

Base Closings Will Affect Regional Travel Patterns

The Pentagon's Base Realignment and Closure (BRAC) proposal will increase driving and decrease transit use, according to a regional analysis of land use and transportation impacts conducted by the TPB and the Council of Governments (COG).

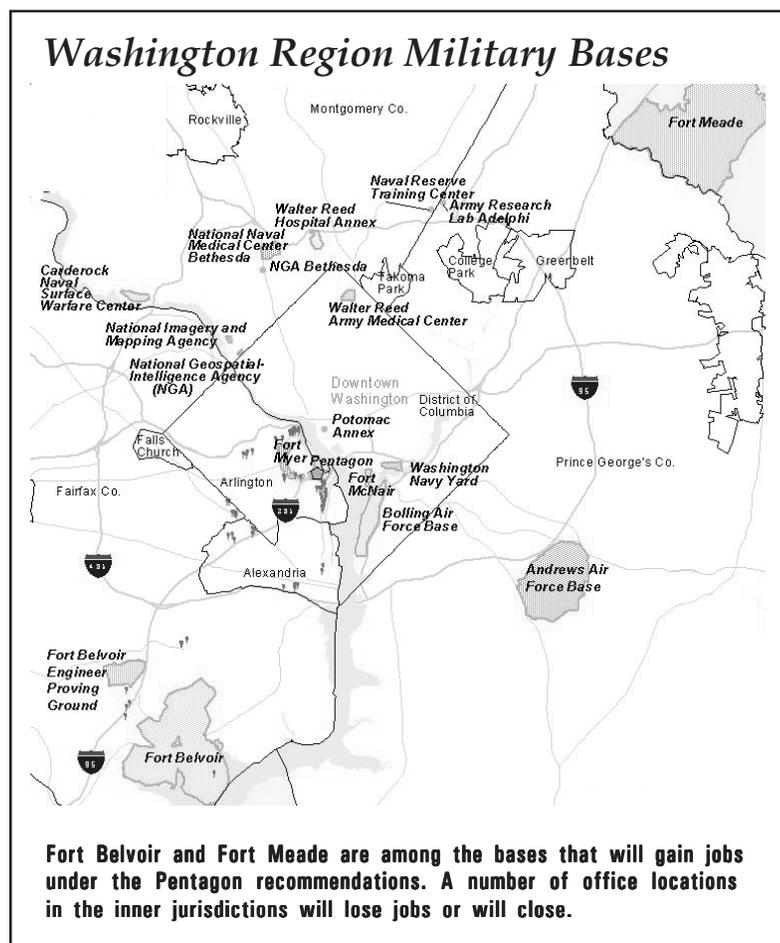
On a regional scale the transportation and land use impacts of the BRAC proposal appear

relatively small, but at a jurisdictional or community level, the effects will be significant.

The results of the COG/TPB analysis were presented at the TPB meeting on July 20. The findings were also sent to the federal BRAC Commission.

The Department of Defense released its nationwide package of BRAC recommendations on May 13. On September 9, the nine-member federal BRAC commission approved 86 percent of the Pentagon's proposals. President Bush now must decide

See **Base Closings** on page 2



Access to Jobs Forecast to Improve for Transit Riders

For the average Washington area resident, the number of jobs accessible within a 45-minute transit commute is forecast to increase by 56 percent between 2005 and 2030.

However, the number of jobs accessible by *transit* is considerably fewer than the number of jobs accessible by *auto*, both now and in the future. These findings, based on an analysis of the 2004 CLRP presented to the TPB at the July meeting, have important implications for low-income and minority communities, as well as people with disabilities, because these population groups tend to have less

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Base Closings *continued from page 1*

whether to accept the BRAC Commission's recommendations. After Congress receives the report from the president, lawmakers have 45 days to accept or reject it.

Key Findings

In the Washington region, the BRAC proposals generally follow a pattern of shifting jobs out from the central jurisdictions of the District of Columbia, Arlington and Alexandria to military facilities in outer suburban locations.

