National Capital Region Transportation Planning Board

MEMORANDUM

TO: TPB Priorities Plan Scoping Task Force

FROM: Ronald F. Kirby, Director, Department of Transportation Planning

SUBJECT: Materials for the February 16th Task Force Meeting

DATE: February 11, 2011

Based upon the last meeting of the Priorities Plan Scoping Task Force on December 15, we have compiled the following information for your consideration at the next meeting of the task force on February 16:

- Meeting agenda

- Notes from the meeting of the task force on December 15, 2010

- A draft work scope and schedule to develop a regional priorities plan

- "Regional Studies" section from the draft FY2012 TPB Unified Planning Work Program (UPWP), which includes tasks related to the Regional Transportation Priorities Plan.

- A strawman outline for the priorities plan document that describes potential contents of a priorities plan. This outline was presented at the meeting on December 15 and has been revised based upon feedback from that meeting.

- A memo providing a brief comparison between the *TPB Vision* and *Region Forward*

- The *TPB Vision*

- Sections from *Region Forward* related to transportation

TPB Priorities Plan Scoping Task Force

Meeting Notice
Date: February 16, 2011
Time: 10 am – 11:45 am
Place: COG Board Room

10 am	1.	Welcome and Introductions Chairman Turner
10:05 am	2.	Review of Notes of December 15 Meeting Mr. Kirby
10:15 am	3.	Review of Draft Work Scope and Schedule to Develop a Regional Priorities Plan Mr. Kirby
10:45 am	4.	Relationship Between the TPB's Vision Goals and COG's Region Forward Planning Guide Mr. Kirby
11:00 am	5.	Initial Baseline Analysis of Transportation and Transportation-Related Performance Measures Mr. Hodgson
11:20 am	6.	Discussion of Response to Policy Guidance in the Call for Projects document Mr. Austin
11:30 am	7.	Next Steps Mr. Kirby
11:45 am	8.	Adjourn

Meeting Notes

TPB Priorities Plan Scoping Task Force
Todd Turner, Chair
December 15, 2010

Chairman Turner convened the meeting. The task force members introduced themselves.

Chairman Turned reviewed the notes from the October task force meeting.

Mr. Orlin requested that the meeting agenda be changed so that discussion regarding the strawman outline for the priorities plan would occur before the discussion on options for improving public information on the existing process. Chairman Turner agreed to the change.

Briefing on a Strawman Outline for the Priorities Plan

Mr. Kirby briefed the task force on the strawman outline that he had developed for a priorities plan document. He said the document would begin by explaining the current process and planning activities of the TPB. It would then identify regional challenges and resources for determining regional priorities. It would conclude with an identification of regional priorities.

Mr. Kirby noted two comments from the October meeting that he believed were important: Mr. Beacher from Loudoun said it was important for the new plan to identify priorities that everyone in the region "can get behind," and Mr. Delfs from DDOT had suggested that the new plan could provide a "regional parking lot" for unfunded priority projects.

Mr. Erenrich emphasized that the development of a priorities plan will help prepare the region for future grant applications, such as the federal TIGER program has offered.

Ms. Tregoning suggested that the discussion should jump to the end of the outline, which laid out questions for determining priorities, instead of spending time discussing the existing process.

Mr. Kirby said the existing process is key to the discussion. Furthermore, he noted, the current process is built upon federal requirements that are not going to change. He also called attention to the fact that the TPB has done considerable work, especially scenario analysis, which needs to be taken into account.

Mr. Srikanth agreed with Mr. Kirby, saying he supported having a full discussion on Roman numeral I in the outline, which focused on the existing process.

Ms. Tregoning said the introductory information regarding the existing process belongs in the appendix. She said that it appears defensive to begin this discussion by focusing on what has already been done.

Ms. Erickson said she believed it was important to have a thorough discussion of the current process and the work that has already taken place.

Chairman Turner said there are two broad tasks under discussion: 1) informing the public about the existing process and 2) setting priorities. He said he was particularly interested in the second point and in particular, the role that the TPB plays and should play in setting priorities and possibly evaluating projects.

Mr. Biesdiany said the current process and the past experiences of the TPB provide a foundation upon which to build the priorities plan. He said that COG's Region Forward plan must also be included in any discussion regarding goal-setting.

Mr. Kirby said that Region Forward is consistent with the Vision.

Ms. Ricks said that by definition a plan is a statement of where you want to go. She said such an indication of direction was not clear in the strawman outline. She suggested that Region Forward had articulated a direction for the region, and therefore it should be the basis for the regional transportation priorities plan. Speaking from the perspective of a DOT, she said it is clear the CLRP is a "black box." She said the new priorities plan should be more transparent, providing guidance on how we, as a region, can get to where we want to go. She said the priorities plan needs to "tee up" and sell the elements of a regional vision.

Ms. Budetti said that by talking about the existing structure first, it might be assumed that the current structure cannot be enhanced or changed. She said the task force needs to discuss and seek to overcome the impediments to working within the current process.

Mr. Tydings said the CAC has consistently called for a new way of conducting planning in the region, and he did not necessarily see a new approach articulated in the strawman outline.

Mr. Orlin said that everyone knows that the CLRP is stapled together, although he acknowledged that the TPB staff does a great job of analyzing the CLRP. He noted that the primary responsibility of the TPB members is local and therefore what is missing in the TPB process is a regional voice. He suggested the TPB could have the capacity to analyze the projects in the CLRP and rank them.

Mr. Weissberg said the goals articulated in the Region Forward are a reflection of regional consensus. He said the TPB has an opportunity with the priorities plan to pay heed to these goals and find ways to achieve them.

Mr. Erenrich said that the priorities plan provides an opportunity to be prepared for future funding opportunities. He said the TPB should be approaching the planning process by seeking to answer the question: "If we had a chunk of money, what would we do with it?" He suggested it could be useful to frame the planning process within a "funding envelope" that would identify a pre-determined amount of funding for priorities, above the funding anticipated for the CLRP.

Returning the strawman outline, Mr. Kirby described regional challenges and key resources for identifying priorities, including a baseline assessment of the CLRP. He noted that the TPB has access to considerable data regarding anticipated performance of the regional transportation system.

Ms. Ricks asked what the priorities plan would be oriented around. She said the TPB Vision is quite dated.

Mr. Kirby said that Region Forward is multi-sectoral, extending far beyond transportation and land use.

Ms. Ricks suggested that it could be useful to target the goals of Region Forward, including those that are multi-sectoral. For example, on the topic of economic competiveness, she said entry-level employees need good access to transportation, which was vital for regional vitality.

Chairman Turner said that was a good comment and the task force needs to be having a discussion regarding the framework for the priorities plan.

Mr. Srikanth said that VDOT supports the TPB Vision and Region Forward. He suggested that Roman numeral III (2) in the strawman outline responded to Ms. Ricks' comments.

Mr. Biesiadny said the TPB Vision was developed with broad-based community input. He said the task force needs to be provided with more history about the Vision.

Ms. Ricks said the task force should be preparing the region to compete for funding.

Mr. Beacher said the task force needs to be practical in laying out a scope for the priorities planning process.

Mr. Tydings said the TPB Vision provides a long list of goals and objectives, but it does not offer a practical way to help set priorities.

