

INTRODUCTION TO COG'S COOPERATIVE FORECASTING PROGRAM AND ROUND 10.0 REGIONAL ACTIVITY CENTERS UPDATE

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Item #3

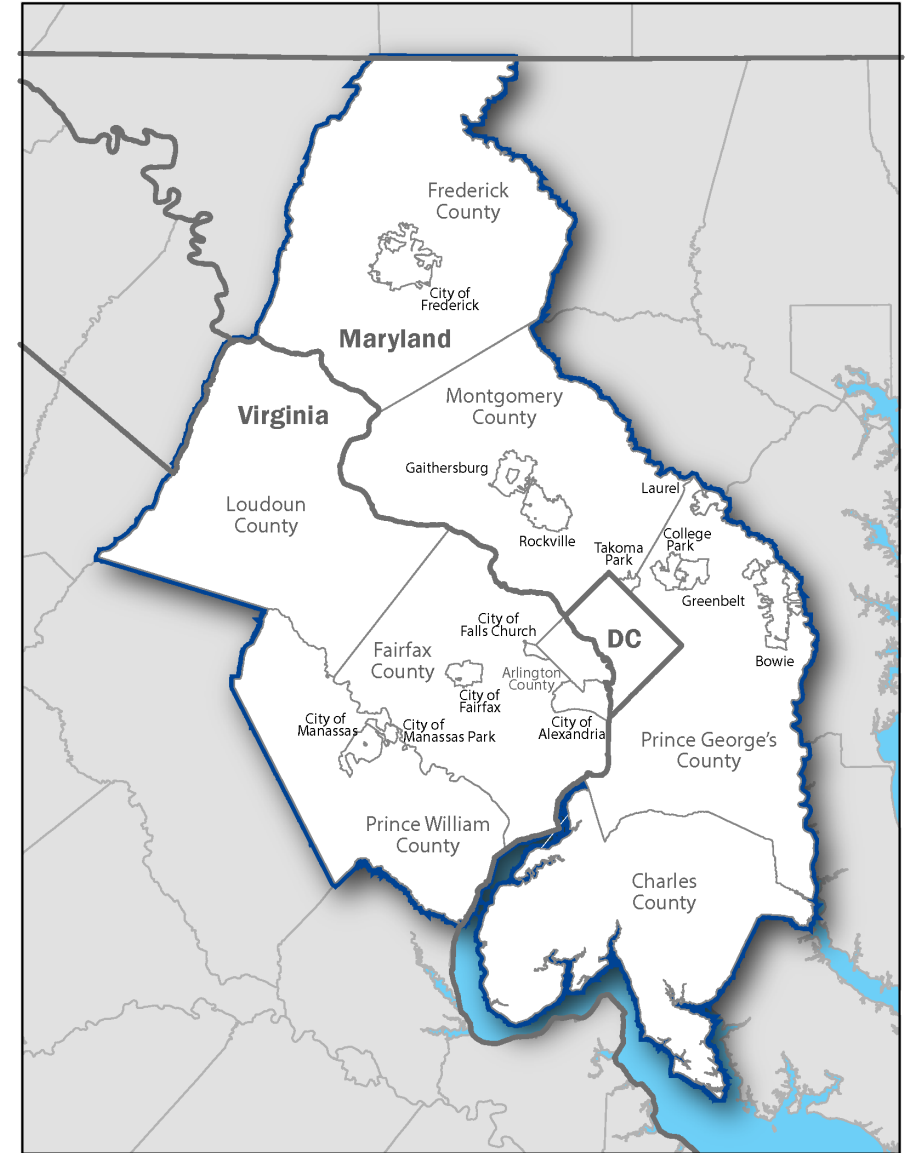
About COG

- An independent, nonprofit association founded in 1957.
- Brings area leaders together to address regional issues and plan for the future.
- 300 elected officials from 24 local governments, the Maryland and Virginia state legislatures, and U.S. Congress, representing about 5.8 million residents.
- Home of the COG Board of Directors and the Transportation Planning Board, the region's Metropolitan Planning Organization.
- 125+ staff.



About TPB

- National Capital Region Transportation Planning Board (**TPB**) is the federally designated Metropolitan Planning Organization (**MPO**) for the region
- Plays an important role as the regional forum for transportation planning
- Prepares plans and programs that the federal government must approve for federal-aid transportation funds to flow to metropolitan Washington



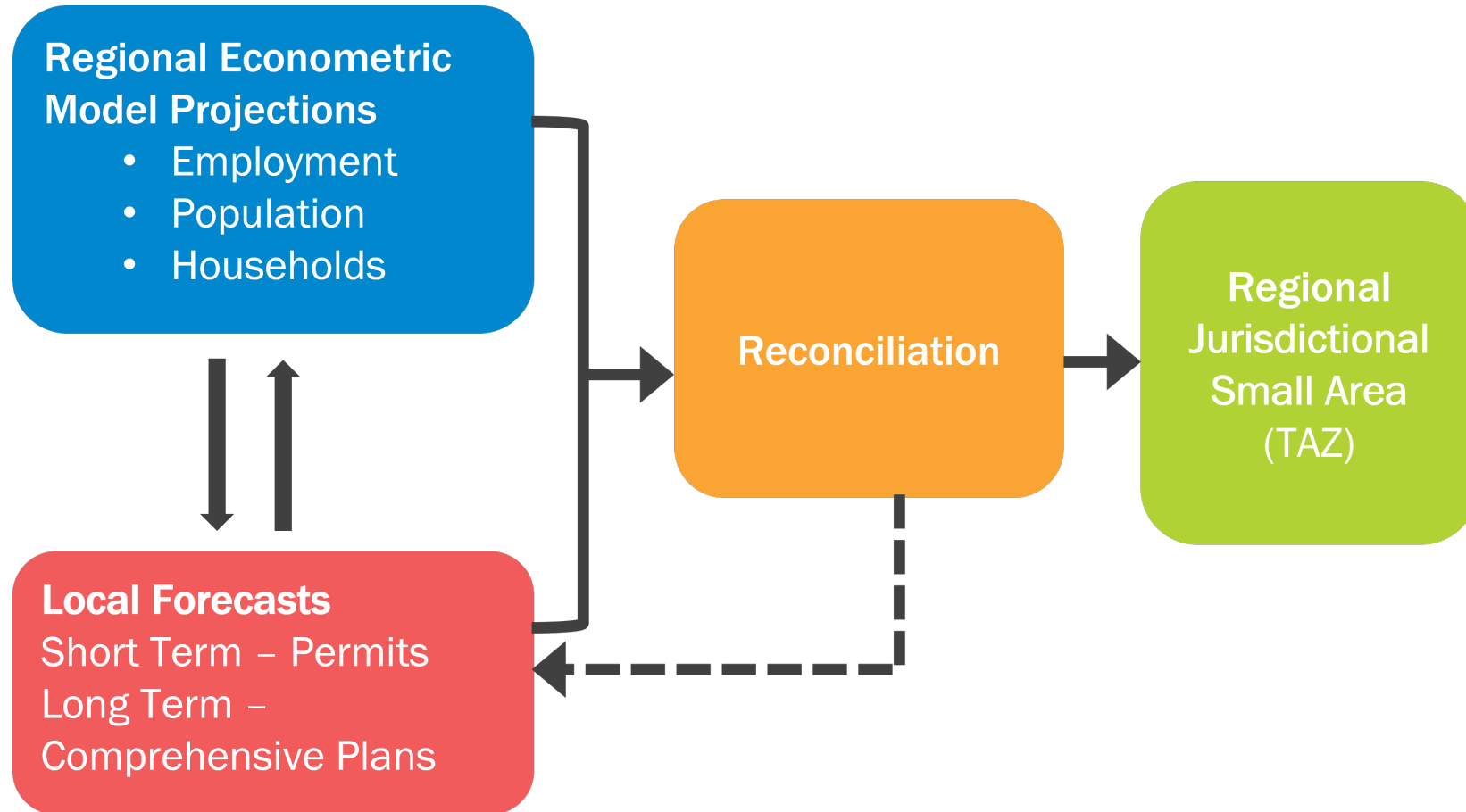
Cooperative Forecasting Program

- Two states, the District of Columbia, and 24 jurisdictions could have different, and maybe conflicting, assumptions about future growth.
- It is important that all planning agencies use a consistent set of growth assumptions for the region, especially when making decisions that affect the entire region.
- Established in 1975, COG's Cooperative Forecasting Program enables local, regional, and federal agencies to coordinate planning decisions using common assumptions about future growth.
- There have been 10 major iterations (rounds) of the forecasts prepared since 1975. Major rounds can also have minor updates based on technical corrections or non-regionally significant factors.

