4	1,451	1.0	23,421	15.7	1,881	1.3	12.5	115.0%					
42	North Frederick Avenue	Montgomery	2.0	1,257	11,795	9.4	3,108	2.5	21,547	17.1	3,918	3.1	5.5	82.7%					
43	White Oak	Montgomery	2.2	1,432	10,732	7.5	4,071	2.8	18,897	13.2	4,196	2.9	4.5	76.1%					
44	US 1/Green Line M	Prince George's	6.0	3,829	29,478	7.7	7,831	2.0	45,526	11.9	9,149	2.4	5.0	54.4%					
45	Greenbelt NASA	Prince George's	2.1	1,368	18,170	13.3	3,035	2.2	19,847	14.5	3,035	2.2	6.5	9.0%					
46	New Carrollton/Transit Triangle M	Prince George's	1.4	921	15,206	16.5	3,070	3.3	15,890	17.3	3,070	3.3	5.2	4.0%					
47	Route 1	Prince George's	1.7	1,098	8,070	7.3	363	0.3	16,485	15.0	843	0.8	19.6	104.3%					
48	Innovation	Prince William	2.0	1,248	1,573	1.3	25	0.0	18,209	14.6	25	0.0	728.4	1,057.6%					
49	Rockville Town Center M	Rockville	1.3	852	13,575	15.9	400	0.5	14,339	16.8	400	0.5	35.8	5.6%					
Suburban Employment Centers Subtotal			51.5	32,928	312,039	9.5	48,971	1.5	484,918	14.7	64,287	2.0	7.5	55.4%					
Percent of Regional Total** in Suburban Employment Centers			1.5%	1.5%	11.3%		2.9%		12.8%		2.8%								
EMERGING EMPLOYMENT CENTERS																			
	Rapidly-developing, "campus-style" suburban employment areas, less than six square miles (3,840 acres). EMPLOYMENT CRITERIA: Greater than 15,000 jobs in 2025, and greater than 50% job growth between 2000 and 2025 OR less than 50% commercial buildout in 2025.																		
50	Airport/Monocacy Boulevard	Frederick	5.2	3,350	8,960	2.7	2,840	0.8	16,200	4.8	5,990	1.8	2.7	80.8%					
51	Md 85/355 Evergreen Point	Frederick	5.1	3,240	16,600	5.1	930	0.3	28,290	8.7	1,330	0.4	21.3	70.4%					
52	Urbana	Frederick	4.0	2,560	3,630	1.6	665	0.2	16,430	6.1	4,125	2.0	4.0	353.0%					
53	28 North	Loudoun	4.6	2,956	6,100	2.1	800	0.3	15,300	5.2	3,100	1.0	4.9	151.0%					
54	Corporate Dulles	Loudoun	5.7	3,617	10,200	2.8	100	0.0	27,400	7.6	700	0.2	39.1	168.6%					
55	Largo Center Circle	Prince George's	5.9	3,755	11,382	3.0	5,860	1.6	21,409	5.7	8,307	2.2	2.6	88.1%					
56	National Harbor	Prince George's	1.1	731	975	1.3	194	0.3	13,827	18.9	208	0.3	66.5	1,318.2%					
57	Bull Run-Sudley Area	Prince William	5.1	3,247	13,185	4.1	5,518	1.7	16,813	5.2	5,895	1.8	2.9	27.8%					
58	Potomac Mills	Prince William	5.7	3,648	16,354	4.5	1,701	0.1	27,197	7.5	2,752	0.8	9.9	66.0%					
Emerging Employment Centers Subtotal			42.3	27,104	87,386	3.2	18,608	0.7	182,866	6.7	32,407	1.2	5.6	109.3%					
Percent of Regional Total** in Emerging Employment Centers			1.2%	1.2%	3.2%		1.1%		4.8%		1.4%								
REGIONAL AIRPORT CENTERS																			
	Ronald Reagan Washington National Airport M	Arlington	0.9	604	9,938	16.0	0	0.0	9,938	16.0	0	0.0	N/A						
	Washington Dulles International Airport	Fairfax/Loudoun	24.9	15,953	14,539	0.9	0	0.0	30,621	1.9	0	0.0	N/A						
Centers Total			124.2	79,507	1,492,159	18.8	169,711	2.1	2,096,534	26.4	249,890	3.1	7.4	40.5%					
Percent of Regional Total** in Centers			3.6%	3.6%	54.0%		10.1%		55.4%		11.1%								
Regional Change (Activity Centers) in Jobs 2000 - 2025:					604,375					Share of Region's Job Growth in Activity Centers:					59%				
Regional Change (Activity Centers) in Households 2000 - 2025:					80,179					Share of Region's Household Growth in Activity Centers:					14%				

* Gross density figures show the number of jobs or households per acre for the entire center. Densities throughout the center vary.
 ** Regional Totals for 2025 include MWCOG staff estimates for Charles, Calvert and Stafford Counties.

Table 2

Regional Activity Centers and Clusters

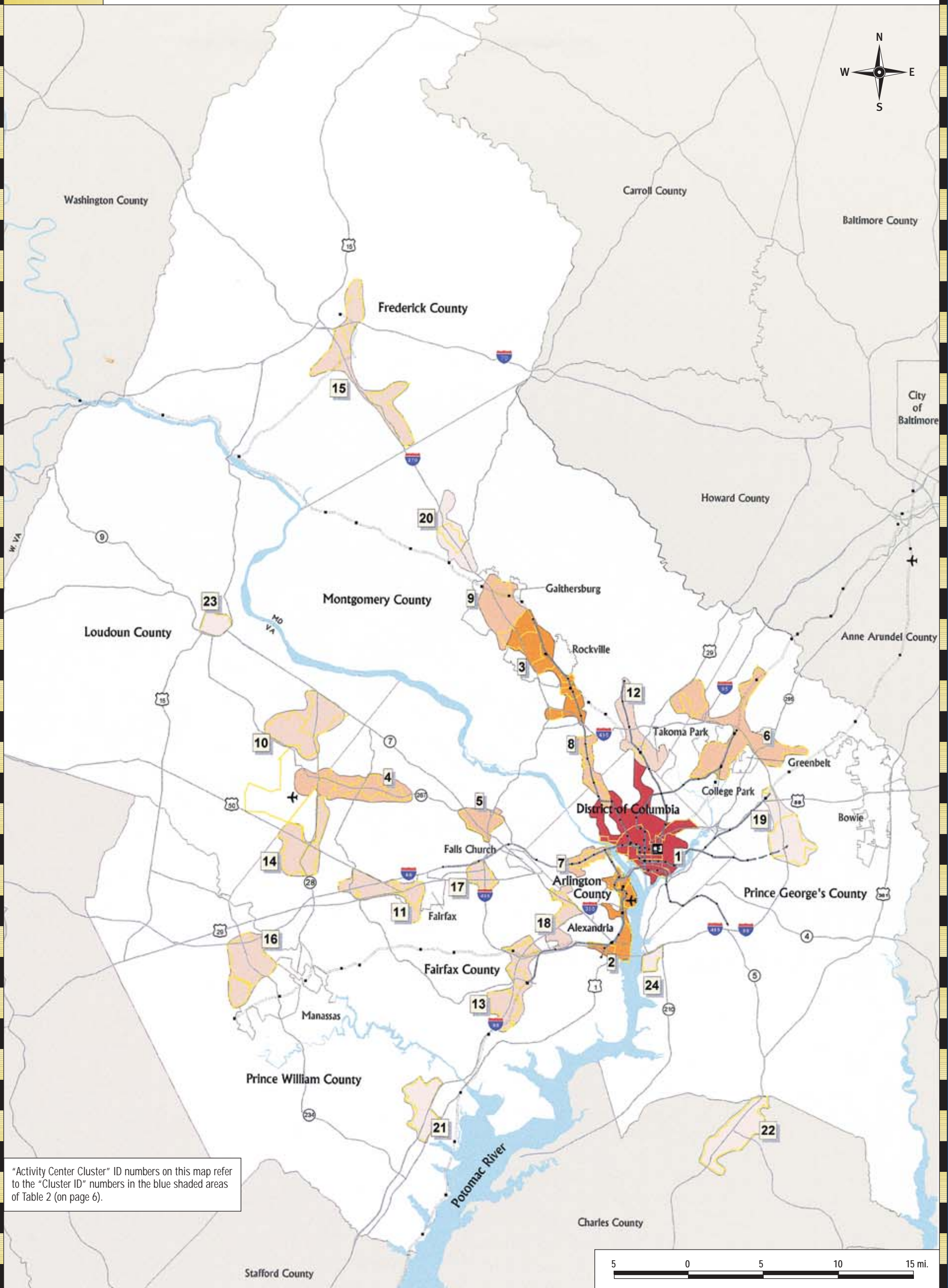
ACTIVITY CLUSTERS LISTED IN DESCENDING ORDER BY 2025 EMPLOYMENT. ACTIVITY CENTERS LISTED IN ALPHABETICAL ORDER