Mr. Kirby said his strawman outline was designed to tie the TPB Vision to planning. He emphasized that the TPB has done a lot of work, such as the scenario analysis, that provides a basis for making that connection. He also noted that the TPB's partners have also done a lot of ground work for a priorities plan. As an example, he mentioned Northern Virginia's TransAction 2030 Plan.

Mr. Kirby called attention to three questions in the strawman outline that he said would be key to a prioritization process: Which components of the CLRP should be given highest priority? Which transportation proposals (identified through a variety of means) would make the greatest contribution to addressing the shortfalls relative to the Vision? Are there other proposals that are not currently under consideration by the TPB's members that should be considered?

Mr. Kirby said the final product of the priorities planning process, described in Roman numeral IV of his outline, would speak to the Vision goals, provide a coordinated approach to transportation and land use, and include benefit/cost analysis. He said the planning process would take two years. He noted that the TPB was in a good position to perform this work. In particular, he noted that the TPB's new travel demand model would soon be implemented.

Mr. Harrington said the strawman outline included the necessary pieces of a priorities plan, but they were not focused or presented as part of a clear process. He suggested an approach to developing the plan should identify goals and performance measures, determine needs, and prioritize projects – both funded and unfunded.

Mr. Orlin said that the priorities plan needs to focus on medium- to long-term priorities. He said the plan should not be limited to the CLRP. For example, he suggested that HOT lanes on the American Legion Bridge should be considered.

Mr. Erenrich said the priorities planning effort should identify regional "missing links."

Mr. Way said he believed the scope should be somewhat financially constrained, i.e., built upon a limited amount of additional funding. He also said he believed it should be short-term.

Mr. Weissberg said the plan should consider a Purple Line extension through Prince George's.

Mr. Biesiadny said it was important to ask how the planning process will figure out which projects would make the greatest contribution toward reaching the goals of the TPB Vision.

Mr. Kirby the planning process would identify needs and projects/programs to meet those needs. In addition, the process would identify what we can do as an MPO to meet those needs, such as the MATOC Program.

Ms. Everline said she was concerned that road and transit congestion seem to be put on an equal footing in the strawman outline. The outline does not seem to prioritize the efficiency of modes.

Mr. Mokhtari said that land use is a local issue, and therefore the planning process would need to take local land-use plans as a given.

Mr. Kirby said that land use issues must be on the table. He noted that transportation decisions, like land use, also are not fully regional; transportation decisions mostly lie with states and local agencies. He noted the example of the New York Avenue Metro Station, in which the success of the project required both transportation and land-use elements.

Mr. Beacher said that there might be concerns that land–use aspects of this plan might be perceived to be a "back-door" way of influencing local decision-making authority.

Ms. Ray said that auto-dependency is still a problem. She said it was important to ask how this plan would provide multi-modal options for travel within close distances, particularly within activity centers.

Mr. Erenrich said the next meeting should include discussion of the baseline, including performance measures.

Ms. Erickson said she believed there should be more discussion about the definition of the term "regionally significant."

Mr. Weissberg said the task force needs to look at travel trends.

Mr. Beacher said it was important to not just look at performance measures, but the degree to which such measures affect project selection.

Mr. Srikanth warned the group that this is *scoping* task force, and therefore it should not spend time addressing and debating a baseline analysis, but instead should simply be saying that a baseline analysis needs to be done.

Mr. Way said he believed the baseline analysis would be of limited use. He added that the projects that have been eliminated from the CLRP should be included in the regional inventory of unfunded projects. Finally, he said that the process should use a fairly restricted definition of the term "regionally significant."

Mr. Tydings said he believed that river crossings should be on the table.

Discussion Regarding Options for Improving Public Information on the Existing Process

Referring to a memo which was distributed in advance of the Task Force Meeting, Ms. Bilek summarized suggestions for ways to enhance the TPB's public involvement strategies. She mentioned that the suggestions are intended to respond to the identified next step of "taking steps to increase public information about TPB procedures and goals" which resulted from the May 26 Conversation.

Prefacing the memo as a menu of options or a list of strategies, Ms. Bilek said that TPB staff should actively work to provide information to the public with the intent of getting the most information to the most informed people, and providing tools to understand how to participate effectively in the TPB planning process. She also summarized that the TPB produces two main categories of information that should be made available to the public on a regular, on-going basis. These are (1) TPB Process-Related Activities, and (2) Regional Analyses. She outlined a variety of existing resources, including the Community Leadership Institute, The Citizen's Guide, TPB News, and Social and Traditional media outlets. She also summarized ideas to capitalize on new opportunities. She discussed opportunities relating to social media, as well as holistically reviewing the TPB structure as it relates to the TPB process. Specifically, she mentioned that the TPB Planning process draws upon a series of processes of TPB member states and jurisdictions. She suggested that insofar as the TPB, by virtue of its membership structure, is part of these disparate planning activities, TPB staff could devote more resources to interacting with the processes of its members. She mentioned that any or all of these ideas would require significant staff time and resources, and said that the Task Force could provide some direction for how to prioritize these ideas as a way to strategize about public involvement on a broad scale.

Mr. Erenrich commented that one factor for consideration in strategizing for public involvement is the federal requirements vis-à-vis the desires of the TPB.

Mr. Biesiadny inquired about the intended audience. He emphasized that social media, while great, only reaches a certain portion of the population. He praised the Citizens Guide, but noted that it is hard to find on the COG website.

Ms. Tregoning encouraged being experimental in outreach, but emphasized the importance of targeting outreach for the sake of the Priorities Plan.

Ms. Everline mentioned that working with social media could be a great asset, and suggested reviewing the work of other agencies that have successfully used social media in the past, specifically: Denver RTD, San Francisco MUNI, and Kansas State DOT.

Ms. Tregoning mentioned that DDOT has also successfully used social media.

Mr. Mokhtari said that soliciting information is equally important to giving information. He noted that the primary mechanism that the TPB has for hearing information is through the public comment period, and that any use of social media should include ways to receive information from the public.

Ms. Ray supported the idea to take the Community Leadership Institute "on the road," and said that making any supporting website material accessible would be a further asset. She also suggested working with cable networks, print and broadcast media, and neighborhood colleges to expand the program.

Chairman Turner noted that the discussion regarding public information on the current process may not be germane to the work of the task force, but it was useful to have this discussion. He encouraged staff to get input on Ms. Bilek's memo from interested stakeholders outside the task force.

Next Steps

For the next meeting, Chairman Turner requested: 1) a one-page comparison of the Vision's goals with Region Forward; 2) more information and discussion on a potential process for reviewing projects with performance measures; and 3) an elaboration of the planning process as suggested by Mr. Harrington.

Draft Work Scope and Schedule to Develop a Regional Priorities Plan

February 16, 2011

At the December 15, 2010 meeting of the TPB Priorities Plan Scoping Task Force, Tom Harrington of WMATA suggested that the approach to developing the priorities plan "should identify goals and performance measures, determine needs, and prioritize projects – both funded and unfunded." The draft work scope and schedule presented here follows that general sequence of steps, as outlined below.