The analysis forecasted the anticipated effects of the BRAC recommendations, and compared them with previous land use and transportation forecasts for 2010 and 2020.

Key findings in the COG/TPB analysis included the following:

- Employment forecasts for 2010 would drop by 15,000 jobs in the metropolitan Washington region. But for 2020, the new forecasts anticipate 13,700 more jobs than originally projected.

- Jurisdictions expected to see an initial employment decline related to BRAC changes would include Arlington County, Alexandria and the District of Columbia.

- Fairfax County would be the largest recipient of jobs under the BRAC proposal – 14,500 in 2010 and 21,400 in 2020. Most of these new jobs would be located at Fort Belvoir.

- Arlington County would lose the most jobs—approximately 19,300 in 2010 and 6,600 in 2020. The job decreases in the inner jurisdictions would be less severe in later years after redevelopment is completed in places like Crystal City in Arlington and the Walter Reed Hospital location in the District of Columbia.



Walter Reed Hospital in the District of Columbia is slated for closure under the Pentagon's recommendations.

- The region would see approximately 8,500 more homes in 2020 than originally anticipated. Prince William County would experience the greatest increase with 3,000 more households.

- Forecasted public transit use would be reduced by approximately 1.8 percent in 2010. By 2020, regional transit trips would be 0.5 percent less than originally expected.

- Automobile commutes would be expected to increase in 2010 by roughly 26,800 trips (0.1%). For 2020, vehicle trips would increase by 85,000 (0.3%).

- Vehicle miles of travel (VMT) would increase by more than 73,800 (0.04%) in 2010 and more than 133,400 (0.1%) in 2020.

A number of existing military facilities are slated for large job increases, including Fort Belvoir in Fairfax County, Quantico Marine Base in Prince William and Stafford counties, Fort Meade in Howard County, and Andrews Air Force Base in Prince George's County.

After gaining thousands of jobs, these facilities will generate more traffic. For example, the COG/TPB analysis found that in 2010, Fort Belvoir will attract nearly 34,400 more driving trips per day than under the previous forecasts, a 57 percent increase. In 2020, Fort Belvoir will attract 38,400 more driving trips— an increase of 48 percent over previous forecasts for 2020.

To review the COG/TPB analysis, go to

www.mwcog.org. ■

TPB Alphabet Soup

BRAC	- Base Realignment and Closure Commission
CAC	- Citizens Advisory Committee
CLRP	- Constrained Long-Range Plan
COG	- Metropolitan Washington Council of Governments
DDOT	- District Department of Transportation
FHWA	- Federal Highway Administration
FTA	- Federal Transit Administration
MDOT	- Maryland Department of Transportation
MDPC	- Metropolitan Development Policy Committee
MWAQC	- Metropolitan Washington Air Quality Committee
TIP	- Transportation Improvement Program
TPB	- Transportation Planning Board
VDOT	- Virginia Department of Transportation
WMATA	- Washington Metropolitan Area Transit Authority

Plan Amendments Released for Comment

The 2005 amendments to the Constrained Long-Range Plan (CLRP) are being released for public comment on September 15, along with the FY 2006-2011 Transportation Improvement Program (TIP) and the associated air quality conformity determination showing that the CLRP and TIP meet regional air quality limits.

The public comment period ends on October 15. The TPB is scheduled to vote on the amendments on October 19.

The most significant amendment submitted this year is a project to build high occupancy/toll (HOT) lanes on a portion of Virginia's Capital Beltway between the Springfield Interchange and a point just south of the American Legion Bridge.

For more information on the CLRP amendments, and to submit comments, go to www.mwcog.org/transportation. ■

Proposed Significant Changes to the CLRP

1. Widen the Capital Beltway (I-495) by adding high-occupancy/toll (HOT) lanes between the Springfield Interchange and a point just south of VA 193 (Georgetown Pike). Length: 15 miles.