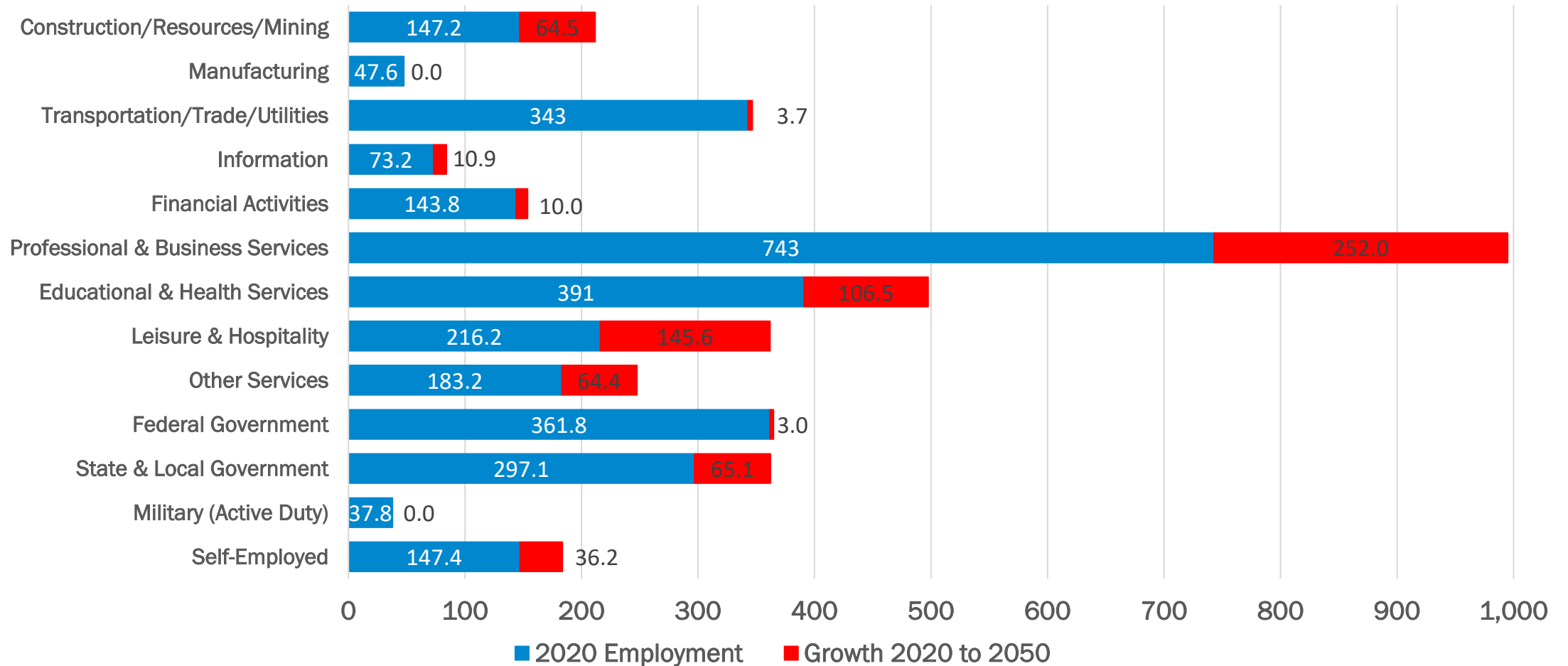
Cooperative Forecasting Program

- Forecasts of employment, population, and households are prepared by five-year increment for a period of 20 to 30 years.
- Based on assumptions of the region's share of the future economic growth in the nation (top down) and locally-adopted comprehensive plans and other land use controls that allow for future development and assumptions about future market timing (bottom-up).
- The forecasts serve as the region's official planning assumptions of future growth used by the Transportation Planning Board (TPB), Metropolitan Washington Air Quality Committee (MWAQC), Climate Energy Environment Policy Committee (CEEPC), and others.