Task 1: Review Regional Goals and Performance Measures

This task involves a careful review and discussion of the TPB's Vision goals, the goals identified in COG's Region Forward Planning Guide, and the relationship between them. The documents and discussion for item 4 of this agenda will provide a "one-page comparison of the TPB Vision goals with Region Forward", as requested by Chairman Turner at the December 15 meeting. This comparison shows that the goals of the TPB Vision and Region Forward are consistent. As a broad multi-sectoral planning guide, Region Forward provides two transportation goals that essentially consolidate a number of more detailed goals and strategies from the TPB Vision, while the TPB Vision provides a number of additional, detailed goals and strategies. The TPB Vision is identified on page 4 of the Region Forward document as one of the four major "building blocks" for Region Forward. Specifically, the TPB Vision was the source of the regional activity center concept which led to the COG Regional Activity Center maps developed in 2002 and updated in 2007.

Region Forward contains a number of performance measures and targets for transportation and other sectors. These measures will also be discussed under item 4 of this agenda.   In combination with other key performance measures which have been developed in the TPB process, they provide a starting point for a baseline analysis of transportation and transportation-related measures, to be discussed under item 5 of this agenda.

Task 2: Determine Regional Challenges

Once a comprehensive and clearly understandable set of performance measures and targets has been agreed upon, regional challenges can be determined by identifying areas in which the region is falling short of regional goals. Examples of regional challenges that have already been identified through the TPB process are:

- Achieving the capacity and reliability needed for the region's transit system to serve the demand associated with current and future development

- Accelerating the rate of completion of the TPB's bicycle and pedestrian plan

- Ensuring that capabilities and resources are provided for ensuring efficient and safe management of the region's transportation system during major incidents

- Advancing effective bus priority plans throughout the region, building on the TIGER project

- Responding to needs identified by the TPB's Aviation and Freight Technical Committees, and the TPB Access for All Advisory Committee

<u>Task 3: Develop Regional Priorities, both Funded and Unfunded</u>

Once a set of clearly articulated regional challenges has been identified, regional priorities can be developed which will address these needs and which the TPB can hopefully "get behind". Candidate priorities can be obtained from the various studies that have been conducted throughout the region, such as the WMATA Priority Corridor Network study presented at the January 19, 2011 TPB meeting, and the TPB Transportation /Land Use Scenario studies. Projects already included in the CLRP could be candidate priorities for accelerated completion or perhaps deferral. Entirely new initiatives could also be proposed for consideration.

Candidate priorities will need to be evaluated using a comprehensive regional benefit-cost approach. A good model for this approach is the process defined by the USDOT in the TIGER project solicitation. Those that perform best in this analysis would be incorporated into the Regional Priorities Plan.

Recognizing that improving regional performance will require combining transportation and land use strategies in a synergistic manner, candidate priorities should be incorporated into comprehensive land use / transportation scenarios which can be compared to the adopted CLRP baseline with respect to individual regional performance measures as well as in terms of a comprehensive assessment of regional benefits and costs. This can be accomplished by developing and evaluating an initial land use / transportation scenario, and then specifying and evaluating variations on the scenario that might improve its performance or increase its feasibility. Beginning in FY 2012, TPB staff will be able to use the new Version 2.3 travel demand model and the latest version of the EPA Motor Vehicle Emissions Model (MOVES) to quantify the performance of alternative land use / transportation scenarios, and analyze changes in their performance relative to regional goals as well as in terms of regional benefits and costs.

<u>Schedule</u>

The attached chart provides a suggested schedule for each of the three tasks described above, including preparation of interim reports, formal public outreach and comment opportunities, and a final report. The timing of the final report for the beginning of FY 2014 is designed to ensure that the results of the regional transportation priorities plan are available for consideration in the development of the next four year update of the TPB's Constrained Long Range Plan, due at the end of the calendar year 2014. As with the CLRP, the priorities plan should be revisited and updated on a periodic basis to reflect changes in the CLRP baseline, new land use developments and forecasts, and new challenges which will arise as policy changes occur over time.

<u>Incorporation of Work Scope and Schedule into FY 2012 UPWP</u>

The attached excerpt from the draft FY 2012 Unified Planning Work Program (UPWP) describes work item 3C, "Regional Studies", the first item of which provides the general work scope, timeline, and activities for the Regional Transportation Priorities Plan for FY 2012 and beyond. Once the TPB receives, reviews, and approves the scope and schedule developed by the Priorities Plan Scoping Task Force, anticipated in May and June of 2011, the FY 2012 UPWP can be amended to incorporate any updates required to reflect the approved scope and schedule.

Proposed Schedule

Tasks	FY2011		FY2012				FY2013				FY2014
	Jan	June	July			June	July			June	August
Task 1											
Review Regional Goals and Performance Measures	▬▬▬▬▬▬▬▬										
Task 2											
Determine Regional Challenges		▬▬▬▬▬▬▬									
Task 3											
Develop Regional Priorities, both Funded and Unfunded			▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬								
Interim Reports		▲				▲				▲	
Public Outreach and Comment			⬭				⬭			⬭	
Final Report											◼

**NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD**

FY 2012

**UNIFIED PLANNING WORK PROGRAM
FOR TRANSPORTATION PLANNING
FOR THE
WASHINGTON METROPOLITAN REGION**

DRAFT

February 16, 2011

C. REGIONAL STUDIES

Regional Transportation Priorities Plan

In September 2010, the TPB Regional Priorities Plan Scoping Task Force was established to determine a scope and process for developing a regional transportation priorities plan that will enhance the implementation of regional priorities. The task force met in October and December 2010 and in February and April 2011. In May and June 2011, the TPB will review and approve the scope and process for developing the plan, and incorporate the first year work activities into the FY 2012 UPWP. The plan development process is scheduled for a two-year period, beginning in July 1, 2011 with completion by July 1, 2013.

By the end of FY 2011, the 2010 CLRP baseline will be compared to the TPB Vision and Region Forward goals to assess major regional challenges and review current regional priorities identified to date.

The following activities are proposed for FY 2012:

- Specify and evaluate with respect to regional goals an initial land use/transportation scenario that incorporates proposed priorities.

- Using the 2.3 Travel Demand model and the latest version of the EPA Motor Vehicle Emissions Simulation Model (MOVES), analyze the benefits and costs of the scenario relative to the Vision goals.

- Specify and evaluate a variation or variations on this scenario that might improve its performance or increase its feasibility.

- Conduct outreach and public involvement activities to support the development of the new transportation priorities plan.

Support for COG's Region Forward

In 2010, the TPB collaborated with the Metropolitan Washington Council of Governments (COG) Department of Housing and Community Planning on a competitive grant submission to the HUD Sustainable Communities Planning Grant program. This grant submission outlined the strategy COG would employ to establish a regional plan for sustainable development. Though the grant was not awarded, COG continued to work on developing a regional plan for sustainable development as an extension of its existing efforts to solve key challenges in the region through its Region Forward program. Region Forward is supported by a voluntary compact signed by all of the COG member jurisdictions, and outlines a series of targets and indicators that measure progress towards creating and attaining a more accessible, sustainable, prosperous, and livable future. In FY 2011, TPB staff provided support for COG's Region Forward regional planning efforts involving transportation. In FY 2012, TPB staff will continue to provide support for these efforts.

Prepare Grant Applications for US DOT Grant Funding Programs

In FY2010 and 2011, the TPB approved the submission of TIGER I and II competitive grant applications in response to US DOT funding program opportunities. In February 2010, the TPB was awarded $58.8 million for a regional priority bus network under the TIGER I program. In August 2010, the TPB applied for funding towards a regional bike-sharing project under TIGER II. Although this application was not awarded, it was named in the top ten percent of projects that were recommended to be advanced for funding by DOT staff. In FY 2012, TPB staff will respond to promising opportunities for submitting project grant applications for USDOT grant funding programs, as approved by the TPB.