ID	Center Name	Jobs 2000	Households 2000	Jobs 2025	Households 2025	2025 Jobs to Households Ratio	ID	Center Name	Jobs 2000	Households 2000	Jobs 2025	Households 2025	2025 Jobs to Households Ratio
More than 200,000 Jobs in 2025							11 FAIRFAX CENTER / CITY OF FAIRFAX / GMU						
1 DOWNTOWN WASHINGTON							39	City of Fairfax-GMU	21,453	1,835	25,614	2,061	12.4
1	Downtown Washington M (14 Stations)	355,804	20,938	427,198	24,290	17.6	36	Fairfax Center	31,061	6,189	46,759	9,415	5.0
2	Federal Center/Southwest M (5 Stations)	92,714	1,849	129,229	2,145	60.2		Centers Total	52,514	8,024	72,373	11,476	6.3
3	Georgetown	18,170	1,338	19,078	1,552	12.3		Cluster Total	70,970	28,257	90,330	36,517	2.5
4	Monumental Core M	11,271	1	11,956	1	11,956	12 SILVER SPRING / TAKOMA PARK / WHEATON (includes DC portion of Takoma)						
5	New York Avenue	15,709	2,227	18,109	2,583	7.0	18	Silver Spring CBD M	31,509	5,136	40,799	8,631	4.7
	Centers Total	493,668	26,353	605,570	30,571	19.8		Center Total	31,509	5,136	40,799	8,631	4.7
	Cluster Total	542,360	65,251	685,999	78,239	8.8		Cluster Total	74,704	33,303	85,387	40,409	2.1
150,000 - 199,999 Jobs in 2025							13 I-95 / SPRINGFIELD AREA						
2 PENTAGON/REAGAN AIRPORT/ALEXANDRIA AREA							32	Beltway South	15,656	0	17,226	285	60.4
7	Downtown Alexandria M (2 Stations)	36,090	11,052	38,067	12,278	3.1	37	I-95 Corridor/Engineer Proving Grounds	16,690	1,686	28,974	3,914	7.4
11	Crystal City M	41,705	5,164	60,792	8,138	7.5	38	Springfield M	14,134	930	20,619	1,851	11.1
6	Eisenhower Avenue M	6,785	751	20,989	3,383	6.2		Centers Total	46,480	2,616	66,819	6,050	11.0
22	The Pentagon M	21,031	0	22,311	0	N/A		Cluster Total	49,047	13,684	72,720	21,515	3.4
12	Pentagon City M	11,022	3,055	16,356	6,983	2.3	14 DULLES SOUTH AREA						
*	Ronald Reagan Washington National Airport	9,938	0	9,938	0	N/A	34	Dulles East	17,009	710	30,574	1,083	8.2
	Centers Total	126,571	20,022	168,453	30,782	5.5	35	Dulles West	20,271	0	35,996	0	N/A
	Cluster Total	156,281	40,441	196,829	55,456	3.5		Centers Total	37,280	710	66,570	1,083	61.5
								Cluster Total	38,439	7,840	69,061	9,753	7.1
100,000 - 149,999 Jobs in 2025							15 FREDERICK AREA						
3 ROCKVILLE/NORTH BETHESDA							50	Airport/Monocacy Blvd.	8,960	2,840	16,200	5,990	2.7
28	Rock Spring Park	22,740	6	29,728	1,356	21.9	51	Md 85/355 Evergreen Point	16,600	930	28,290	1,330	21.3
49	Rockville Town Center M	13,575	400	14,339	400	35.8	52	Urbana	3,630	665	16,430	4,125	4.0
20	Twinbrook M	21,035	6	21,843	3,206	6.8		Centers Total	29,190	4,435	60,920	11,445	5.3
19	White Flint M	18,331	1,222	24,840	5,222	4.8		Cluster Total	31,984	4,854	63,403	11,752	5.4
	Centers Total	75,681	1,634	90,750	10,184	8.9	16 MANASSAS AREA						
	Cluster Total	155,600	20,165	187,024	32,487	5.8	57	Bull Run-Sudley Area	13,185	5,518	16,813	5,895	2.9
100,000 - 149,999 Jobs in 2025							48	Innovation	1,573	25	18,209	25	728.4
4 DULLES CORRIDOR								Centers Total	14,758	5,543	35,022	5,920	5.9
33	Dulles Corner	6,283	1,051	16,172	2,020	8.0		Cluster Total	32,108	17,750	60,690	23,537	2.6
23	Herndon	16,736	436	26,622	469	56.8	17 MERRIFIELD / DUNN LORING						
25	Reston East	15,462	293	21,388	426	50.2	24	Merrifield/Dunn Loring M	36,069	2,235	50,843	3,476	14.6
26	Reston West	23,275	977	36,437	1,660	22.0		Center Total	36,069	2,235	50,843	3,476	14.6
*	Washington Dulles International Airport	14,539	0	30,621	0	N/A		Cluster Total	42,373	16,820	57,577	21,671	2.7
	Centers Total	76,295	2,757	131,240	4,575	28.7	18 BAILEY'S CROSSROADS AREA						
	Cluster Total	81,374	23,151	139,841	31,277	4.5	16	Bailey's Crossroads/Skyline	16,424	5,858	17,514	8,593	2.0
5 TYSONS CORNER							30	Beauregard St.	12,057	8,819	16,742	10,139	1.7
21	Tysons Corner	89,448	6,989	126,639	9,688	13.1		Centers Total	28,481	14,677	34,256	18,732	1.8
	Center Total	89,448	6,989	126,639	9,688	13.1		Cluster Total	37,509	35,145	51,349	37,778	1.4
	Cluster Total	101,474	21,442	139,320	26,710	5.2	25,000 to 49,999 Jobs in 2025						
6 GREENBELT/COLLEGE PARK/WHITE OAK AREA							19 NEW CARROLLTON / LARGO AREA						
44	US 1 / Green Line M	29,478	7,831	45,526	9,149	5.0	55	Largo Center Circle	11,382	5,860	21,409	8,307	2.6
45	Greenbelt NASA	18,170	3,035	19,847	3,035	6.5	46	New Carrollton/Transit Triangle M	15,206	3,070	15,890	3,070	5.2
43	White Oak	10,732	4,071	18,897	4,196	4.5		Centers Total	26,588	8,930	15,890	3,070	5.2
47	Route 1	8,070	363	16,485	843	19.6		Cluster Total	29,889	18,015	48,735	24,317	2.0
	Centers Total	66,450	15,300	100,755	17,223	5.9	20 GERMANTOWN / CLARKSBURG						
	Cluster Total	89,415	39,526	132,023	45,719	2.9	41	Germantown	10,900	1,451	23,421	1,881	12.5
7 ROSSLYN / BALLSTON CORRIDOR								Center Total	10,900	1,451	23,421	1,881	12.5
8	Ballston M	20,958	6,577	34,873	8,805	4.0		Cluster Total	19,999	13,687	46,661	25,677	1.8
9	Clarendon M	5,049	654	17,262	1,548	11.2	21 POTOMAC MILLS AREA						
10	Court House M	16,080	5,750	20,951	6,757	3.1	58	Potomac Mills	16,354	1,701	7,197	2,752	9.9
13	Rosslyn M	26,205	6,209	37,894	8,030	4.7		Center Total	16,354	1,701	27,197	2,752	9.9
14	Virginia Square M	7,534	1,532	14,325	4,210	3.4		Cluster Total	25,841	15,695	37,717	18,311	2.1
	Centers Total	75,826	20,722	125,305	29,350	4.3	22 WALDORF COMMERCIAL						
	Cluster Total	74,381	27,924	125,305	29,350	4.3	31	Waldorf Commercial	27,026	197	34,581	202	171.2
8 BETHESDA / FRIENDSHIP HEIGHTS (includes DC portion of Friendship Heights)								Center Total	27,026	197	34,581	202	171.2
17	Bethesda CBD M	39,041	4,991	47,888	7,766	6.2		Cluster Total	27,026	16,749	34,581	28,977	1.2
15	Friendship Heights/Tenleytown M (2 Stations)	19,126	6,544	25,817	8,258	3.1	23 LEESBURG AREA						
27	National Institutes of Health M	22,655	306	25,599	306	83.7	40	Downtown Leesburg	10,900	4,200	17,500	6,800	2.6
	Centers Total	80,822	11,841	99,304	16,330	6.1		Center Total	10,900	4,200	17,500	6,800	2.6
	Cluster Total	99,435	23,482	115,143	29,785	3.9		Cluster Total	12,621	10,204	25,004	17,226	1.5
9 GAITHERSBURG/LIFE SCIENCES CENTER							24 NATIONAL HARBOR						
29	Shady Grove/King Farm/Life Sciences Ctr M	34,756	36	43,403	3,436	12.6	56	National Harbor	975	194	13,827	208	66.5
42	North Frederick Avenue	11,795	3,108	21,547	3,918	5.5		Center Total	975	194	13,827	208	66.5
	Centers Total	46,551	3,144	64,950	7,354	8.8		Cluster Total	2,374	4,570	15,855	5,130	3.1
	Cluster Total	71,466	25,113	103,755	36,433	2.8	Activity Center / Activity Cluster Regional Shares						
50,000 to 99,999 Jobs in 2025							Activity Centers						
10 DULLES NORTH AREA								Regional Share	54.0%	10.1%	55.4%	11.1%	N/A
53	28 North	6,100	800	15,300	3,100	4.9	Activity Clusters	1,895,732	527,913	2,677,407	699,399	3.8	
54	Corporate Dulles	10,200	100	27,400	700	39.1		Regional Share	68.7%	31.5%	70.8%	31%	N/A
	Centers Total	16,300	900	42,700	3,800	11.2		Total	2,761,100	1,675,500	3,781,400	2,259,200	
	Cluster Total	29,062	4,845	93,098	11,373	8.2							