COG Cooperative Forecasting Process

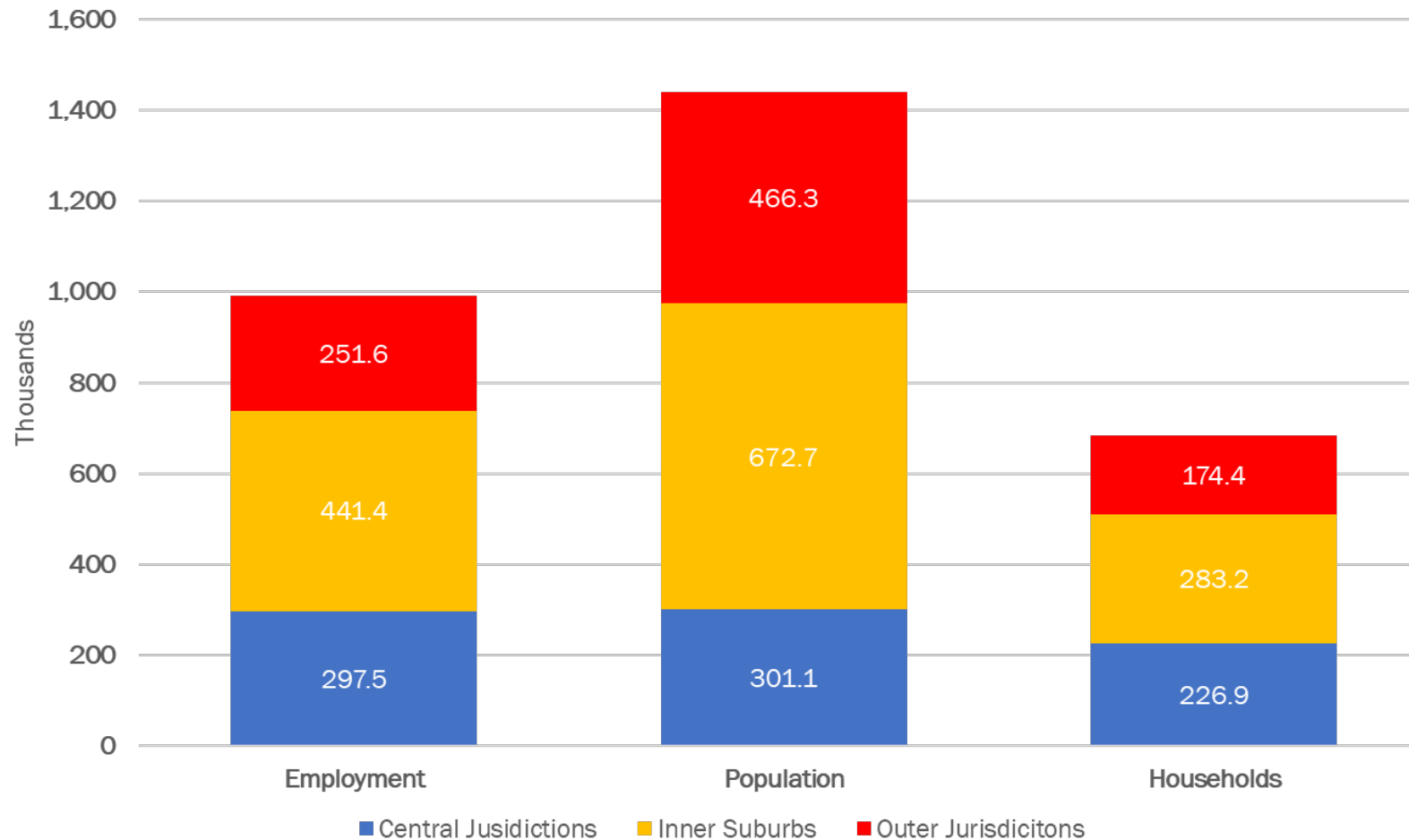


Round 10.0 Econometric Model: Forecast Job Growth by Sector (Thousands of jobs)

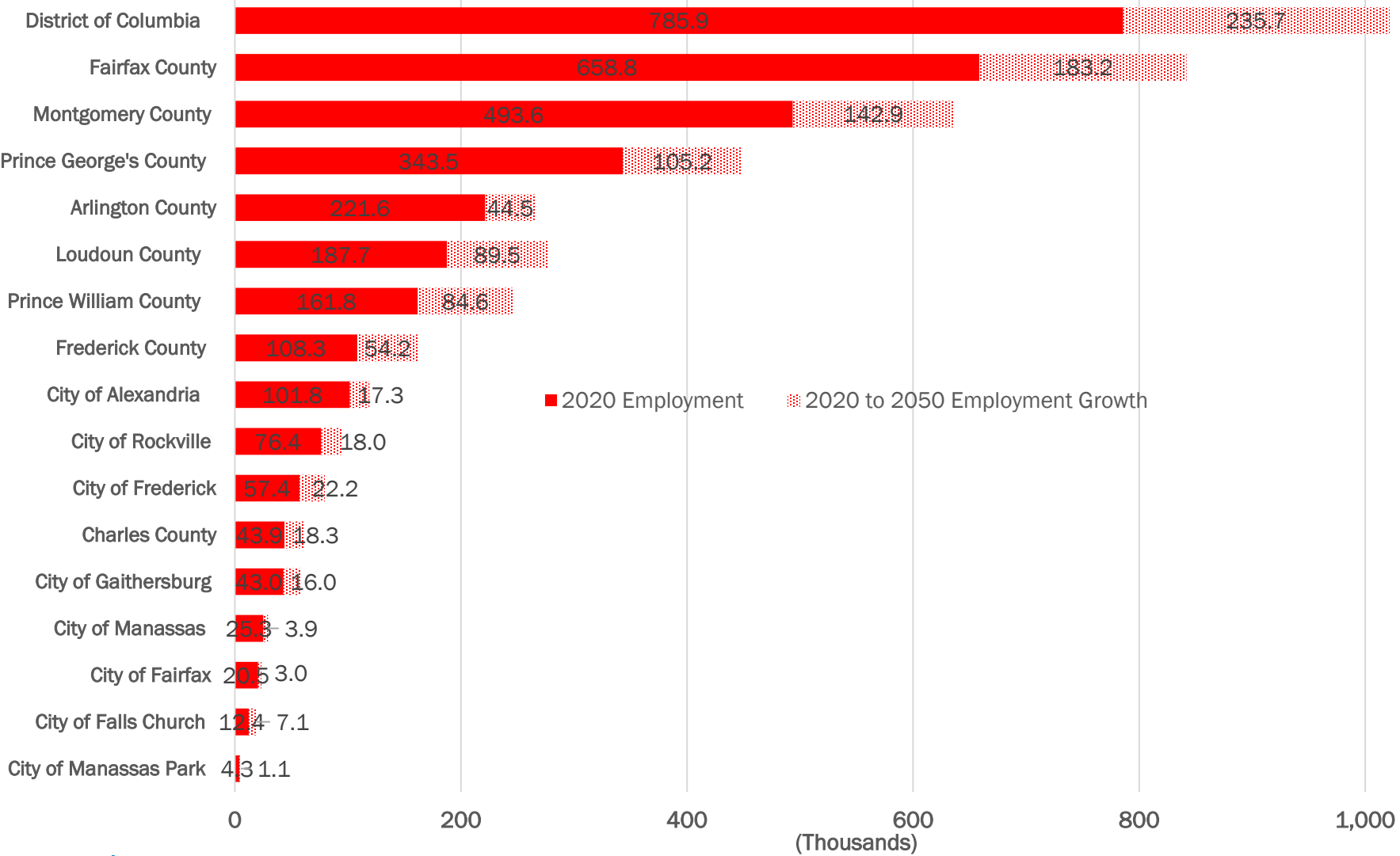


Forecast Growth by Regional Group (2020 to 2050)