Oversight:	TPB
Cost Estimate:	$566,300
Products:	Documentation of major regional challenges and proposed regional priorities; comprehensive benefit/cost analysis of initial scenario; project grant applications for USDOT grant funding programs as approved by the TPB
Schedule:	Documentation of challenges - September 2011 Documentation of proposed regional priorities - November 2011 Benefit/cost analysis of initial scenario and variations - June 2012

"Strawman" Outline for Regional Priorities Plan Document
Revised February 11, 2011

I.   **Current Regional Planning Activities**

(1) The Region's Current Regional Planning Process
Reference the Citizens Guide and the TPB Community Leadership Institute. Also reference the new TPB clearinghouse and the new brochure, which both describe the current process.
- The Players, the Process, the Principles
- Continuing, Cooperative, Comprehensive

(2) The TPB Vision
Reference Vision text
- Adopted in 1998
- Summarize overall goals, as referenced in project solicitation
- Note comprehensive goals – land use, environment, airport access
Relationship to Region Forward

(3) The CLRP & TIP
Reference detailed planning documents
- Brief descriptions
- Instructions on how to identify what's in the CLRP and what's not

(4) Scenario Planning (2001-2010)
Reference scenario study reports and documents
- Brief descriptions of previous, current, and ongoing work

(5) Current Regional Programs Reflecting Adopted Regional Priorities
Brief descriptions with references to detailed descriptions, web links
- Commuter Connections
- MATOC
- TLC
- JARC/New Freedom
- TIGER Priority Bus Improvements
- Priorities identified based on 2010 CLRP

II.   **Key Resources for Identifying Regional Priorities**

(1) The CLRP assessment ("the Baseline")
- Projects: Included, dropped, delayed
- Metro funding

- Congestion
- Accessibility Measures
- Environmental Indicators of concentration of mixed use in activity centers (east-west divide) ("jobs, housing and services in a walkable environment)
- Indicators of mode use (highway, transit, bike/ped, telecommuting)

(2) TPB Land-Use Transportation Scenarios
- CLRP Aspirations Scenario
- "What Would It Take?" Scenario

(3) Priorities identified in adopted TPB Documents (summarize, reference detailed documents)
- Bike/ped plan & priorities
- Freight plan & priorities
- Airport access plan
- Management & operations & safety strategic plan (MATOC, other)
- Human Service Transportation Plan
- Regional Bus priorities

(4) Major corridor and Subarea Studies
- Such as: I-66, I-270, DC Streetcar, 14th Street Bridge

(5) State, WMATA, Sub-Regional, and Local Planning Processes and Priorities
- State Transportation Plans (DC, MD, VA)
- WMATA Transit plans
- TransAction 2030/2040
- Local government transportation plans (DC, MD, VA)
- "Inventory" of transportation priority projects developed by TPB staff

(6) Other
- New river crossings
- Circumferential rail transit
- High-speed intercity rail

III. **Major Regional Challenges**
Where are we falling short of the Vision goals and objectives? (Compare CLRP Baseline to Regional Goals)

Examples:
(1) Adequate maintenance, preservation, rehabilitation replacement of existing infrastructure
- Metrorail

- Metrobus, local bus
- Federal, State, local bridges and roadways

(2) Regional Activity Centers
- Amount of concentration
- Degree of "mixed use"
- Geographic distribution (east-west divide)
- Internal circulation
- Connectivity between Activity Centers

(3) Roadway and transit system congestion

(4) Safe and efficient movement of people and goods

(5) Services to the transportation disadvantaged

(6) Air quality, including greenhouse gases

(7) Airport access

(8) Freight movement

IV.   **A Regional Priorities Plan Identifying Priorities Based on Meeting Major Regional Challenges**

(1) Which Regional Priorities Should the TPB "Get Behind" (the Regional Parking Lot)?
- Which components of the CLRP should be given higher or lower priority?
- Which transportation proposals from Section II above would make the greatest contribution to addressing the shortfalls relative to regional goals?

(2) Specify and evaluate, with respect to regional goals, a preliminary land use/transportation priorities plan that addresses the challenges identified in Section III.

(3) Specify and evaluate variations on this preliminary plan that might improve its performance or increase its feasibility.

(4) Comprehensive benefit/cost analysis relative to the regional goals.

(5) Delineation of priorities.

MEMORANDUM

TO: TPB Region Priorities Plan Scoping Task Force

FROM: John Swanson, DTP staff

SUBJECT: Brief comparison of the *TPB Vision* and *Region Forward*

DATE: February 11, 2011

At the task force's meeting on December 15, Chairman Turner requested a document comparing the *TPB Vision* with *Region Forward.*

Overview and Comparison of the Two Documents

The TPB Vision was adopted in 1998 following a three-year process that included public outreach and consensus building. The *Vision* comprises a policy statement, eight overarching policy goals, and objectives and strategies for reaching those goals. In total, it contains 84 goals, objectives and strategies, which touch upon a full spectrum of transportation challenges facing the region. The *Vision* is policy-oriented and in general, it does not provide targets that can be quantitatively measured.

The *Vision* has influenced TPB activities over the past decade on numerous levels. In particular, the *Vision* was the first regional policy statement to call for a focus on activity centers as the primary means to improve transportation and land-use coordination in the region. As followup to the *Vision*, COG developed and approved the regional activity centers maps in 2002. The activity centers have been an essential component of the scenario analysis that the TPB has been conducted over the past decade.

Since the *Vision* was approved in 1998, two international concerns – terrorism and climate change – have been pushed to the top of the global agenda. These challenges have obvious transportation implications, which the TPB has been working to address.

Region Forward was overseen by the Greater Washington 2050 Coalition, which included community stakeholders, representatives from COG's member jurisdictions and participation from all of COG's departments. *Region Forward* explicitly builds upon past planning activities. According to the final report, "rather than launch a new visioning process that could take several years, the Coalition's challenge was to tie together earlier work in a comprehensive way." For transportation, the primary building block for *Region Forward* was the *TPB Vision*.

The *Region Forward* document was approved in 2010 following a two-year development process. It includes goals, targets, and a compact agreement to guide future planning and help measure progress in the areas of housing, transportation, the environment, health and the economy. The goals and targets relate to accessibility, sustainability, prosperity and livability. By the end of 2010, all of COG's member jurisdictions had signed the regional compact established in *Region Forward*.

Unlike the *TPB Vision*, *Region Forward* is multi-sectoral, covering a range of issues such as education and public safety. *Region Forward* includes transportation components, largely focused on promoting alternative modes, which are a subset of goals from the *TPB Vision*. Unlike the *Vision*, *Region Forward* includes a range of targets and indicators to evaluate progress toward its goals, including transportation. Regarding transportation specifically, the *Vision* is more comprehensive, including issues such as safety, freight, and the use of technology, which were not addressed in *Region Forward*.

From *Region Forward:*
We seek a broad range of public and private transportation choices for our Region which maximizes accessibility and affordability to everyone and minimizes reliance upon single occupancy use of the automobile.