METHODOLOGY

- Clusters were delineated in an attempt to both simplify the activity center map and to describe the related or companion areas within the major transportation corridors.
- Clusters were created by selecting the Traffic Analysis Zones that are directly adjacent to the activity centers with special consideration given to those TAZs that follow major transportation corridors.
- Cluster numbers are based on Round 6.2 forecasts, while the activity center totals were derived from Round 6.1 forecasts. Round 6.1 numbers do not include forecasts through 2025 and this may explain some of the numerical discrepancies in the tables.

Regional Activity Centers and Clusters



"Activity Center Cluster" ID numbers on this map refer to the "Cluster ID" numbers in the blue shaded areas of Table 2 (on page 6).

LEGEND

ACTIVITY CLUSTERS (Employment 2025)

- 15,000 - 49,000
- 50,000 - 99,999
- 100,000 - 149,999
- 150,000 - 199,999
- 200,000 - 700,000
- Activity Center Boundaries

- Metro Stations
- ▲ Metro Stations (under construction)
- Commuter Rail Stations

- Union Station
- Airports
- Major Roads

- Metro Rail Lines
- Metro Rail Lines (under construction)
- Commuter Rail Lines



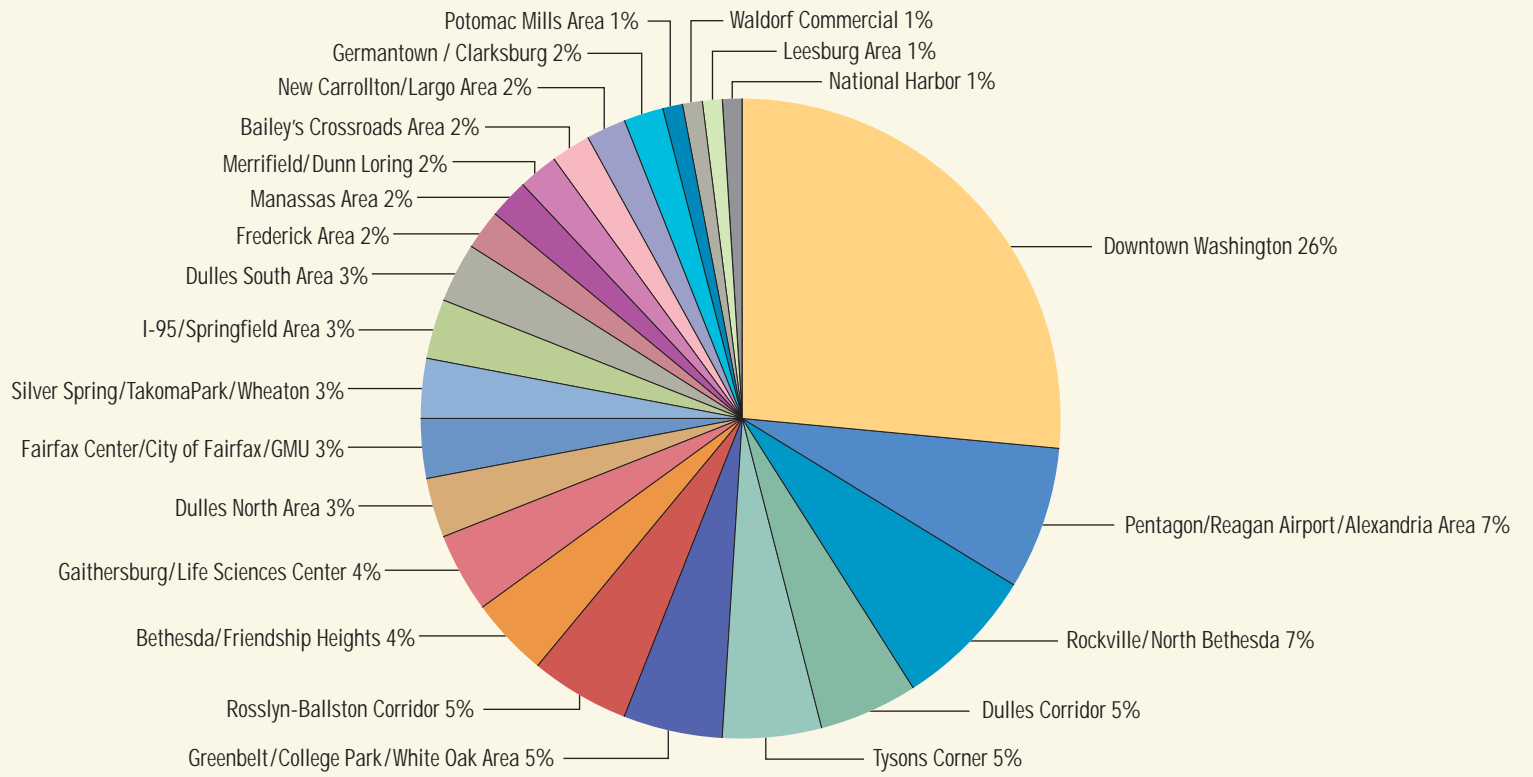
Chart 3

Regional Activity Clusters Share of Employment 2025

REGIONAL ACTIVITY CLUSTERS ARE DISPLAYED CLOCKWISE IN DESCENDING ORDER OF REGIONAL SHARE OF EMPLOYMENT IN 2025

A

Sorted by Regional Share

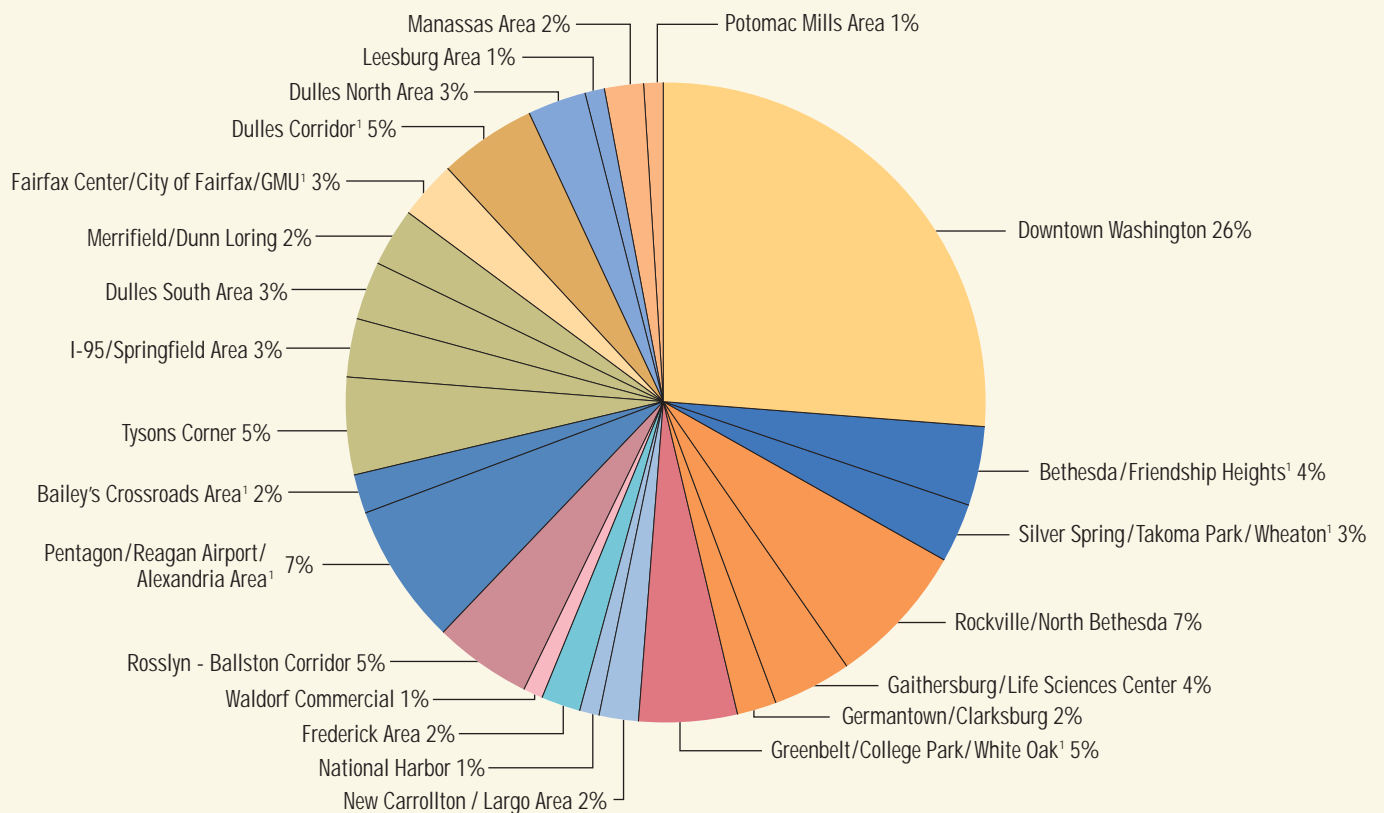


Source: Table "Regional Activity Centers and Clusters"

B

Grouped by Jurisdiction¹

- District of Columbia
- Montgomery/District of Columbia
- Montgomery
- Montgomery/Prince George's
- Prince George's
- Frederick
- Charles
- Arlington
- Arlington/Alexandria
- Fairfax
- Fairfax/City of Fairfax
- Fairfax/Loudoun
- Loudoun
- Prince William



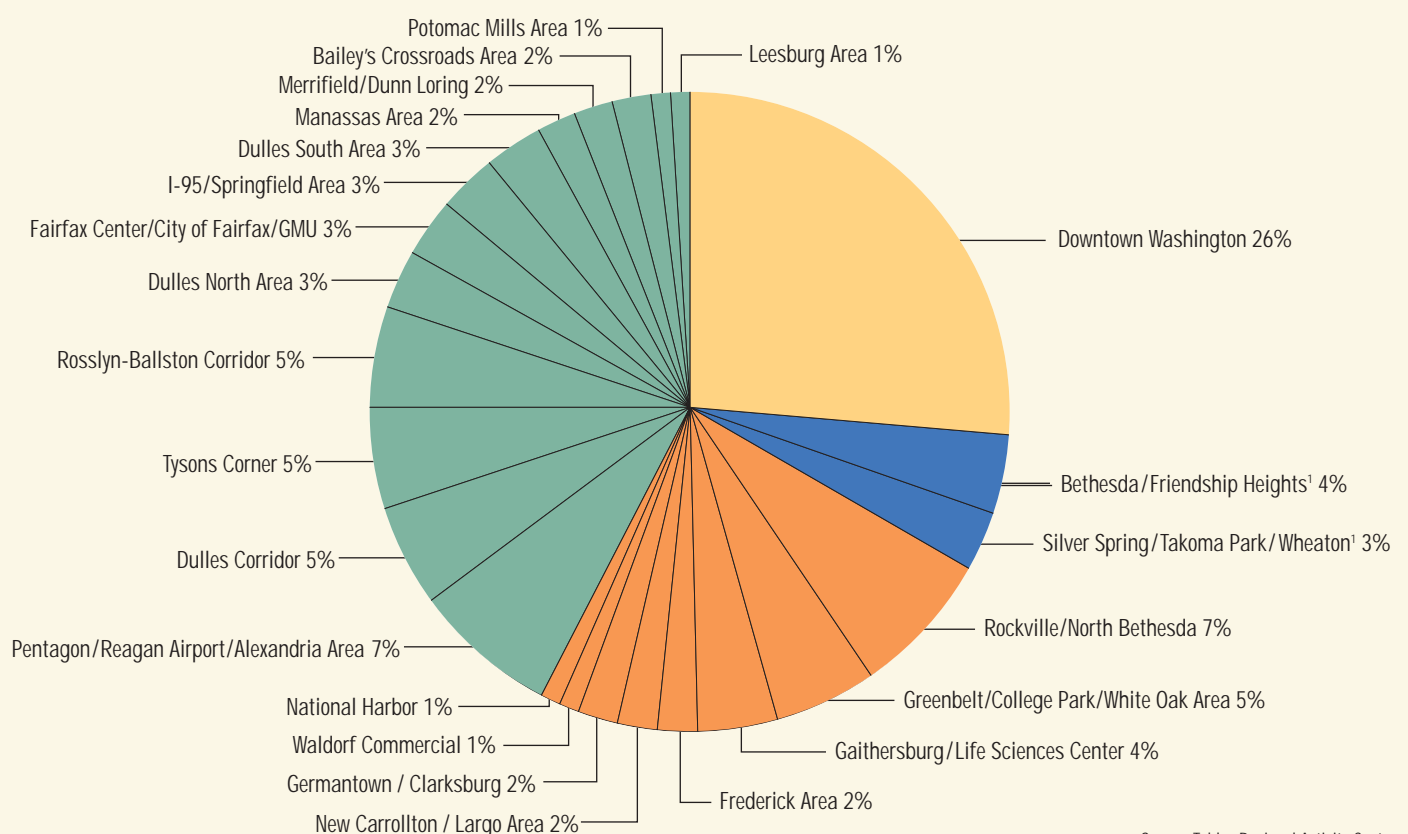
Source: Table "Regional Activity Centers and Clusters"

¹ Some Regional Activity Clusters are located within more than one jurisdiction.