Completion: 2010.
Cost: \$899 million (The TPB released a proposed financial plan from VDOT on March 16, 2005)

2. Upgrade VA 7900. The CLRP already includes a project to build HOV lanes along VA 7900 from Rolling Road to a point just east of I-95. The proposed change for the 2005 CLRP would upgrade the facility to a limited access freeway. Length: 3 miles. Completion: 2010 (HOV); 2020 (upgrade). Cost: \$16 million (entire project)

3. Construct a new busway between Crystal City Metro Station and Potomac Yard in Arlington. Length: Approximately half mile (phase one); 0.75 mile (phase two). Completion: 2006 (phase 1); 2008 (phase 2); 2012 (upgrade). Cost: \$6.3 million

4. Add auxiliary lanes to the interchange construction project at the Capital Beltway (I-95/I-495) and Arena Drive in Prince George's County. The CLRP already includes conversion of existing part-time interchange to a full-time facility. The proposed change for the 2005 CLRP would add auxiliary lanes north and south of the interchange. Length: Less than 2 miles. Completion: 2010. Cost: \$29.7 million (entire project)

5. Widen MD 27 between MD 355 and A-305 from 4 to 6 lanes to support development in Clarksburg, Montgomery Co. Length: Less than 2 miles. Completion: 2006. Cost: Funded by private developer



September Agenda

The TPB's September agenda will include:

- Endorsement of efforts to identify dedicated funding for the Washington Metropolitan Area Transit Authority (WMATA).
- Report on Federal Certification Review of the TPB Transportation Planning Process.
- Briefing on the Reauthorization of the Federal Surface Transportation Legislation.
- Briefing on recent activities in the Commuter Connections program.
- Briefing on the draft air quality conformity determination for the 2005 Constrained Long-Range Plan (CLRP) and FY 2006-2011 Transportation Improvement Program (TIP).
- Status Report on the fine particulates (PM2.5) conformity analysis for the 2005 CLRP and the FY2006-2011 TIP. ■

Jobs/Housing Imbalance Presents Challenges for Land Use Forecasts

It has become a familiar story: Job growth is robust and the region's housing supply is not keeping pace. The high price of housing is forcing more and more people to live farther out, and to commute longer distances.

In the coming decades, the jobs/housing imbalance is expected to get worse and the region's land use forecasts have reflected this growing trend. This year, the projected imbalance became so pronounced that regional planners were compelled to fundamentally reexamine their long-range forecasts.

After considerable discussion, COG's Metropolitan Development Policy Committee (MDPC) decided to include increased housing densities in central jurisdictions and inner suburbs in the regional land use forecasts for the year 2030. In making these changes, MDPC and the planning directors from the regions' local governments acknowledged that some existing communities would need to be redeveloped in the long-term future to accommodate higher densities.

"The big step that was taken here was to assume that there was going to have to be replanning and redevelopment to provide this housing," said Ron Kirby, Director of COG's Department of Transportation Planning, when staff explained the land use forecasts to the TPB on July 21.

The regional land use forecasts are developed through a cooperative process at COG, and serve as the primary land use inputs for the TPB's travel forecasts.

Objections from D.C. Office of Planning

MDPC, with recommendations from the Planning Directors Technical Advisory Committee, is responsible for developing these long-term jobs/housing forecasts, known as the

Cooperative Land Use Forecasts.

In March, the D.C. Office of Planning voted against approving a new version of the region's Cooperative Land Use Forecasts because the draft forecasts, known as Round 7, projected that the jobs/household ratio would increase from 1.58 in 1995 to 1.75 in 2030.

In a letter to COG, Karina Ricks of the Office of Planning wrote that the "projections are alarming." She said that "experts have estimated that a jobs/housing ratio of 1.6 is the upper limit of that which can be supported within the region itself. Beyond that threshold, workers must commute into the region from homes outside in order to fill the available jobs."

In response to these objections, the Planning Directors agreed to find ways to address the problem in the forecasts.

Forecasting more households

After considerable review and discussion, MDPC voted on July 13 to revise the Round 7 forecasts with the addition of 120,000 new households to the forecasts for 2030. Some of this new housing - 28,000 households - would be accommodated within existing plans in Fairfax, Montgomery and Prince William counties.