From the *TPB Vision:*
- A comprehensive range of choices for users of the region's transportation system.
- Reasonable access at reasonable cost to everyone in the region.
- Reduction in reliance on the single-occupant vehicle (SOV) by offering attractive, efficient and affordable alternatives.

From *Region Forward:*
We seek a transportation system that maximizes community connectivity and walkability, and minimizes ecological harm to the Region and world beyond.

From the *TPB Vision:*
- A web of multi-modal transportation connections.
- Dynamic regional activity centers with a mix of jobs, housing and services in a walkable environment.
- A transportation system that enhances and protects the region's natural environmental quality, cultural and historic resources, and communities.

The boxes above compare *Region Forward's* transportation goals with language taken from the *Vision*. This comparison demonstrates the consistency between the two documents.

VISION STATEMENT

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.

Adopted by the National Capital Region Transportation Planning Board on October 21, 1998

Policy Goals, Objectives, and Strategies

Policy Goal 1

The Washington metropolitan region's transportation system will provide reasonable access at reasonable cost to everyone in the region.

Objectives

1 | A comprehensive range of choices for users of the region's transportation system.
2 | Accurate, up-to-date and understandable transportation system information which is available to everyone in real time, and is user-friendly for first-time visitors and residents, regardless of mode of travel or language of the traveler.
3 | Fair and reasonable opportunities for access and mobility for persons with special accessibility needs.
4 | Convenient bicycle and pedestrian access.

Strategies

1 | Plan, implement, and maintain a truly integrated, multi-modal regional transportation system.
2 | Plan and implement a tourist-friendly system that encourages the use of transit and provides international signage and information.
3 | Make the region's transportation facilities safer, more accessible, and less intimidating for pedestrians, bicyclists, and persons with special needs.
4 | Plan and implement a uniform fare system for transit and commuter rail.
5 | Adopt a regional transit planning process and plan, with priority to uniformity, connectivity, equity, cost effectiveness and reasonable fares.

Policy Goal 2

The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the entire region, including a healthy regional core and dynamic regional activity centers with a mix of jobs, housing and services in a walkable environment.

Objectives

1 | Economically strong regional core.
2 | Economically strong regional activity centers with a mix of jobs, housing, services, and recreation in a walkable environment.
3 | A web of multi-modal transportation connections which provide convenient access (including improved mobility with reduced reliance on the automobile) between the regional core and regional activity centers, reinforcing existing transportation connections and creating new connections where appropriate.
4 | Improved internal mobility with reduced reliance on the automobile within the regional core and within regional activity centers.
5 | Efficient and safe movement of people, goods, and information, with minimal adverse impacts on residents and the environment.

Strategies

1 | Define and identify existing and proposed regional activity centers, taking full advantage of existing infrastructure, for the growth and prosperity of each jurisdiction in the region.

2 | Encourage local jurisdictions to provide incentives for concentrations of residential and commercial development along transportation/transit corridors within and near the regional core and regional activity centers, such as zoning, financial incentives, transfer of development rights, priority infrastructure financing, and other measures.

3 | Encourage the federal government to locate employment in the regional core and in existing and/or planned regional activity centers.

4 | Give high priority to regional planning and funding for transportation facilities that serve the regional core and regional activity centers, including expanded rail service and transit centers where passengers can switch easily from one transportation mode to another.

5 | Identify and develop additional highway and transit circumferential facilities and capacity, including Potomac River crossings where necessary and appropriate, that improve mobility and accessibility between and among regional activity centers and the regional core.

6 | Intercept automotive traffic at key locations, encouraging "park once," and provide excellent alternatives to driving in the regional core and in regional activity centers.

7 | Develop a system of water taxis serving key points along the Potomac and Anacostia Rivers.

Policy Goal 3

The Washington metropolitan region's transportation system will give priority to management, performance, maintenance, and safety of all modes and facilities.

Objectives

1 | Adequate maintenance, preservation, rehabilitation, and replacement of existing infrastructure.

2 | Enhanced system safety through effective enforcement of all traffic laws and motor carrier safety regulations, achievement of national targets for seatbelt use, and appropriate safety features in facility design.

Strategies

1 | Factor life-cycle costs into the transportation system planning and decision process.

2 | Identify and secure reliable sources of funding to ensure adequate maintenance, preservation, and rehabilitation of the region's transportation system.

3 | Support the implementation of effective safety measures, including red light camera enforcement, skid-resistant pavements, elimination of roadside hazards, and better intersection controls.

Policy Goal 4

The Washington metropolitan region will use the best available technology to maximize system effectiveness.

Objectives

1 | Reduction in regional congestion and congestion-related incidents.

2 | A user-friendly, seamless system with on-demand, timely travel information to users, and a simplified method of payment.

3 | Improved management of weather emergencies and major incidents.

4 | Improved reliability and predictability of operating conditions on the region's transportation facilities.

5 | Full utilization of future advancements in transportation technology.

Strategies

1 | Deploy technologically advanced systems to monitor and manage traffic, and to control and coordinate traffic control devices, such as traffic signals, including providing priority to transit vehicles where appropriate.

2 | Improve incident management capabilities in the region through enhanced detection technologies and improved incident response.

3 | Improve highway lighting, lane markings, and other roadway delineation through the use of advanced and emerging technologies.

4 | Establish a unified, technology-based method of payment for all transit fares, public parking fees, and toll roads in the region.

5 | Utilize public/private partnerships to provide travelers with comprehensive, timely, and accurate information on traffic and transit conditions and available alternatives.

6 | Use technology to manage and coordinate snow plowing, road salting operations, and other responses to extreme weather conditions, and to share with the public assessments of road conditions and how much time it will take to clear roadways.

7 | Use advanced communications and real-time scheduling methods to improve time transfers between transit services.

8 | Develop operating strategies and supporting systems to smooth the flow of traffic and transit vehicles, reduce variances in traffic speed, and balance capacity and demand.

9 | Maintain international leadership in taking advantage of new technologies for transportation, such as automated highway systems and personal rapid transit.

Policy Goal 5

The Washington metropolitan region will plan and develop a transportation system that enhances and protects the region's natural environmental quality, cultural and historic resources, and communities.

Objectives

1 | The Washington region becomes a model for protection and enhancement of natural, cultural, and historical resources.

2 | Reduction in reliance on the single-occupant vehicle (SOV) by offering attractive, efficient and affordable alternatives.

3 | Increased transit, ridesharing, bicycling and walking mode shares.

4 | Compliance with federal clean air, clean water and energy conservation requirements, including reductions in 1999 levels of mobile source pollutants.

5 | Reduction of per capita vehicle miles traveled (VMT).

6 | Protection of sensitive environmental, cultural, historical and neighborhood locations from negative traffic and developmental impacts through focusing of development in selected areas consistent with adopted jurisdictional plans.

Strategies

1 | Implement a regional congestion management program, including coordinated regional bus service, traffic operations improvements, transit, ridesharing, and telecommuting incentives, and pricing strategies.

2 | Develop a transportation system supportive of multiple use and higher density (commercial and residential) in the regional core and regional activity centers as a means of preserving land; natural, cultural and historic resources; and existing communities.

3 | Support regional, state and federal programs which promote a cost-effective combination of technological improvements and transportation strategies to reduce air pollution, including promoting use of transit options, financial incentives, and voluntary emissions reduction measures.