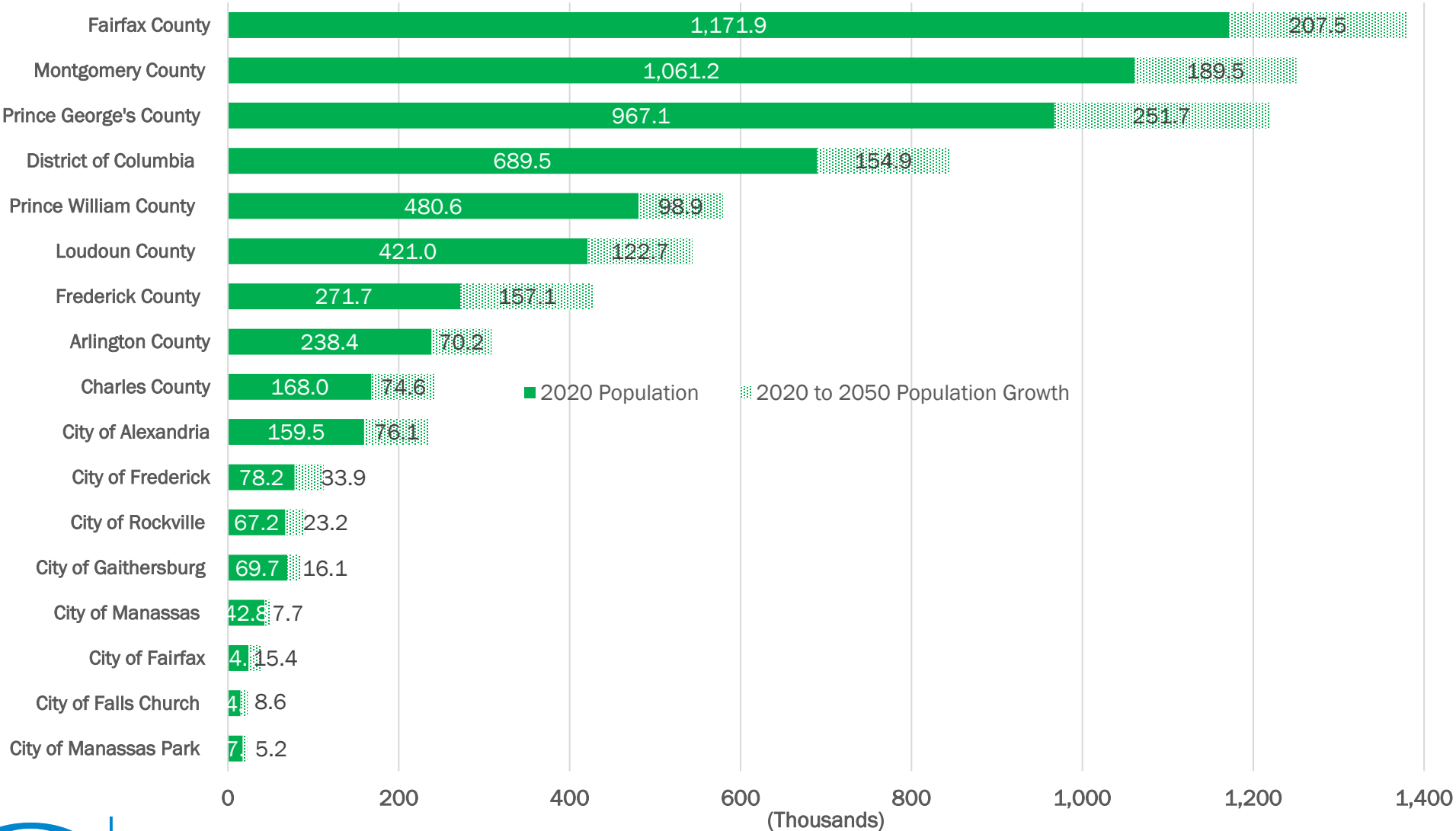
Round 10.1



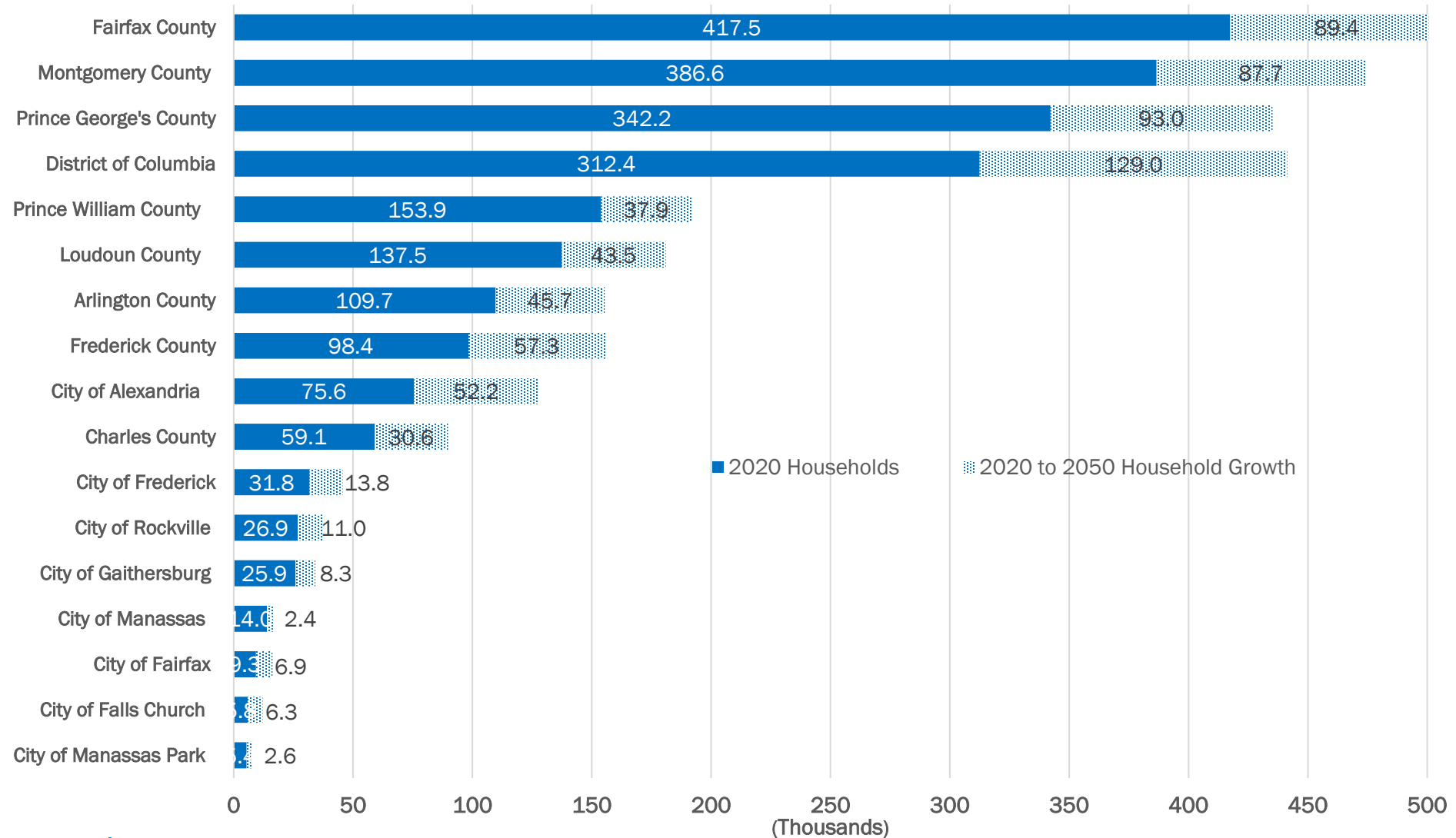
Round 10.1 Employment Forecasts by Jurisdiction (2020 to 2050)



Round 10.1 Population Forecasts by Jurisdiction (2020 to 2050)



Round 10.1 Household Forecasts by Jurisdiction (2020 to 2050)



Trends in the Local Forecasts

- The District of Columbia contains the greatest number of jobs in 2020 (785,900) and anticipates the greatest increase in jobs between 2020 and 2050 (+235,700).
- Fairfax County contains the greatest number of people in 2020 (1.2 million), while Prince George's County would see the greatest increase in population between 2020 and 2050 (+251,700).
- Fairfax County contains the greatest number of households in 2020 (417,500), while the District of Columbia would see the greatest increase in households between 2020 and 2050 (+129,000).