C

Grouped by State¹

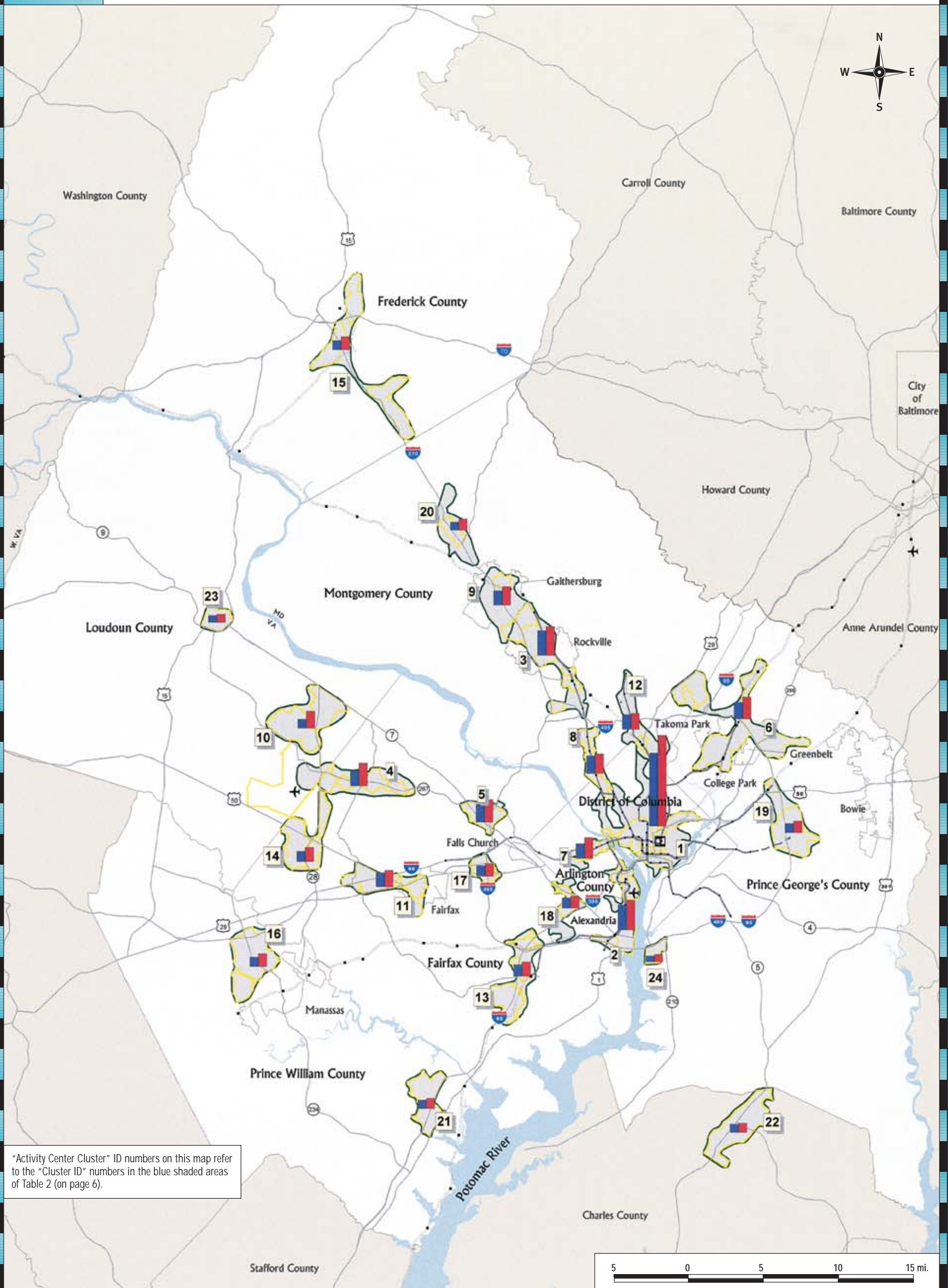
- District of Columbia
- District of Columbia/Maryland
- Maryland
- Virginia



Source: Table "Regional Activity Centers and Clusters"

¹ Some Regional Activity Clusters are located within more than one jurisdiction.

2000-2025 Employment in Activity Clusters



"Activity Center Cluster" ID numbers on this map refer to the "Cluster ID" numbers in the blue shaded areas of Table 2 (on page 6).

LEGEND

EMPLOYMENT BAR CHART KEY

- Jobs 2000
- Jobs 2025
- Activity Center Clusters
- Activity Center Boundaries

- Metro Stations
- ▲ Metro Stations (under construction)
- Commuter Rail Stations

- Union Station
- Airports
- Major Roads

- Metro Rail Lines
- Metro Rail Lines (under construction)
- Commuter Rail Lines



Metropolitan Washington
Council of Governments

Table
4

Regional Special Attractors

GOVERNMENT SPECIAL ATTRACTORS

Federal government sites or facilities (bolded below) that are not located in a Regional Activity Center with an employment greater than 3,500 employees.

Map Key #	Site Facility	Regional Activity Center or "Assigned" Government Special Attractor	Employment
	The Pentagon	"The Pentagon" Regional Activity Center	25,000
1	Ft. Belvoir, Main Post	Government Special Attractor	18,117
	Longworth Office Building	"Southwest/Navy Yard" Regional Activity Center	17,771
	National Institutes of Health	"Nat. Institutes of Health" Regional Activity Center	17,000
2	Humphries Engineer Center	Government Special Attractor	16,000
3	Andrews Airforce Base	Government Special Attractor	15,137
4	CIA - Langley Complex	Government Special Attractor	12,848
	Small Business Administration	"Southwest/Navy Yard" Regional Activity Center	12,060
	State Department	"Downtown Washington" Regional Activity Center	7,690
	Goddard Space Flight Center	"Greenbelt NASA" Regional Activity Center	7,500
	Washington Navy Yard	"Southwest/Navy Yard" Regional Activity Center	7,000
	Forrestal Building	"Southwest/Navy Yard" Regional Activity Center	6,738
	Department of Agriculture So.	"Monumental Core" Regional Activity Center	6,686
5	Bolling Airforce Base	Government Special Attractor	6,500
	J. Edgar Hoover Building	"Downtown Washington" Regional Activity Center	6,474
6	Ft. Detrick Campus Army/NCI	Government Special Attractor	6,279
	Parklawn Office Building	"Twinbrook" Regional Activity Center	6,122
7	Walter Reed Army Medical Center	Government Special Attractor	5,837
	Waterside Mall	"Southwest/Navy Yard" Regional Activity Center	5,070
	Department of Transportation Building	"Southwest/Navy Yard" Regional Activity Center	4,977
	Hoffman No. 2	"Eisenhower Avenue" Regional Activity Center	4,893
	General Accounting Office	"Downtown Washington" Regional Activity Center	4,756
	Wilbur J. Cohen Building	"Southwest/Navy Yard" Regional Activity Center	4,734
	Department of Commerce	"Downtown Washington" Regional Activity Center	4,494
	Department of Justice	"Downtown Washington" Regional Activity Center	4,276
	Frances Perkins Building	"Downtown Washington" Regional Activity Center	4,189
	Internal Revenue Service	"Downtown Washington" Regional Activity Center	4,165
8	Nat. Inst. of Standards and Technology	Government Special Attractor	4,000
9	New Carrollton - IRS	Government Special Attractor	3,987
10	Suitland Federal Center	Government Special Attractor	3,800
11	Transpoint	Government Special Attractor	3,740
	Postal Square	"Downtown Washington" Regional Activity Center	3,722
12	Ft. Myer	Government Special Attractor	3,665
	Housing and Urban Development	"Southwest/Navy Yard" Regional Activity Center	3,633
13	Quantico Marine Base	Government Special Attractor	3,529
	Hart Office Building	"Downtown Washington" Regional Activity Center	3,500

RETAIL SPECIAL ATTRACTORS

Retail shopping centers that are 500,000 square feet or larger in size.

Map Key #	Retail Special Attractors	Jurisdiction	Square Feet
14	Tysons Corner	Fairfax	1,900,000
15	Potomac Mills	Prince William	1,700,000
16	Springfield Mall	Fairfax	1,680,000
17	Fair Oaks	Fairfax	1,400,000
18	Landover Mall	Prince George's	1,300,000
19	Montgomery Mall	Montgomery	1,250,000
20	Dulles Town Center	Loudoun	1,200,000
21	Dulles Crossing	Loudoun	1,200,000
22	Lakeforest	Montgomery	1,100,000
23	Wheaton Plaza	Montgomery	1,100,000
24	Beltway Plaza	Prince George's	1,000,000
25	Landmark Mall	Alexandria	962,272
26	St. Charles Towne Center	Charles	958,000
27	Manassas Mall	Prince William	920,000
28	Fair Lakes Center	Fairfax	906,000
29	Tysons Galleria	Fairfax	900,000
30	Prince George's Plaza	Prince George's	900,000
31	Francis Scott Key Mall	Frederick	850,000
32	Fashion Centre at Pentagon City	Arlington	819,950
33	White Flint	Montgomery	800,000
34	Bowie Town Center	Prince George's	700,000
35	Laurel Centre	Prince George's	663,000

RETAIL SPECIAL ATTRACTORS, continued

Map Key #	Retail Special Attractors	Jurisdiction	Square Feet
36	Frederick Towne Mall	Frederick	593,890
37	Iverson Mall	Prince George's	526,731
38	Ballston Common Mall	Arlington	500,000
39	Georgetown Shopping District	District of Columbia	500,000
40	Friendship Heights	District of Columbia/Montgomery	500,000

UNIVERSITY/COLLEGE SPECIAL ATTRACTORS

University/College campuses that have an enrollment of at least 4,000 students.