4 | Develop a regional tourism initiative to encourage air and train arrival in the region, and additional transit access and automobile parking at the termini of Metrorail/rail services.

5 | Provide equivalent employer subsidies to employees with the intent of "leveling the playing field" between automobile and transit/ridesharing.

6 | Plan and implement transportation and related facilities that are aesthetically pleasing.

7 | Implement a regional bicycle/trail/pedestrian plan and include bicycle and pedestrian facilities in new transportation projects and improvements.

8 | Reduce energy consumption per unit of travel, taking maximum advantage of technology options.

Policy Goal 6

The Washington metropolitan region will achieve better inter-jurisdictional coordination of transportation and land use planning.

Objectives

1 | 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."
2 | Region-wide coordination of land use and transportation planning in accordance with the recommendations of the Partnership for Regional Excellence report approved by the COG Board of Directors in 1993.

Strategies

1 | Develop a regional process to notify local governments formally of regional growth and transportation policy issues, and encourage local governments to specifically address such issues in their comprehensive plans.
2 | Identify an agreed-upon set of definitions and assumptions to facilitate regional cooperation.
3 | Ensure that major corridor studies include options that serve the regional core and regional activity centers shown on the regional map.
4 | Develop, in cooperation with local governments, model zoning and land use guidelines that encourage multiple use development patterns and reduce non-work automobile dependency.
5 | Plan for development to be located where it can be served by existing or planned infrastructure.

Policy Goal 7

The Washington metropolitan region will achieve an enhanced funding mechanism(s) for regional and local transportation system priorities that cannot be implemented with current and forecasted federal, state, and local funding.

Objectives

1 | Consensus on a set of critical transportation projects and a funding mechanism(s) to address the region's growing mobility and accessibility needs.
2 | A fiscally sustainable transportation system.
3 | Users of all modes pay an equitable share of costs.

Strategies

1 | Conduct outreach and education activities to promote public participation.
2 | Develop public support and approval for a specific set of regional and local transportation priorities and a funding mechanism(s) to supplement (and not supplant) priorities to be implemented with current and forecasted federal, state, and local funding.

Policy Goal 8

The Washington metropolitan region will support options for international and inter-regional travel and commerce.

Objectives

1 | The Washington region will be among the most accessible in the nation for international and inter-regional passenger and goods movements.
2 | Continued growth in passenger and goods movements between the Washington region and other nearby regions in the mid-Atlantic area.
3 | Connectivity to and between Washington Dulles International, National, and Baltimore-Washington International airports.

Strategies

1 | Maintain convenient access to all of the region's major airports for both people and goods.
2 | Support efficient, fast, cost-effective operation of inter-regional passenger and freight rail services.
3 | Support the development of a seamless regional transportation system.
4 | Support coordinated ticketing and scheduling among Amtrak, MARC, VRE, WMATA, local bus and inter-city bus service.
5 | Develop a regional plan for freight movement.

Region

20 50

Forward

A Comprehensive Guide for Regional Planning and Measuring Progress in the 21st Century

Prepared by the Greater Washington 2050 Coalition
Approved by the COG Board of Directors on January 13, 2010

Greater Washington 2050 Coalition
Fresh Approach to Regional Challenges

In the years before the creation of the Greater Washington 2050 Coalition, momentum had been building to create a comprehensive regional vision. It was a unique time for the region. Workshops and conferences encouraged people to think about long-range planning for additional residents and jobs. New issues like climate change demanded a different, more integrated way forward. Area leaders recognized the increasing level of agreement on the big issues of growth, transportation, and the environment. They also sensed growing frustration that the "business as usual" approach to these challenges would limit future success.

As the association of elected officials from the District of Columbia, suburban Maryland and Northern Virginia, COG was involved in the visioning process every step of the way. In 2007, as part of its 50th anniversary, COG held a special *Futures Forum* to build on the earlier workshops and conferences. It helped strengthen area leaders' resolve to try a new, more comprehensive approach to regional planning.

In 2008, the COG Board of Directors formed the Greater Washington 2050 Coalition. They invited elected officials and business and civic leaders to guide the initiative to make sure the effort would be inclusive. Rather than launch a new visioning process that could take several years, the Coalition's challenge was to tie together earlier work in a comprehensive way. Setting the stage for swift action, the COG Board gave the Coalition 18 months to complete its task.

The Coalition began its work by studying visioning efforts in other regions such as Denver, San Diego, and Chicago. It also focused on identifying shared, regional goals. Coalition members combed through local government vision plans and thought about ways to integrate COG's most influential recent plans like the 1998 *Transportation Planning Board (TPB) Vision*, the 2002 *Regional Activity Centers*, and the 2008 *National Capital Region Climate Change Report*.

1998

2002

2005

2008
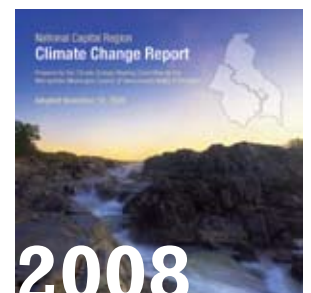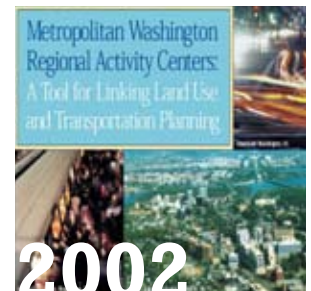
BUILDING BLOCKS:

The *TPB Vision* created a framework to guide regional transportation investments in the 21st Century.

Regional Activity Centers maps transformed how leaders thought about regional planning and concentrating development around jobs.

The Reality Check on Growth event challenged area leaders to find a place in the region for millions of new regional jobs and residents.

The *Climate Change Report* created recommendations for sustainable growth and reducing greenhouse gas emissions.

Next Steps
Integrating Region Forward into COG's Work

The work does not end with this report—it is just the beginning. From COG to local governments to stakeholder groups to individual citizens, everyone has a role to play in helping us meet our shared, regional goals. On January 13, 2010, the COG Board of Directors approved *Region Forward*. Following this action, COG will integrate *Region Forward* into its work, effectively changing the way it does business with a new, more comprehensive approach to regional planning. First, COG will communicate Region Forward and build support by reaching out to every corner of the region. Through this support, COG will seek approval of the Compact by all of its member counties and cities. And the outreach can't stop there. Because area stakeholders made such valuable contributions to shape *Region Forward*, COG will also seek endorsement of this effort by businesses, civic groups, individuals as well as neighboring regions through their regional councils and metropolitan planning organizations.

In addition to increasing public support for *Region Forward*, COG will update the Regional Activity Centers maps in 2010 during the next round of cooperative forecasts. It will also begin implementing the Compact by regularly monitoring progress towards the goals through regional progress reports. COG will start with an initial baseline analysis of the targets and indicators in this report. The analysis will be used to create comprehensive progress reports every 3-4 years to inform regional leadership and influence policy stances and decisions. In concert with the progress reports, COG will commission surveys of area residents similar to the one conducted by the Coalition to get feedback from the public and track their opinions on regional issues and future priorities. This will ensure COG's regional priorities and action reflects the long-term aspirations of area residents. COG will also prepare a strategy toolbox to help foster local and regional success. The toolbox will outline a comprehensive approach to implementing the vision. The strategies will include best practices and recommendations for both local and regional action.