Trends in the Local Forecasts, Continued

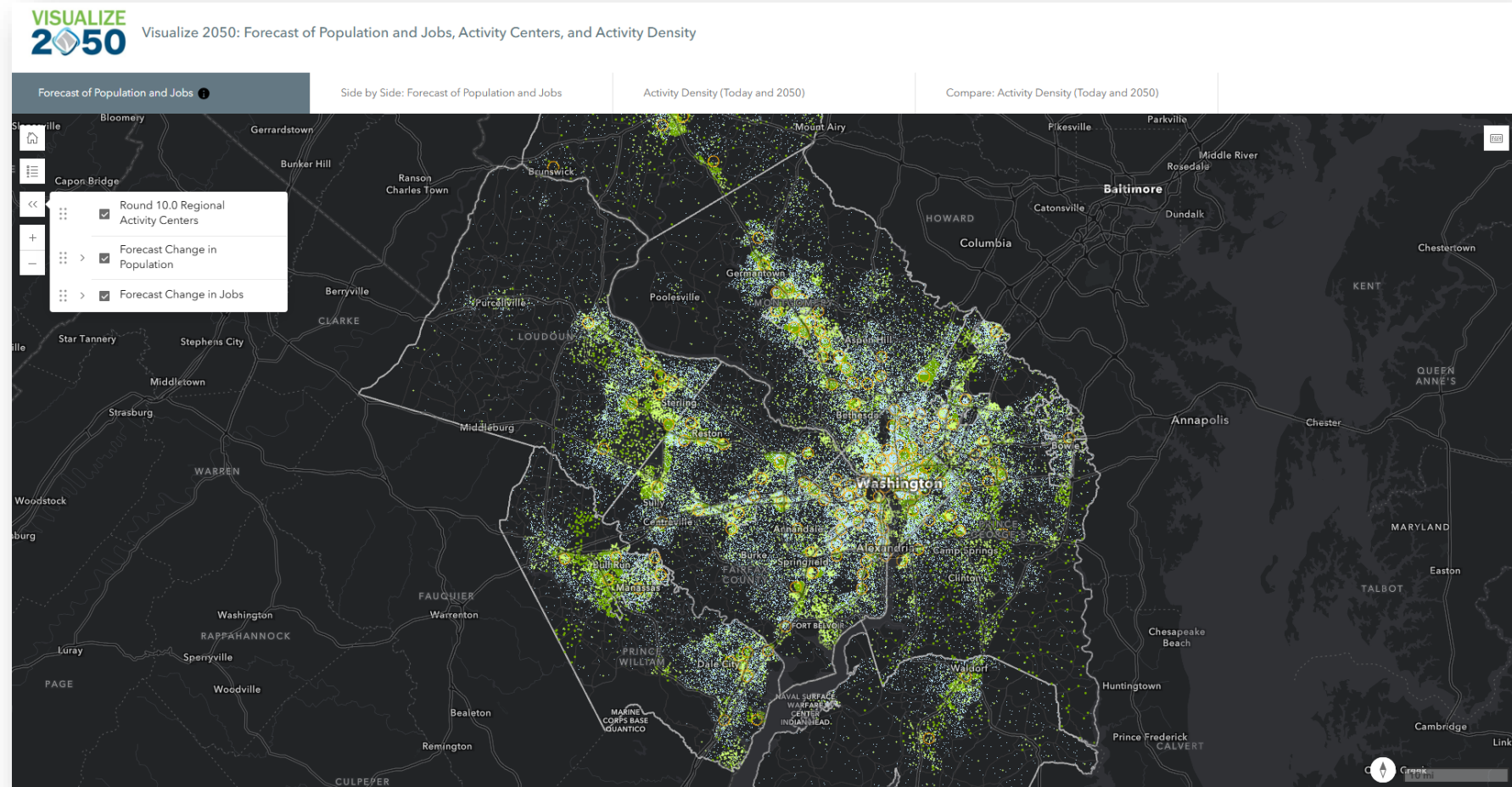
- The Inner Suburbs would see the largest growth adding 441,400 jobs, 672,700 people, and 283,200 households.
- The Outer Suburbs would see the greatest *rate* of growth in employment (+47.4%) and population (+33.3%); the Central Jurisdictions would see the greatest household growth rate (+45.6%).
- Northern Virginia would see the largest growth in employment (+434,200) and households (+287,000).

Cooperative Forecasts and Regional Transportation Planning

- TPB uses the Cooperative Forecasts to understand current development patterns and their impacts on transportation system performance
- Understanding future development informs where to prioritize transportation investment
- The TPB has developed modeling and visualization tools to support travel demand forecasting, transportation analysis, and to provide information and insights to members of the public on regional transportation issues.

Demonstration of Visualize 2050 Dashboard

<https://mwcog.maps.arcgis.com/apps/instant/portfolio/index.html?appid=cc09f279f9144e73b8049e5f08ca6f42>



Next Steps

- Published the Growth Trends report that will provide more information and detail about the Round 10.1 Cooperative Forecasts (December 2025).
- COG/TPB will use the Round 10.1 Forecasts as key inputs in the future regional travel demand forecasting model and in the Air Quality Conformity Analysis performed in future updates of the region's long-range transportation plan.
- COG's Department of Community and Economic Services, together with the Cooperative Forecasting and Data Subcommittee and the Planning Directors Technical Advisory Committee, continue to monitor the region's economy and local land use changes for the potential need for future revisions to Round 10.1.



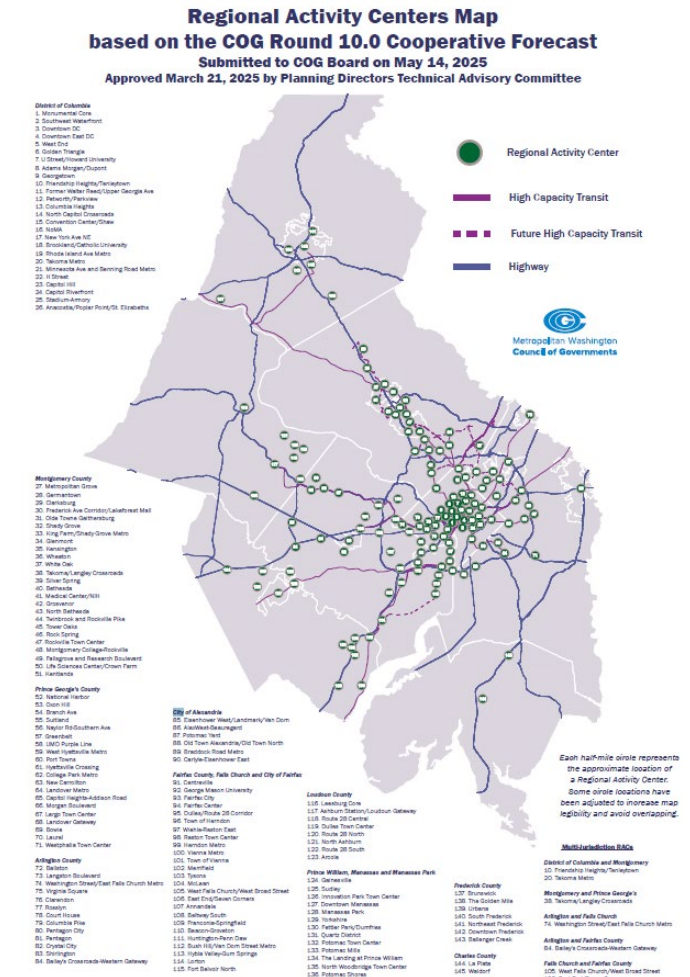
Last Steps with Round 10.0

COG's Department of Community and Economic Services, together with the Cooperative Forecasting Subcommittee and the Planning Directors, updated the COG Regional Activity Centers Map (Approved by the COG Board in May 2025)



Metropolitan Washington
Council of Governments

Map of Regional Activity Centers



ROUND 10.0 REGIONAL ACTIVITY CENTERS UPDATE



Metropolitan Washington
Council of Governments

Regional Activity Centers and Transportation Planning

- Good land use planning **IS** an effective regional transportation planning strategy.
- TPB's work program calls for coordinating regional land use and transportation planning to encourage favorable future development patterns that will help optimize transportation investments and promote mobility and accessibility.
- Work program activities include supporting and coordinating with the COG Planning Directors Technical Advisory Committee (PDTAC) in its work activities:
 - Cooperative Forecast updates
 - **Regional Activity Centers**
 - Analyzing development, demographic and economic trends and their effects on future growth, housing, and transportation.

Regional Activity Centers

- Concept first proposed by the TPB in its 1998 Vision - calling for the use of Regional Activity Centers to help develop an **“interconnected transportation system that enhances quality of life and promotes a strong and growing economy . . . ”**
 - Walkable mix of jobs, housing, services, and recreation
 - Help reduce automobile dependence
 - Optimize existing infrastructure
 - Priority locations for federal employment
 - Prioritize transportation and infrastructure investment



Metropolitan Washington
Council of Governments



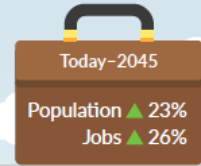
BRING JOBS AND HOUSING CLOSER TOGETHER

visualize
2045
A long-range transportation plan
for the National Capital Region

THE CHALLENGE

People travel from their homes to find jobs and opportunities. But jobs and housing are often not near each other, leading to longer commutes. A lack of travel options and affordable housing near jobs leads to congestion and delays.