But the majority of this additional growth - 92,000 households - would be contingent on replanning and rezoning to accommodate additional housing in some areas that in many cases would be considered "built out." This increased housing would be located throughout the inner suburbs and core jurisdictions.

"It was reasonable to assume that there would be local plan and zoning changes during the next 30 years that would respond to the need for more housing as older residential and commercial areas in the region are redeveloped," wrote Paul DesJardin, COG's Chief of Housing and Planning.

When the new forecasts were presented to the TPB on July 21, TPB Vice Chairman Michael Knapp, who is a Montgomery County Councilmember, noted that the onus is on local governments to make the changes that would be needed to fulfill the new housing numbers.

"The challenge now is to take this information and interject it into our land use plans in the coming years to see how we can get these numbers into our redevelopment processes," Mr. Knapp said. ■

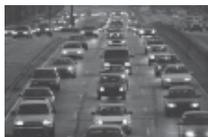
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What if... the Washington region grew differently?

A public forum on alternative land-use and transportation scenarios

Tuesday, September 20, 2005 — 7:30 -9:00 pm

Best Western Potomac View Hotel
6400 Oxon Hill Road, Oxon Hill, MD



On the evening of September 20, citizens will have a chance to learn how different patterns of growth might affect driving, congestion, and transit use in our region. The meeting will be hosted by the TPB's Citizens Advisory Committee. For more information, contact John Swanson of the COG/ TPB staff at 202-962-3295

Other July Agenda Items

Other items on the TPB's July agenda included:

- **A special meeting prior to the board meeting to discuss the status of the CapCom Regional Transportation Coordination Program.**

CapCom is a proposed program that will be responsible for regional-scale information gathering, exchange and dissemination for the transportation sector both during major incidents and in everyday traffic situations. The TPB endorsed creation of such a program in a November 2004 resolution and identified it as a top priority.

"I think the best message from the work session is that we need to move full speed ahead," said David Snyder, chair of the TPB's Management, Operations and Intelligent Transportation Task Forces. "But we need to be careful to be sure there isn't duplication and that the CapCom project fits into the wider context of emergency preparedness for the region."

- **Briefing on the 16th Annual Public Transit Forum.** Each year, the TPB Private Providers Task Force sponsors a forum where public

transit staff from Metro and state and local jurisdictions meet with interested private providers to discuss plans for new or restructured transit services in the region. The TPB was briefed on this year's forum, including a discussion of the new D.C. Circulator, which will be run by a private sector operator; recent developments in taxi services for persons with disabilities; and the status of MetroAccess, which is the Metro system's service for persons with disabilities.

- **Approval of the scope of work for conducting the fine particles (PM2.5) conformity analysis for the 2005 CLRP and the FY2006-2011 TIP.** Under new federal regulations, the TPB must show that the CLRP and TIP are in conformity with air quality standards for fine particulates.
- **Approval of amendments to the FY2005-2010 TIP that were requested by the Virginia Department of Transportation.** The board approved the inclusion of funding for nine projects that are exempt from air quality conformity requirements and updates to project information in its State Planning and Research Program.
- **Briefing on consultant support for public outreach for the 2006 CLRP.** Staff plans to work with a consultant to educate community leaders on the transportation planning process, obtain citizen input and improve public information. ■

Access to Jobs

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access to cars and are more dependent on transit.

Examining accessibility to jobs is one way to measure the performance of the region's long-range transportation plan, and to compare the impact of the plan on different geographic areas and population groups. Accessibility is preferable to more traditional performance measures, such as travel speeds or vehicle miles of travel, because it recognizes that travel is not an end in itself, but rather a means of gaining access to opportunities such as employment and shopping.