The Coalition has set the stage for action. Now it is up to us to follow through with these goals to shape a more accessible, sustainable, prosperous, and livable National Capital Region.

From COG to local governments to stakeholder groups to individual citizens, everyone has a role to play in helping the region meet its goals.

JURISDICTIONAL COMMITMENT
A Political Agreement among Local Governments
to Implement the Greater Washington 2050 Compact

WE, the Counties and Municipalities of the National Capital Region, comprise a region endowed with a strong economy, a highly-educated workforce, vigorous institutions, and natural resources and parks that enhance the quality of life of our residents.

We are at a moment in history, however, when we face major challenges, both in preserving what is best about our region and in continuing its growth. We must address the causes and effects of climate change while we improve transportation, renew our infrastructure, expand the supply of reasonably-priced housing, and ensure that the benefits of our prosperity reach all of our residents.

We see these challenges as an opportunity for leadership – in the public, business, and civic sectors of our communities.

We intend that the National Capital Region continue to be an exceptional place to work, play and learn; a welcoming place for a skilled workforce to live, raise families, and enjoy successful careers; and an ideal place to start, run or expand a small or a large business.

WE, the Counties and Municipalities of the National Capital Region, share a vision supported by our local comprehensive plans of sustainable communities and shared prosperity.

GOALS FOR THE NATIONAL CAPITAL REGION

After input from government officials, business executives, civic leaders, and the public at large, and consideration of the recommendations of its participating jurisdictions, the Metropolitan Washington Council of Governments adopted a concise series of goals that define a common vision for the Region in 2050.

They delineate the ongoing nature and purpose of governmental decisions over the next four decades necessary to achieve our common vision. They are supported by broad strategies available to local governments and a set of targets and indicators to measure progress in years ahead. The goals are reflected in the comprehensive plans of our Region's jurisdictions and in current and historic policy documents of regional organizations that have studied challenges and possible solutions. These goals have also been identified and prioritized in surveys and community recommendations addressing our Region's needs.

PHYSICAL DEVELOPMENT GOALS

We seek effective coordination of land use and transportation planning resulting in an integration of land use, transportation, environmental, and energy decisions.

The National Capital Region's Land Use Goals

- We seek the enhancement of established neighborhoods of differing densities with compact, walkable infill development, rehabilitation and retention of historic sites and districts, and preservation of open space, farmland and environmental resource land in rural areas.
- We seek transit-oriented and mixed-use communities emerging in regional activity centers that will capture new employment and household growth.

The National Capital Region's Transportation Goals

- We seek a broad range of public and private transportation choices for our Region which maximizes accessibility and affordability to everyone and minimizes reliance upon single occupancy use of the automobile.
- We seek a transportation system that maximizes community connectivity and walkability, and minimizes ecological harm to the Region and world beyond.

The National Capital Region's Environmental Goals

- We seek to maximize protection and enhancement of the Region's environmental resources by meeting and exceeding standards for our air, water, and land.
- We seek preservation and enhancement of our Region's open space, green space, and wildlife preserves.

The National Capital Region's Climate and Energy Goals

- We seek a significant decrease in greenhouse gas emissions, with substantial reductions from the built environment and transportation sector.
- We seek efficient public and private use of energy Region-wide, with reliance upon renewable energy and alternative fuels for buildings, vehicles, and public transportation.

SOCIAL & ECONOMIC DEVELOPMENT GOALS

We seek a vibrant economy, supporting quality health, education, and social services, and a stock of varied housing opportunities, distributed equitably throughout our Region.

The National Capital Region's Economic Goals
- We seek a diversified, stable, and competitive economy, with a wide range of employment opportunities and a focus on sustainable economic development.
- We seek to minimize economic disparities and enhance the prosperity of each jurisdiction and the Region as a whole through balanced growth and access to high-quality jobs for everyone.
- We seek to fully recognize and enhance the benefits that accrue to the region as the seat of the National government and as a world capital.

The National Capital Region's Housing Goals
- We seek a variety of housing types and choices in diverse, vibrant, safe, healthy, and sustainable neighborhoods, affordable to persons at all income levels.
- We seek to make the production, preservation, and distribution of affordable housing a priority throughout the Region.

The National Capital Region's Health and Human Services Goals
- We seek healthy communities with greater access to quality health care and a focus on wellness and prevention.
- We seek to provide access and delivery of quality social services to all residents.

The National Capital Region's Education Goals
- We seek to provide greater access to the best education at all levels, from pre-kindergarten to graduate school.
- We seek to make our Region a pre-eminent knowledge hub, through educational venues, workforce development, and institutional collaboration.

The National Capital Region's Public Safety Goals
- We seek safe communities for residents and visitors.
- We seek partnerships that manage emergencies, protect the public health, safety, welfare, and preserve the lives, property and economic well-being of the Region and its residents.

These individual goals cannot be viewed in isolation. Actions designed to implement one goal will have impacts on others – sometimes positive; occasionally negative. Under certain circumstances, success of one particular goal will require addressing other goals as prerequisites or even necessary components. We acknowledge that to fully realize the promise of the Compact, we will need to consider the interrelated impacts of our actions and decisions on all the goals and on their relationships.

We, the Counties and Municipalities of the National Capital Region, hereby adopt the Greater Washington 2050 Compact, and endorse the goals therein as policies governing our public actions and decisions.

LOCAL GOVERNMENT STRATEGIES FOR IMPLEMENTATION

The Greater Washington 2050 Compact Goals are supported by broad strategies, which in turn can be implemented by our local governments. The success of our actions implementing many of these strategies can be determined by specific indicators, some narrative and subjective, others numerical and objective. Periodic review of these indicators will validate regional actions taken or will focus public attention on goals yet to be reached.

We, the Counties and Municipalities of the National Capital Region, acknowledge that the strategies available to each are governed by its organic authority. Whether found in state constitutional provisions, state or federal statute, charter, or local ordinances or policies, jurisdictional powers are either authorized or constrained by law. As a result, not all strategies are equally available to all the Region's local governments and, even where equally available, may not present equally effective means to reach a goal.

Appendix B

Targets/Goals Table

This table illustrates how targets will help measure progress toward a principal goal as well as other interrelated goals. Targets are listed in the green column; goal categories (represented as icons) are in the orange columns.

	Targets	Land Use	Transportation	Environmental	Climate & Energy	Economic	Housing	Health	Education	Public Safety
LAND USE	Beginning in 2012, capture 75% of the square footage of new commercial construction and 50% of new households in Regional Activity Centers[1]	○	○	○	○					○
	Beginning in 2012, the region will maintain more than 450,000 acres of agriculture land in farms[2]	○		○	○	○				
	By 2020, the housing and transportation costs in Regional Activity Centers will not exceed 45 percent of area median income[3]	○	○			○	○			
TRANSPORTATION	Increase the rate of construction of bike and pedestrian facilities from the Transportation Planning Board's plan[4]	○	○	○	○	○	○	○		
	Increase the share of walk, bike, and transit trips[5]	○	○	○	○	○	○	○		
	All Regional Activity Centers will have transit accessibility (bus or rail)[6]	○	○	○	○	○	○			
	Reduce vehicle miles traveled (VMT) per capita[7]	○	○	○	○	○				
	The region's transportation system will give priority to management, performance, maintenance, and safety of all transportation modes and facilities[8]	○	○			○		○		○
	Transportation investments will link Regional Activity Centers[9]	○	○	○		○	○			

Footnotes | The information below represents the indicators and sources used in the development of the targets, data for the baseline analysis, and future progress reports. Indicators are listed first; data sources are listed inside the brackets. The data sources acknowledged below were the best possible source at the date of this publication. During future analysis and progress reports, if better data sources become available, COG will use these sources to enhance a regional understanding of our progress.