As the region grows, how can we improve travel for all?



Since 2010, the region has focused on building new homes in Activity Centers, where housing, jobs, and transit are all close to each other.

But, Activity Centers are home to just 29% of the population, despite containing 66% of the jobs.

THE SOLUTION

Here's how we can reduce congestion for everyone, while expanding housing options for people who want to live closer to where jobs are.

- Create and support policies that encourage building more housing
 - 320,000 new units needed by 2030
 - 75% to be affordable and near Activity Centers and transit
- Improve travel options in and between Activity Centers

This approach works! More choices mean less congestion.

- How we get around is changing
 - Drive Alone ——— ▼ 13%
 - Take Transit ——— ▲ 7%
 - Use Active Travel ——— ▲ Doubled
 - Telework ——— ▲ Tripled

(Change in each travel type's share of daily commuters, 2001–2019)



THE IMPACT

Source: TPB

Reduced traffic and emissions from transportation

Expanded travel options and shorter trips

Vibrant communities where people can live, work, and play

A stronger economy and improved quality of life



Plan Together. Prosper Together.
Back local transportation projects that support these efforts.

visualize2045.org
Think regionally, act locally.

The National Capital Region Transportation Plan (NC RTP), *Visualize 2045*, contains a set of aspirational initiatives, including “Bring Jobs and Housing Closer Together.”

Encouraging future housing and employment growth in Regional Activity Centers helps the region make progress toward this aspiration.



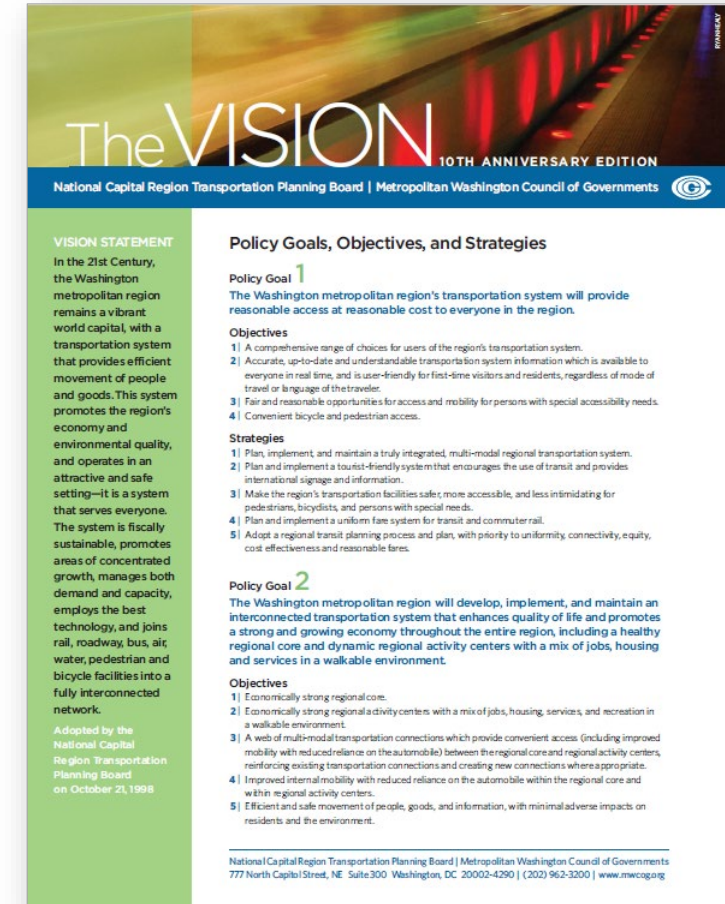
Metropolitan Washington
Council of Governments

How TPB Uses COG's Regional Activity Centers in Regional Transportation Planning

- Selection criteria for TPB Technical Assistance Grant Programs (TLC, RRSP, TWR)
- Visualize 2050 and TIP Project Submissions...Is the project located in/near a Regional Activity Center?
- Tracking the region's progress against policy goals/initiatives—How much future growth will occur inside/outside Regional Activity Centers?
- Technical analyses of travel and growth trends inside/outside Regional Activity Centers

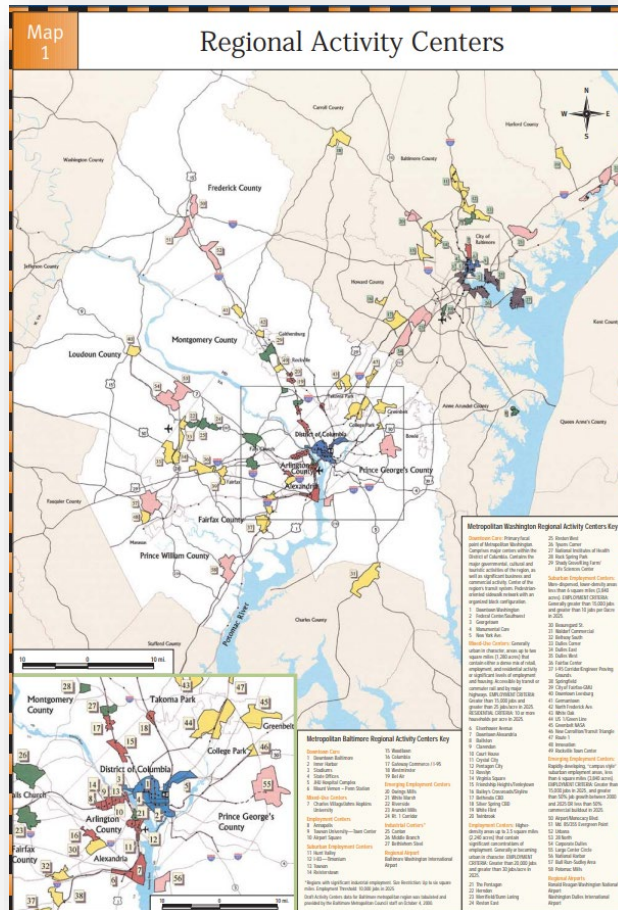
What are Regional Activity Centers?

- Locations that will accommodate future growth and support prosperity, accessibility, livability, and sustainability (Region Forward Goals).
 - urban centers
 - traditional towns
 - priority growth areas
 - transit hubs
- Proposed in the 1998 Transportation Planning Board's Vision
- First Activity Centers adopted by COG in 1999
- Activity Centers are updated following every major round of Cooperative Forecasts
 - updated in 2002, 2007 and 2013