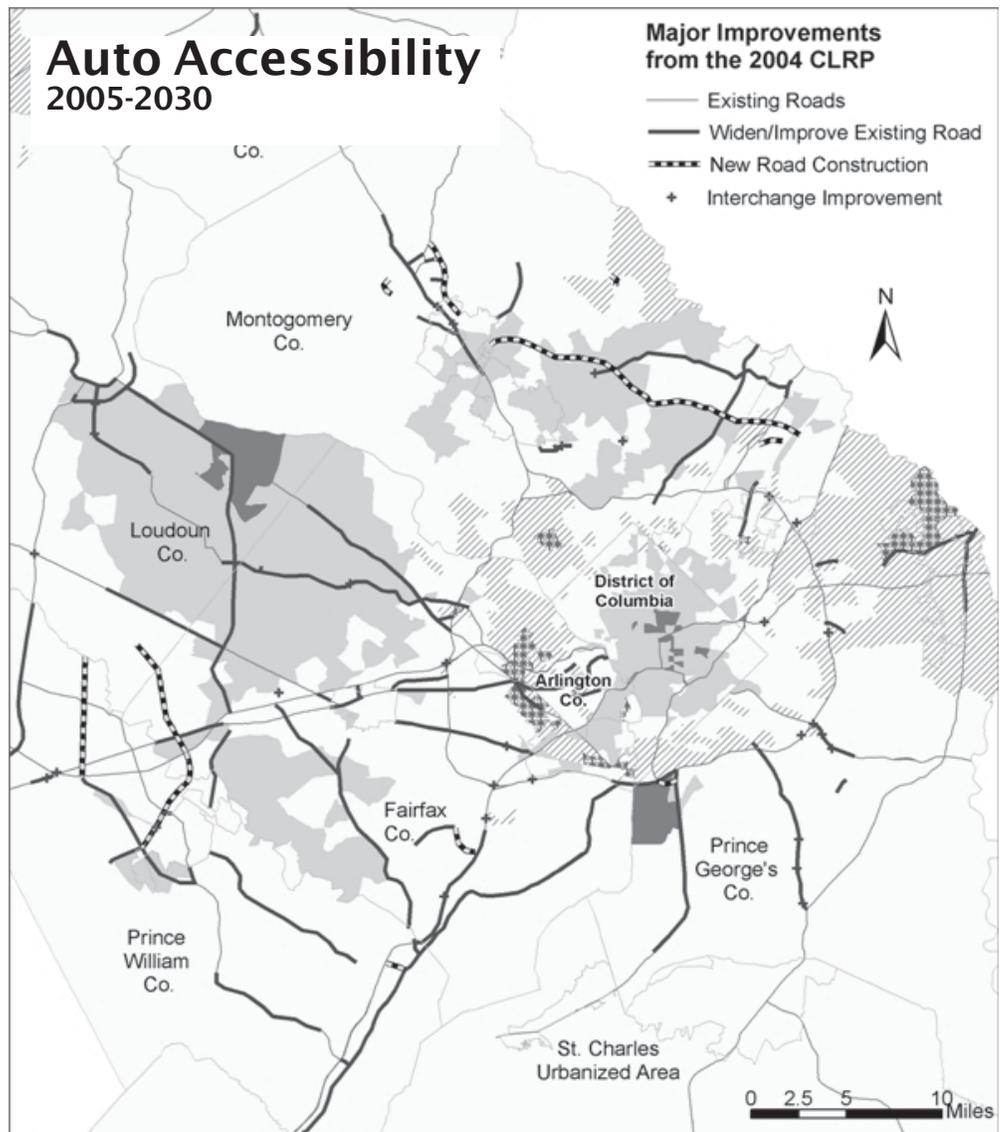
The two main factors that determine accessibility to jobs are the location of jobs across the region, and characteristics of the transportation system, such as travel time by auto or by transit.

Together these factors determine the number of jobs accessible within a given commute time.

Despite the fact that employment is forecast to increase by 37 percent between 2005 and 2030, the average number of jobs accessible within a 45 minute auto commute is forecast to increase only modestly, by 4 percent. Some parts of the region near the Capital Beltway and in Prince George's County are expected to lose accessibility to jobs by auto, due to increased congestion. Twelve percent of the population is located in areas

expected to lose accessibility, compared to 26 percent located in areas expected to gain accessibility.