1. Percent of new square footage of commercial construction and new household growth in Regional Activity Centers [*COG Commercial Construction and Cooperative Forecasting*]

2. Acres of agriculture land [*USDA Agriculture Census*]

3. Housing + Transportation Cost Index. The index is defined as: H+T Index = (housing costs + transportation costs) / income [*Center for Neighborhood Technology*]

4. Number of bike & pedestrian construction projects from CLRP [*TPB's Bike and Pedestrian Project in Constrained Long Range Plan (CLRP)*]

5. Mode Split—Percent of bike, walk, transit, and auto trips [*TPB's Household Travel Survey 2007/2008*]

6. Existing bus/rail transit and planned additions [*TPB; State DOTs; Local Transportation Agencies*]

7. VMT per capita [*TPB's CLRP and Transportation Modeling*]

8. TPB current/future financial analysis of priorities in CLRP [*TPB's financial Analysis; WMATA and State DOT budgets*]

9. Percent of transportation projects in the TPB's CLRP that link Activity Centers [*TPB's CLRP*]

Targets

Targets	Land Use	Transportation	Environmental	Climate & Energy	Economic	Housing	Health	Education	Public Safety

ENVIRONMENTAL

Target	Land Use	Transportation	Environmental	Climate & Energy	Economic	Housing	Health	Education	Public Safety
By 2025, achieve 100% of Chesapeake Bay Water Quality Implementation Goals[10]	●		●	●	●				
By 2050, 50% of all sentinel watersheds will be in good or excellent condition[11]	●	●	●	●					
Beginning in 2014, the region's air quality will be improving and ambient concentrations will be reduced below federal standards[12]	●	●	●	●			●		
The region will identify, conserve, and enhance a network of protected open spaces, parks, and green infrastructure to provide ecological benefits, wildlife habitat, recreational opportunities, and scenic beauty[13]	●		●	●			●		

CLIMATE & ENERGY

Target	Land Use	Transportation	Environmental	Climate & Energy	Economic	Housing	Health	Education	Public Safety
By 2020, reduce regional greenhouse gas emissions by 20% below 2005 levels and by 2050, reduce regional greenhouse gas emissions by 80% below 2005 levels[14]	●	●	●	●	●		●		
By 2020, all new residential and commercial buildings will be built using sustainable design practices equivalent to LEED Silver Standards[15]			●	●	●		●		

10. Percent achievement of Chesapeake Bay water quality goals (Phosphorus & Nitrogen Loads) for COG Wastewater Treatment Plants and other COG region sources
  [*Chesapeake Bay Program; District of Columbia, Maryland, and Virginia, and COG members*]

11. Percent of stream miles in good or excellent condition—measured by the health of bottom dwellers
  [*Chesapeake Bay Program; Interstate Commission on the Potomac River Basin; Center for Watershed Protection; University of Maryland*]

12. EPA defined design value (Design value is the monitored reading used by EPA to determine an area's air quality status; e.g., for ozone, the fourth highest reading measured over the most recent three years is the design value)
  [*COG, MWAQC, and EPA*]

13. State/National Parks, green infrastructure hubs, cores, corridors, and large contiguous areas natural lands or habitats
  [*COG member jurisdictions, National Park Service, State of Maryland, Commonwealth of Virginia and the District of Columbia*]

14. Annual metric tons of regional greenhouse gas emissions
  [*National Capital Region Climate Change Report; Utility Data; Environmental Protection Agency (EPA)*]

15. Percent of total commercial and residential buildings to be green/LEED (number & sq.ft.)
  [*United States Green Building Council Public Project Directory*]

Targets

Category	Targets	Land Use	Transportation	Environmental	Climate & Energy	Economic	Housing	Health	Education	Public Safety
ECONOMIC	Sustain an annual 1 to 3% increase in the number of new jobs[16]					●			●	
ECONOMIC	Sustain an annual 2 to 4% growth rate in Gross Regional Product for the National Capital Region[17]	●				●				
ECONOMIC	Annual rate of growth in median wages will exceed the rate of inflation[18]	●				●				
HOUSING	Beginning in 2012, the region will dedicate 15% of all new housing units to be affordable—or a comparable amount of existing housing units through rehabilitation or preservation efforts—for households earning less than 80% of the regional median income[19]	●	●			●	●			
HOUSING	Beginning in 2012, the region will maintain a minimum of 10% of the region's housing stock affordable to households earning less than 80% of the regional median income[20]	●	●			●	●			
HOUSING	Beginning in 2012, at least 80% of new or preserved affordable units will be located in Regional Activity Centers[21]	●	●	●	●	●	●			●
HEALTH	The majority of the Healthy People Goals are met by greater than half of the region's population[22]					●	●	●		

Footnotes

16. Annual rate of employment growth [*Bureau of Labor Statistics*]

17. Regional gross domestic product [*Bureau of Economic Analysis*]

18. Growth in median wages, inflation rate [*Bureau of Labor Statistics; Consumer Price Index*]

19. Number of new and preserved affordable units [*Department of Housing and Community Development agencies*]

20. Total number of affordable housing units [*Department of Housing and Community Development agencies*]

21. Percent of new affordable units created or preserved in Activity Centers [*Local Department of Housing and Community Development agencies*]

22. 10 evolving federally defined goal categories. Five or more will be met by at least 50% of region's population [*Local and state Departments of Health and Human Services*]

Targets

		Land Use	Transportation	Environmental	Climate & Energy	Economic	Housing	Health	Education	Public Safety
EDUCATION	Increase the rate of students graduating from high school to 90%[23]					●			●	
	Improve access to vocational training and educational options throughout the region[24]					●			●	
	By 2020, the percent of population over 25 with a Bachelor's degree is 45% or higher, and the percent with a professional or advanced degree is 20% or higher[25]					●			●	
PUBLIC SAFETY	Reduce the number of violent and property crimes across the region[26]					●				●
	Increase access for area residents to real time crime data and timely emergency alerts through the internet or mobile applications[27]									●
	Reduce pedestrian and bicycle fatalities across the region[28]	●	●	●	●			●		●

23. High school graduation rate [*District of Columbia, Maryland, and Virginia Departments of Education; local governments*]

24. Number and location of vocational training programs and their proximity to Regional Activity Centers. Percent of residents with Associate's degrees or some college.
    [*Community colleges; local schools; U.S. Census*]

25. Educational attainment [*U.S. Census Bureau*]

26. Crime Rate—Total Part 1 offenses including homicide, robbery, rape, aggravated assault, burglary, larceny, and motor vehicle theft [*COG Annual Report on Crime & Crime Control*]

27. Real time crime alert website and mobile applications [*Local government survey of real time crime alert systems*]

28. Pedestrian and bicycle injuries and fatalities
    [*Virginia Department of Motor Vehicles; District of Columbia Department of Transportation; Maryland Highway Safety Office*]