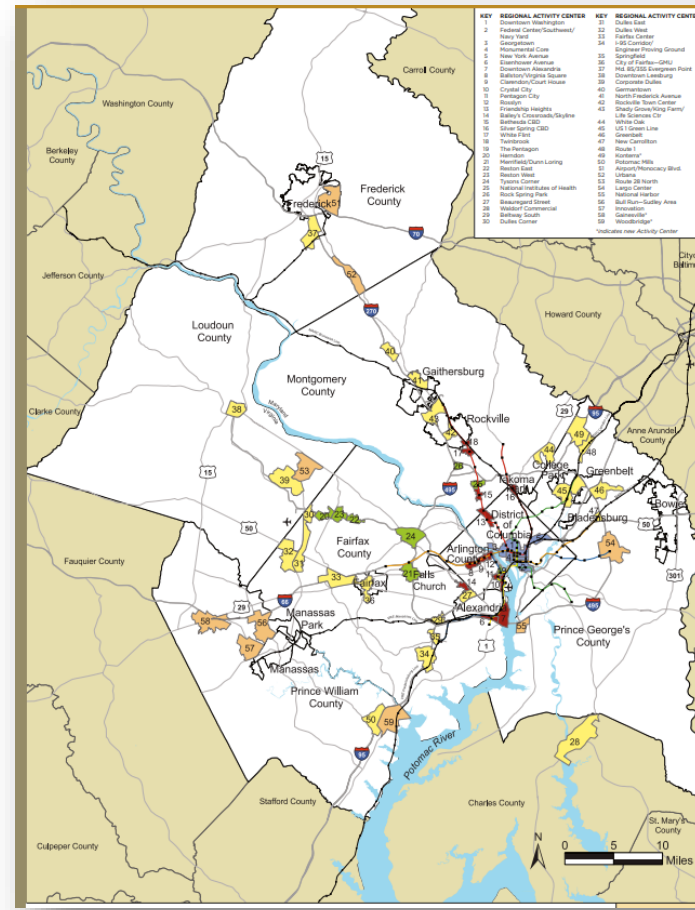


Previous Updates of the Regional Activity Centers Map

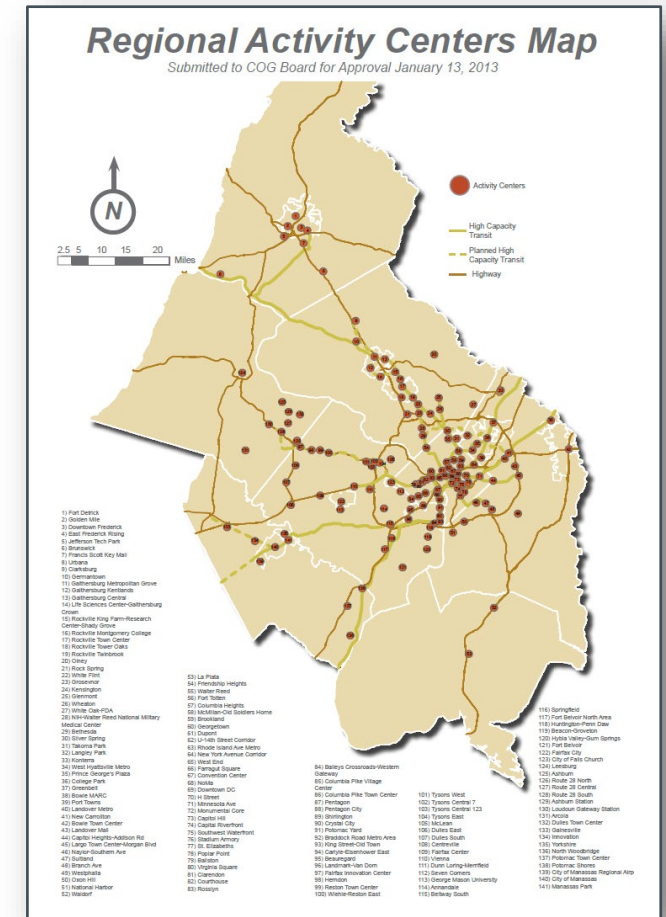
Approved 2002



Approved 2007

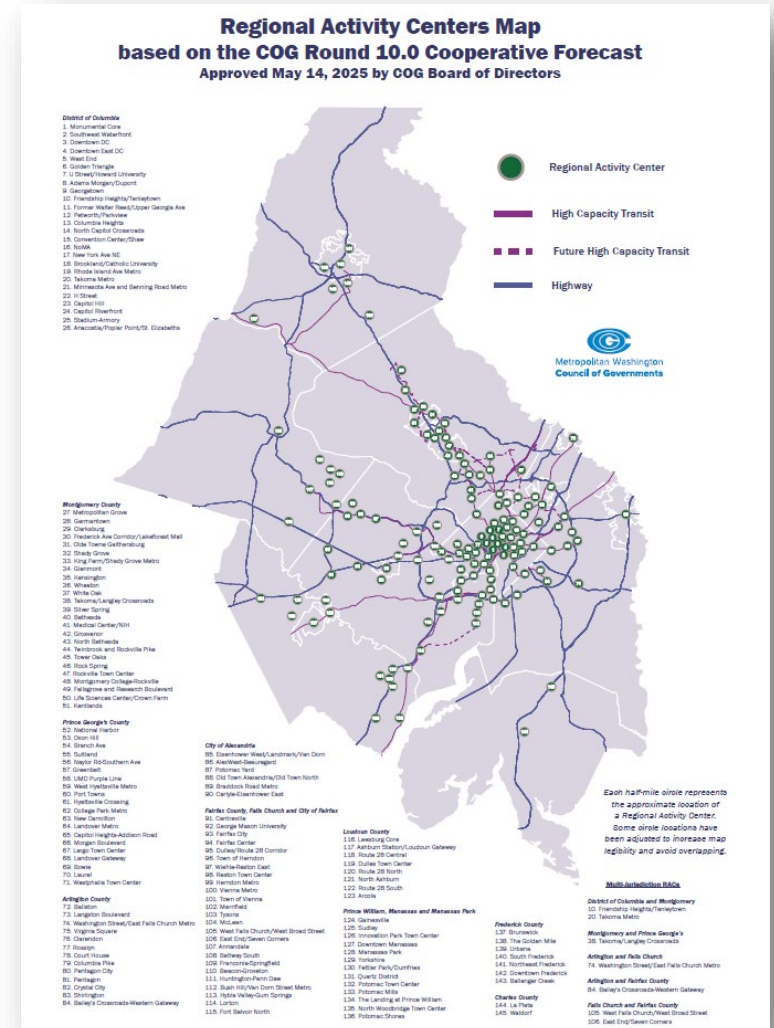


Approved 2013



Round 10.0 Regional Activity Centers Map

- No change in the COG adopted technical methodology
- Planning Directors Technical Advisory Committee managed the update process for the Round 10.0 Regional Activity Centers
- COG staff conducted the technical analysis to determine Regional Activity Center eligibility
- The Round 10.0 Regional Activity Centers Map was approved by the Planning Directors Technical Advisory Committee on March 21, 2025
- The Round 10.0 Regional Activity Centers Map was approved by the COG Board of Directors on May 14, 2025



Regional Activity Center: Core Attributes



Policy: In base year (2023) the center or priority growth area should be designated in a jurisdiction's adopted comprehensive/general plan or other locally-adopted land use plan.

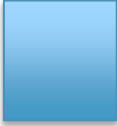
AND



Density: In horizon Year (2050), have a person per acre density (employment + population) that falls within the top one-half of densities within the jurisdiction.