A much larger share of the population, 41 percent, is located in areas expected to gain access to jobs by transit. Forecast gains in transit accessibility are greatest in the regional core where employment increases are expected, and around major transit improvements such as the Bi-County Transitway in Maryland and Dulles Corridor Rail in Virginia. Despite these



Change in the Number of Jobs Within 45 Minutes by Auto



gains, in the year 2030 the average Washington area resident will be able to access only one-third as many jobs by transit, compared to auto.

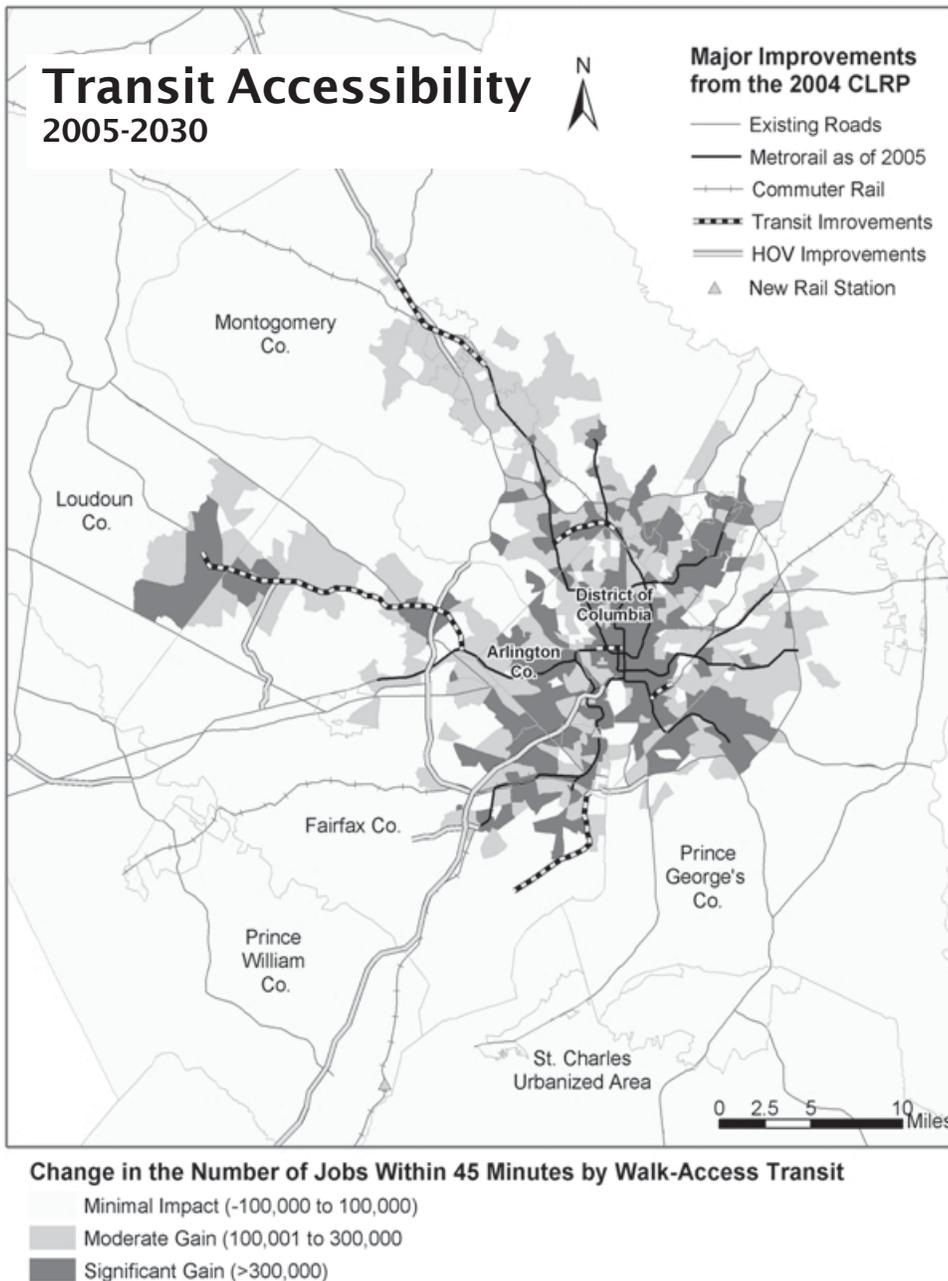
Overall, the analysis found that forecast changes in accessibility to jobs by auto and by transit will have a similar impact on minority, low-income, and disabled communities, compared to the general population. Because these population groups are more dependent on transit than the general population, however, their access to jobs may be restricted. Thirty