Map Key #	University/College Special Attractors	Jurisdiction	Enrollment
41	University of Maryland	Prince George's	32,864
42	George Mason University	Fairfax	23,408
43	Northern Virginia Community College (Annandale Campus)	Fairfax	21,704
44	George Washington University	District of Columbia	19,580
45	Northern Virginia Community College (Alexandria Campus)	Alexandria	17,328
46	Montgomery College (Rockville Campus)	Montgomery	13,573
47	Georgetown University	District of Columbia	12,433
48	Prince George's Community College (Largo Campus)	Prince George's	11,563
49	American University	District of Columbia	11,312
50	Howard University	District of Columbia	10,976
51	University of Virginia/Virginia Tech - Northern Virginia Center	Fairfax	9,111
52	Northern Virginia Community College (Woodbridge Campus)	Prince William	8,415
53	Northern Virginia Community College (Loudoun Campus)	Loudoun	7,128
54	Northern Virginia Community College (Manassas Campus)	Prince William	6,386
55	College of Southern Maryland	Charles	6,055
56	Catholic University of America	District of Columbia	5,600
57	University of the District of Columbia	District of Columbia	5,000
58	Bowie State University	Prince George's	4,700
59	Frederick Community College	Frederick	4,300
60	Montgomery College (Germantown Campus)	Montgomery	4,293
61	Montgomery College (Takoma Park Campus)	Takoma Park	4,246

HISTORIC/CULTURAL SPECIAL ATTRACTORS

Historic and cultural sites with significant visitation in the Metropolitan Washington region.

Map Key #	University/College Special Attractors	Jurisdiction	Visitors
62	Monumental Core	District of Columbia	22,000,000
63	Arlington National Cemetery	Arlington	4,000,000
64	National Zoo	District of Columbia	3,000,000
65	Mount Vernon	Fairfax	1,000,000
66	Manassas National Battlefield Park	Prince William	815,000
67	Washington National Cathedral	District of Columbia	800,000
68	Air and Space Annex	Fairfax	n/a

ENTERTAINMENT SPECIAL ATTRACTORS

Significant entertainment venues in the Metropolitan Washington region.

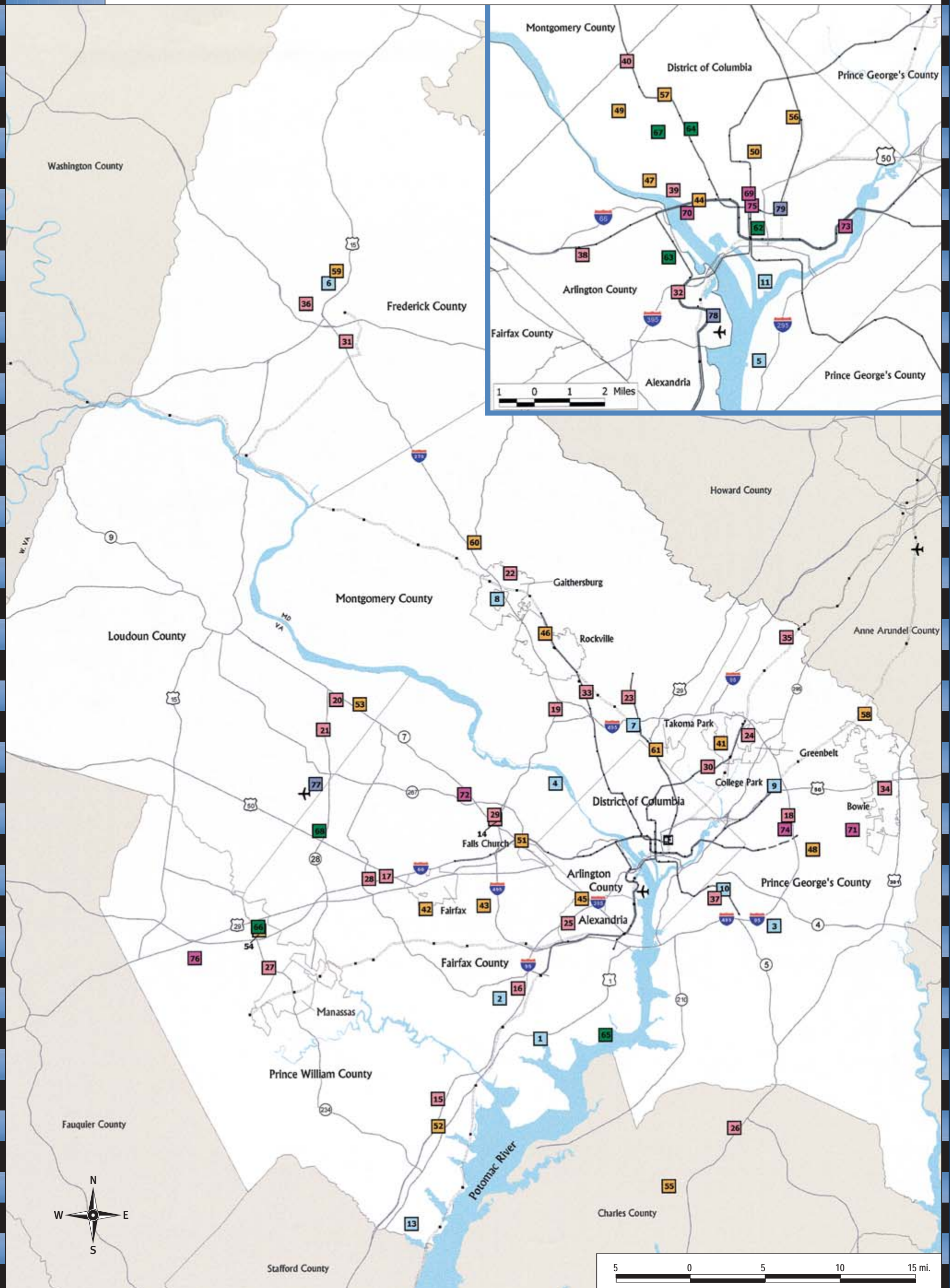
Map Key #	Entertainment Special Attractors	Jurisdiction	Seating Capacity	Visitors
69	Washington Convention Center	District of Columbia		2,500,000
70	John F. Kennedy Center for the Performing Arts	District of Columbia		2,000,000
71	Six Flags	Prince George's		1,300,000
72	Wolf Trap Farm Park	Fairfax		549,491
73	FedEx Field	Prince George's	85,000	
74	RFK Memorial Stadium/D.C. Armory	District of Columbia	56,000	
75	MCI Center	District of Columbia	21,000	
76	Nissan Pavilion at Stone Ridge	Prince William	would not disclose	

TRANSPORTATION SPECIAL ATTRACTORS

Significant transportation related sites in the Metropolitan Washington region.