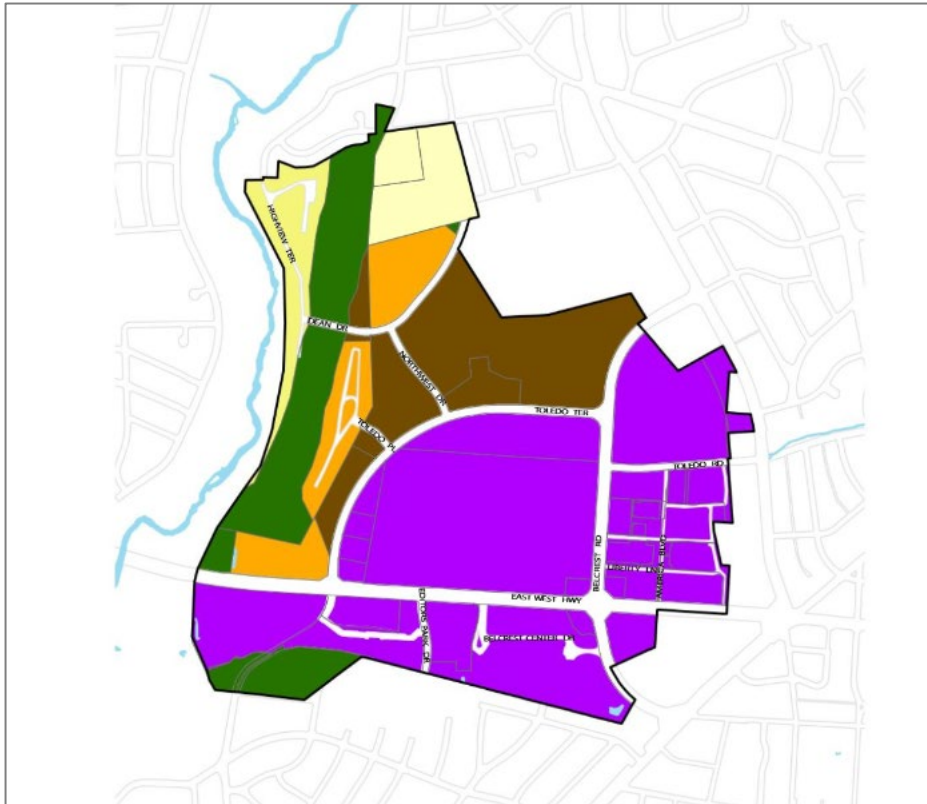


Regional Activity Center: Secondary Attributes (2 out of 4 Required)

-  **Land Use Mix:** locally-adopted land use plan encourages mixed-use development
-  **Transit Capacity:** Metrorail, BRT, streetcar, commuter rail, OR light rail station by 2050
-  **Housing & Transportation Affordability:** Combined housing and transportation costs do not exceed 45% of regional median income
-  **Intersection Density:** > 55 intersections per square mile.

Activity Center Example: Hyattsville Plaza (PG)

*Prince George's Plaza
Transit District Development Plan Geography*

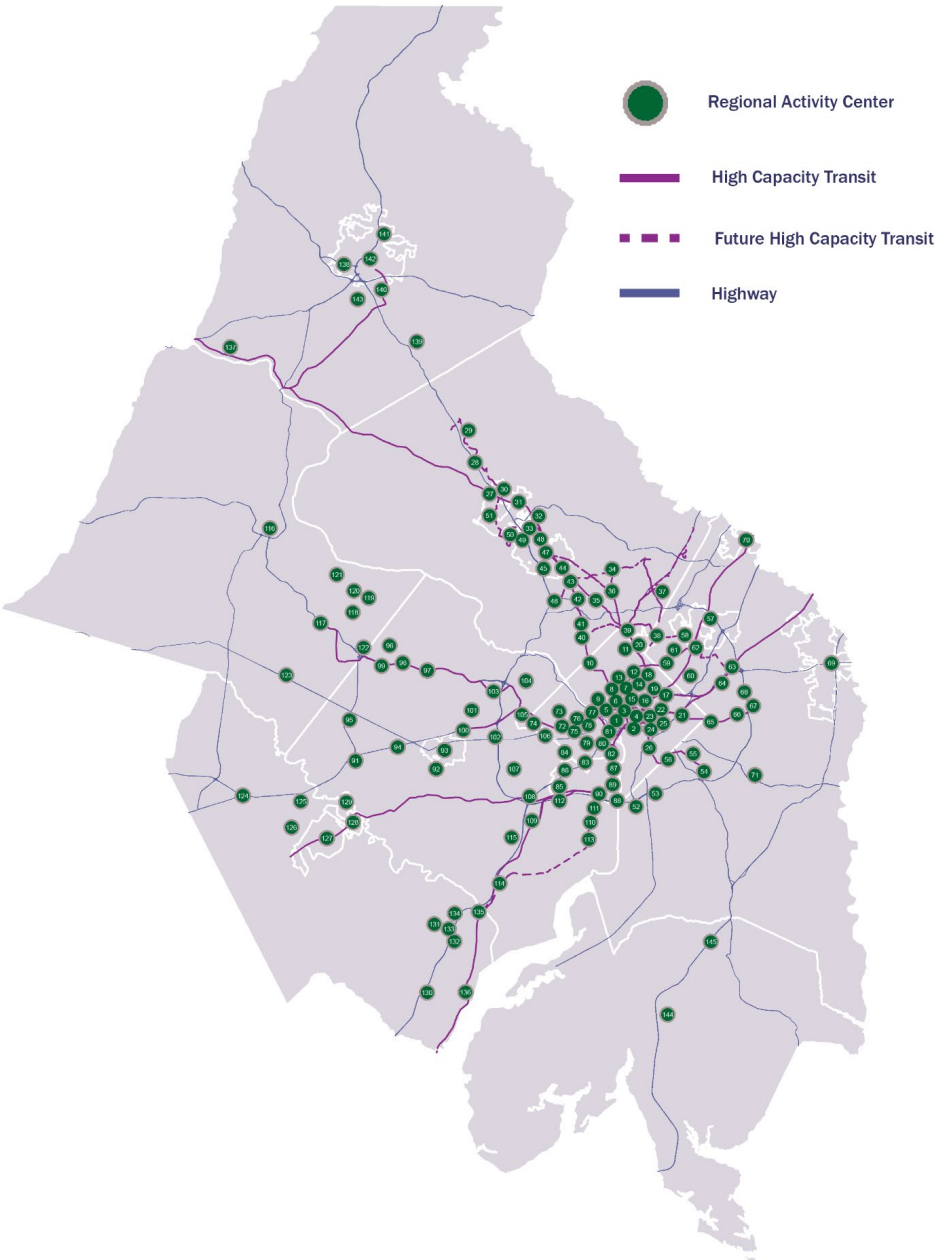


*Hyattsville Crossing
Regional Activity Center Analysis Geography*



Analysis of Round 10.0 Regional Activity Centers

Number of Approved Regional Activity Centers	145
Total Square Miles of Regional Activity Centers	216
Total Number of High-Capacity Transit Stations in Regional Activity Centers in 2050	238
Population Growth Rate in Regional Activity Centers from 2020 to 2050 in Round 10.0 Forecast	53%
Employment Growth Rate in Regional Activity Centers from 2020 to 2050 in Round 10.0 Forecast	35%



Local Government Funding Opportunities using Regional Activity Centers as Part of the Selection Criteria

Transportation Planning Board:

-  **Transportation Land-Use Connections Program (TLC):** TLC provides short-term consultant services to local jurisdictions for small planning projects that promotes mixed use, walkable communities and support Transportation alternativesLand Use Mix: locally-adopted land use plan encourages mixed-use development
-  **Regional Roadway Safety Program:** This program provides short term consultant services to member jurisdictions or agencies to assist with planning or preliminary engineering projects that address roadway safety.
-  **Transit Within Reach Program:** This program funds design and preliminary engineering projects to help improve bike and walk connections to existing high-capacity transit stations or stations that will be open to riders by 2030.

COG Board:

-  **ULI–Washington Technical Assistance Panels (TAPs):** In partnership with ULI-Washington, this program provides local government awardees with tailored advice and recommendations on a particular project or location from a panel of experts from real estate, finance, planning, transportation, engineering, and design fields.
-  **Housing Affordability Planning Program (HAPP):** This program awards small, flexible grants of up to \$75,000 to area local governments and non-profit developers engaged in the planning, approval, or development of housing near transit stations this is accessible to those with lower incomes. It is designed and administered by COG and funded by the Amazon Housing Equity Fund.

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