percent of the low-income population does not have access to a vehicle, compared to 9 percent of the general population, and low-income workers are more than three times as likely to commute by bus, compared to the general work force. To view the report that describes travel characteristics and accessibility impacts for these population groups, go to www.mwcog.org/store/item.asp?PUBLICATION_ID=239.

The TPB Access for All Advisory Committee

has continued to recommend and advocate for bus services, especially in light of current budget concerns. In its 2003 report, the AFA called upon decision makers to be vigilant in safeguarding services for the most vulnerable members of our community as the region grapples with funding shortfalls. The available data reinforces AFA recommendations for maintaining and enhancing bus services, and for promoting more development around transit stations, especially on the eastern side of the region. States and localities should also make provisions for mitigating the potential negative impacts from such development, the report notes, such as increased housing costs and displacement.

To view the AFA recommendations, go to www.mwcog.org/uploads/committee-documents. ■



Calendar of Events

Dates and times subject to change. All meetings are at COG unless otherwise indicated. If you are in need of special assistance to participate in meetings, please call (202) 962-3315 or (202) 962-3213 (TDD). Bicycle racks are located in the parking garage at 777 N. Capitol St., NE (Enter from 1st Street).

September 2005

- 9 TPB Technical Committee (9 am)
- 9 Bike to Work Day Steering Committee (10 am)
- 9 TPB Steering Committee (noon)
- 13 Commuter Connections Subcommittee (noon)
- 15 TPB Citizens Advisory Committee (6 pm)
- 21 Transportation Planning Board (noon)**
- 22 Aviation Technical Subcommittee (10:30 am)
- 23 Travel Forecasting Subcommittee (9:30 am)
- 26 Bicycle and Pedestrian Subcommittee (1 pm)
- 27 Travel Management Subcommittee (9 am) *tentative*

October 2005

- 4 Regional Transportation Demand Management (TDM) Marketing Group (10 am)
- 5 Telecommuting Ad-Hoc Group (10 am)
- 7 TPB Technical Committee (9 am)
- 7 TPB Steering Committee (noon)
- 11 Management, Operations and Intelligent Transportation Systems (MOITS) Policy and Technical Task Forces Joint Meeting (12:30 pm)
- 13 TPB Citizens Advisory Committee (6 pm)
- 14 Joint Technical Working Group for the Regional Mobility and Accessibility Study (noon)
- 19 Transportation Planning Board (noon)**
- 20 Employer Outreach Ad-Hoc Group (10 am)
- 20 Guaranteed Ride Home Ad-Hoc Group (noon)

November 2005

- 4 TPB Technical Committee (9 am)
- 4 TPB Steering Committee (noon)
- 10 TPB Citizens Advisory Committee (6 pm)
- 11 Joint Technical Working Group for the Regional Mobility and Accessibility Study (noon)
- 15 Bicycle and Pedestrian Subcommittee (1 pm)
- 15 Commuter Connections Subcommittee (noon)
- 16 Transportation Planning Board (noon)**
- 17 Aviation Technical Subcommittee (10:30 am)
- 17 TPB Access for All Advisory Committee (noon)
- 18 Travel Forecasting Subcommittee (9:30 am)
- 22 Travel Management Subcommittee (9 am) *tentative*

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