Map Key #	Transportation Special Attractors	Jurisdiction	Ridership
77	Washington-Dulles International Airport	Fairfax/Loudoun	19,971,000
78	Ronald Reagan Washington National Airport	Arlington	15,725,000
79	Union Station	District of Columbia	3,384,998

Regional Special Attractors



LEGEND

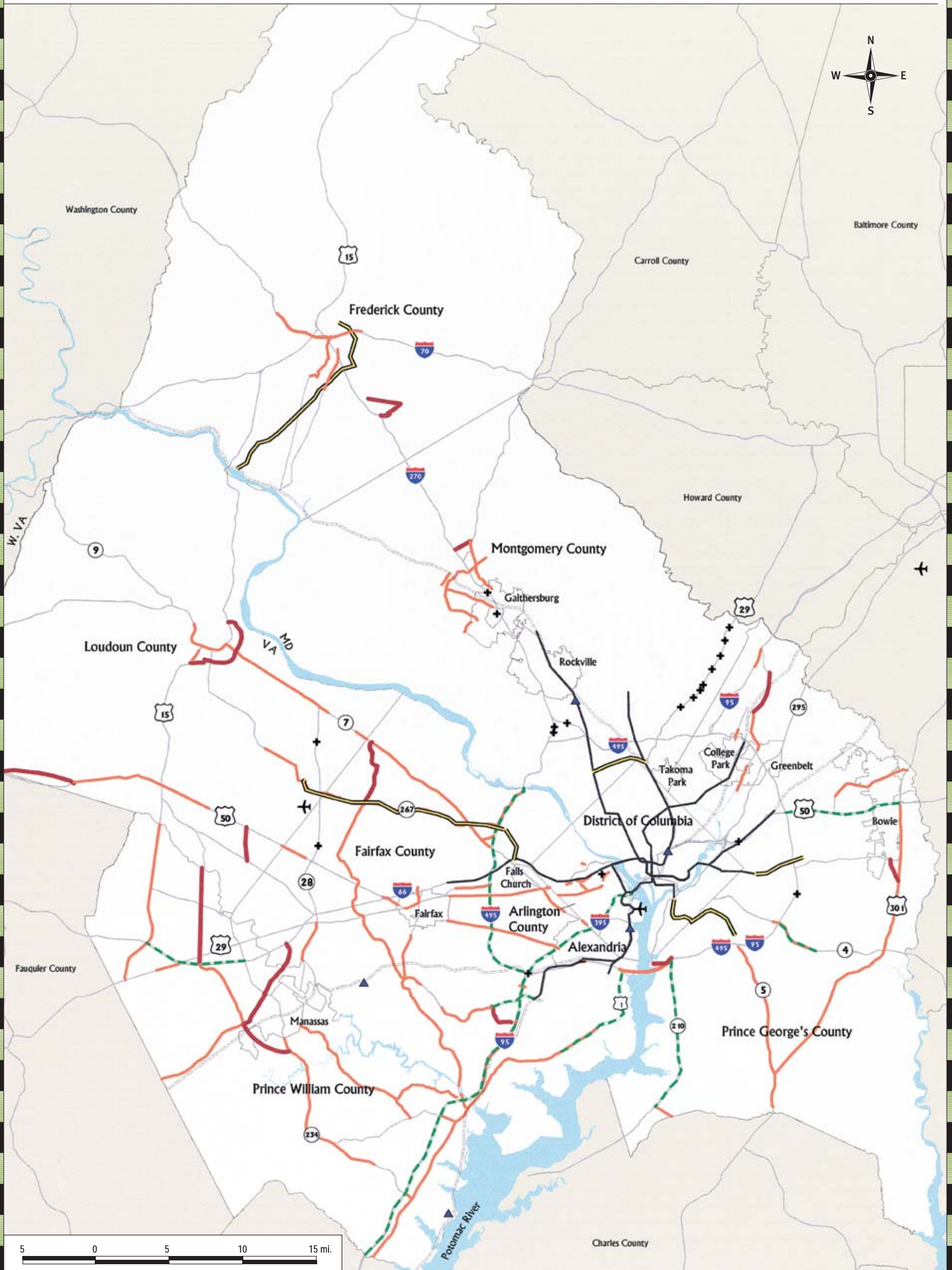
SPECIAL ATTRACTORS

- | | | | | | |
|----------------------------|------------------------------------|------------------------|---------------------------------------|-------------|---------------------|
| Universities/Colleges | Historic/Cultural Sites | Metro Stations | Metro Stations (under construction) | Airports | Metro Rail Lines |
| Sports/Entertainment Sites | Retail Locations | Commuter Rail Stations | Metro Rail Lines (under construction) | Major Roads | Commuter Rail Lines |
| Government Sites | Regional Transportation Facilities | | | | |






Transportation Improvements: 2001-2025

FINANCIALLY CONSTRAINED LONG-RANGE PLAN (CLRP) AS ADOPTED OCTOBER 18, 2000—NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD





LEGEND

TRANSIT AND HOV IMPROVEMENTS

-  Rail Stations
-  Rail
-  HOV

ROAD IMPROVEMENTS

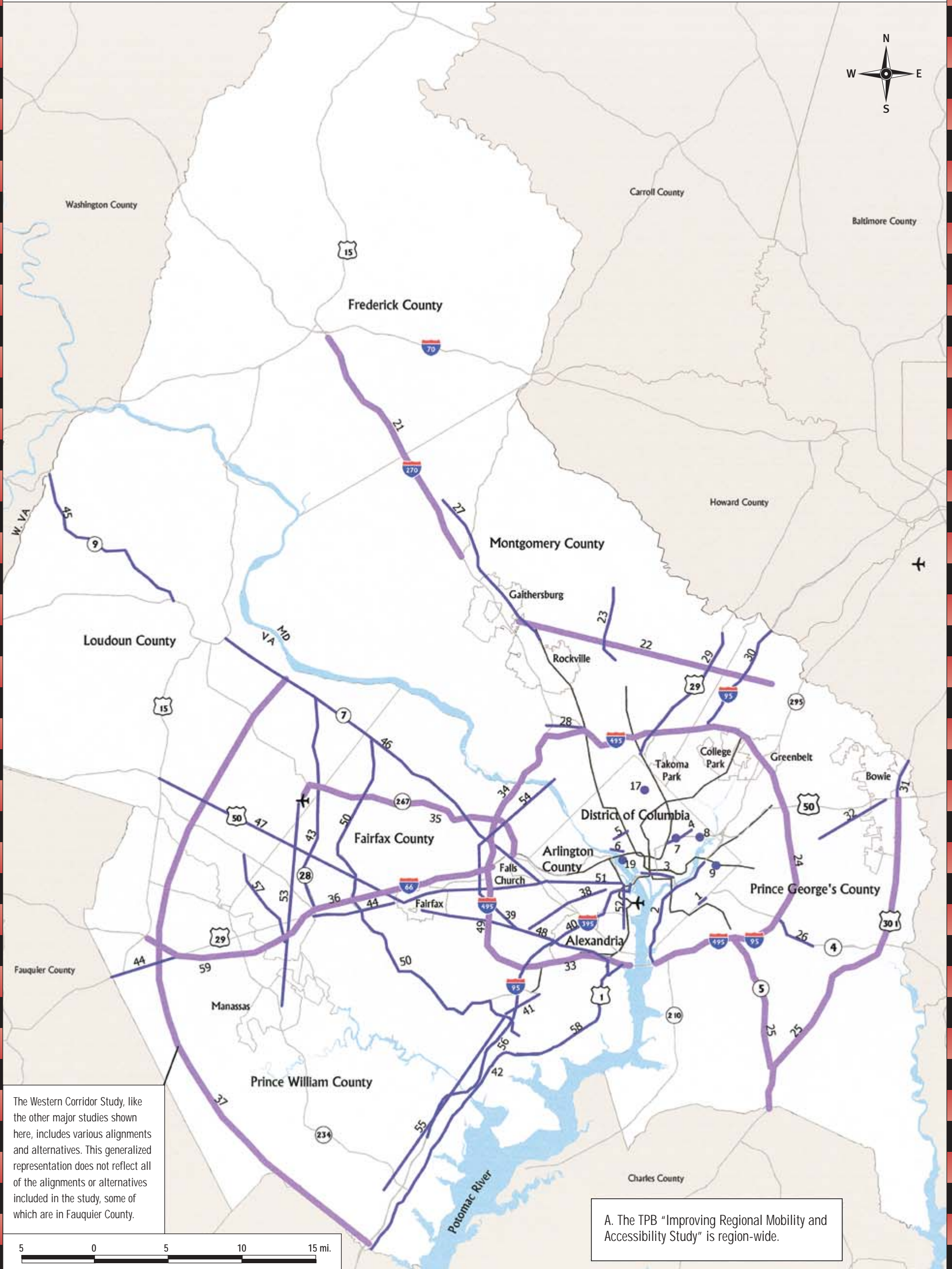
-  Interchange
-  New Construction
-  Improve/Widen Existing

-  Metro
-  Commuter Rail

-  Airports
-  Major Roads



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The Western Corridor Study, like the other major studies shown here, includes various alignments and alternatives. This generalized representation does not reflect all of the alignments or alternatives included in the study, some of which are in Fauquier County.

A. The TPB “Improving Regional Mobility and Accessibility Study” is region-wide.

LEGEND

- Major Study
- Other Active Study
- Other Active Study
- Airports
- Major Roads



**Table
6**

Key to Transportation Studies: 2001-2025

FINANCIALLY CONSTRAINED LONG-RANGE PLAN (CLRP) AS AMENDED NOVEMBER 15, 2000— NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

TPB REGIONAL STUDIES		
A. Improving Regional Mobility and Accessibility Study	30. I-95 HOV	
DISTRICT OF COLUMBIA		
1. Eastern Avenue	31. MD 3	
2. I-295 HOV	32. Largo to Bowie Transitway	
3. Southeast/Southwest Freeway reversible lanes	VIRGINIA	
4. Metrorail extension to Ft. Lincoln	33. I-95/I-495 Capital Beltway, Woodrow Wilson Bridge to I-95/I-395/I-495 interchange	
5. Metrorail extension to Adams Morgan	34. I-95/I-495 Capital Beltway, Dulles Toll Road to the American Legion Bridge	
6. Metrorail extension to Georgetown	35. Dulles Toll Road	
7. US 50, New York Avenue, grade separate at Florida Avenue, Study	36. I-66 Location Study (EIS)	
8. US 50, New York Ave., grade separate at Bladensburg Road, Study	37. Western Corridor Study	
9. East Capitol Street, grade separate at Benning Road, Study)	38. Metrorail from the Pentagon to Tysons Corner	
10. Metrorail extension along New York Avenue (not shown)	39. Metrorail extension from Huntington to Tysons Corner	
11. New York Avenue/I-395 Tunnel (not shown)	40. I-395 HOV access study	
12. New York Avenue Corridor Improvements (not shown)	41. People Mover from Ft. Belvoir Proving Grounds to Springfield	
13. Pennsylvania Avenue Study and Tunnel option (not shown)	42. US 1 Location Study	
14. National Arboretum Access (not shown)	43. VA 28 improvements	
15. Alternative to Barney Circle Freeway (not shown)	44. US 29 improvements	
16. New York Avenue Left Turn Traffic Lanes (not shown)	45. VA 9 improvements	
17. Missouri Avenue/Georgia Avenue/13th Street Interchange	46. VA 7 and VA 244 corridors priority bus to bus rapid transit to light rail	
18. Anacostia Park Visitor's Center Gateway (not shown)	47. US 50 priority bus eastern Loudoun County to Arlington County	
19. Kennedy Center	48. VA 236 priority bus	
20. Light Rail (not shown)	49. I-495 express bus corridor	
MARYLAND		
21. I-270 MIS	50. VA 7100 priority bus corridor	
22. East West Link Improvements	51. Columbia Pike light rail from Tysons Corner to Bailey's Crossroads and Bailey's Crossroads to Pentagon	
23. Georgia Avenue Transitway	52. US 1 light rail from Alexandria to Pentagon	
24. I-95/I-495 Capital Beltway, American Legion Bridge to the Woodrow Wilson Bridge	53. Light rail from Manassas to Dulles	
25. US 301/MD 5	54. Metrorail, Dunn Loring to Maryland via Tysons Corner	
26. MD 4 HOV	55. Metrorail from Franconia/Springfield to Lorton/Ft. Belvoir	
27. Shady Grove to Clarksburg Transitway	56. Metrorail Alternatives from Lorton/Ft. Belvoir to Potomac Mills Mall area in Prince William County	
28. North Bethesda Transitway	57. VA 28 Bypass, Tri-County Parkway	
29. US 29 Busway	58. US 1 Corridor priority bus service (north and south of the Capital Beltway)	
	59. I-66 corridor express bus service	
	More information on these transportation improvements can be found on the COG website at: www.mwcog.org/trans/CLRPlist.htm	

Rockville, MD



MCI Center, Washington, DC



Washingtonian Center, Gaithersburg, MD



Greenbelt Town Center, MD



Resolution Accepting the Six Maps and Associated Data Depicting Regional Activity Centers Based on COG's Round 6.2 Cooperative Forecasts

WHEREAS, the Metropolitan Washington Council of Governments (COG) is the association of local governments in the Washington metropolitan region and is comprised of local, state and federal elected officials representing 17 local governments in the region; and

WHEREAS, among its diverse responsibilities, COG is responsible for assisting local governments in the Washington metropolitan region with the identification, analysis and resolution of problems and issues related to metropolitan growth and development; and

WHEREAS, the National Capital Region Transportation Planning Board (TPB) is the federally-designated metropolitan planning organization responsible for directing the continuing transportation planning process carried on cooperatively by the states and local governments in the Washington metropolitan region; and

WHEREAS, consistent with long-standing policy adopted in 1966 for integrating regional development with transportation plans and programs, the COG Board of Directors, with the policy advice of the Metropolitan Development Policy Committee (MDPC) and the technical support of the Planning Directors Technical Advisory Committee (PDTAC) is responsible for the analysis and forecasting of metropolitan growth associated with the transportation plans and programs of the TPB; and

WHEREAS, the TPB is responsible for the adoption of the Constrained Long-Range Plan (CLRP), which depicts programmed and funded transportation improvements; and

WHEREAS, the COG metropolitan growth forecasts are based on locally-adopted land use plans and projections, which are consistent with the CLRP; and

WHEREAS, in October 1993 COG adopted the Report of the Partnership for Regional Excellence, a yearlong, regional consensus-building effort,



Tysons Corner, VA

which recognized the importance of linking transportation and land use planning; and

WHEREAS, in October 1998 the TPB adopted its Transportation Vision, a broad-based vision planning process, which identified better inter-jurisdictional coordination of transportation and land use planning as one of its eight goals; and

WHEREAS, to further the goal of better inter-jurisdictional coordination, the Transportation Vision further recommended as one objective, a composite general land use and transportation map of the region that identifies the key elements needed for regional transportation planning— regional activity centers, principal transportation corridors and facilities, and designated “green space”; and

WHEREAS, the COG Board of Directors, with the policy advice of the MDPC and with the technical support of the PDTAC, incorporated the TPB recommended objective into its work program; and

WHEREAS, in July 1999 the COG Board of Directors adopted an initial regional activity centers map and supporting

data and criteria in response to the TPB goal and objective and authorized its transmittal to the TPB, and established a joint COG Board and TPB working group to provide further guidance to COG policy and technical committees responsible for this work; and

WHEREAS, the joint working group concluded that the 6 maps of regional activity centers and major transportation corridors and facilities provide a useful regional planning tool to inform the TPB, the COG Board of Directors and area state and local governments regarding the coordination of transportation and land use planning.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:

1. The COG Board of Directors accepts the 6 maps and associated data depicting regional activity centers, which are based on COG's Round 6.2 cooperative forecasts.
2. The 6 maps supplement the cooperative forecasting program and depict major regional activity centers on which the TPB's transportation planning and

programming will in part be based. The 6 maps are descriptive of regional activity centers and transportation corridors and facilities.

3. The 6 maps, like the cooperative forecasting program, shall acknowledge and respect each local jurisdiction's authority to determine its own future pursuant to powers which are accorded to local government by state and federal law.
4. The 6 maps and accompanying information have been developed for use by local jurisdictions, the TPB, and other regional bodies to encourage mixed-use development and to significantly increase the percentage of jobs and households that are found in regional activity centers.
5. COG shall review and amend the regional activity centers maps following the adoption by the COG Board of each major round of its cooperative forecasts, approximately every three years consistent with the TPB's transportation planning cycle, and assess progress in resolve number 4, above.

Innovation, Prince William, VA



Takoma Park, MD



City Hall, Fairfax, VA



National Air and Space Museum, Washington, DC



METROPOLITAN WASHINGTON
COUNCIL OF GOVERNMENTS



Metropolitan Washington Regional Activity Centers: A Tool for Linking Land Use and Transportation Planning



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