

A scenic view of a park with a fountain, a lake, and a bridge in the background. The fountain is a circular structure with several jets of water spraying upwards. The lake is a large body of water with a bridge in the distance. The sky is clear and blue. There are trees and a person walking in the foreground.

# *Region Forward Baseline*

*Alan Imhoff*

# *What is the Baseline?*

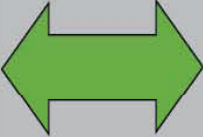
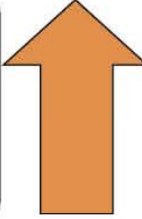
- The Baseline measures *Region Forward's* Targets
- *Region Forward* calls for a Baseline report to be generated every **3-4 years**
- Data sources were defined by the *Greater Washington 2050 Coalition*

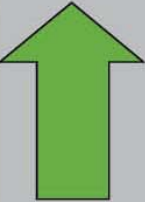
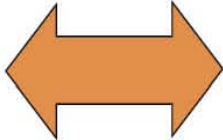
# Completing the Baseline

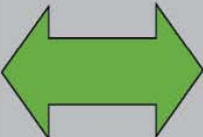
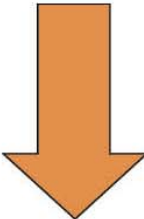
- Targets Complete 26
- Targets Unresolved 2
- Complete draft by January 2012
- Final Release Date Spring 2012



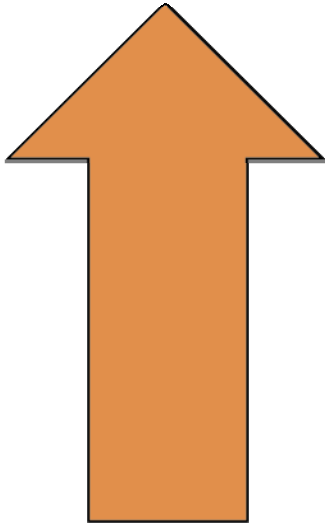
# Accessibility Trends

<b>TARGET</b>		Transportation investments will link Regional Activity centers	<b>P 14</b>	<b>PROGRESS</b>		19 more Regional Activity Centers will be accessible to each other by transit within 90 minutes and 1 more center will be accessible by highway in 2030	<b>Attained</b>
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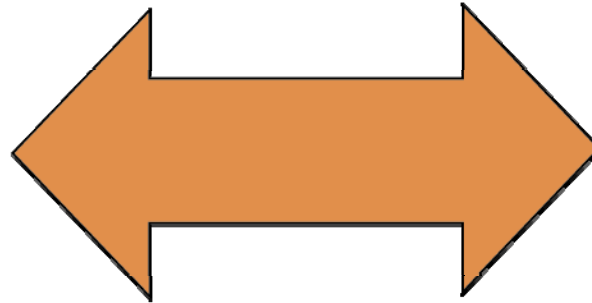
<b>TARGET</b>		Increase the rate of construction of bike and pedestrian facilities from the Transportation Board's Plan	<b>P 16</b>	<b>PROGRESS</b>		9 Miles of bicycle lanes were completed per year 13 miles of shared use path were completed per year	<b>Unattained</b>
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<b>TARGET</b>		By 2020, the housing and transportation costs in Regional Activity Centers will not exceed 45 percent of area median income	<b>P 17</b>	<b>PROGRESS</b>		In 2010 a household with the region's median income could purchase housing and transportation in Regional Activity Centers for 39% of their income	<b>Attained</b>
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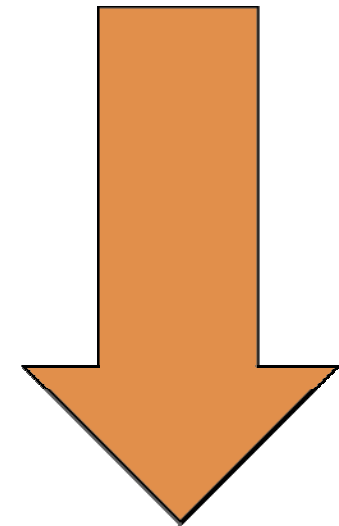
# Trends Needed Achieve Region Forward Targets



Targets will be attained with an **upward** trend

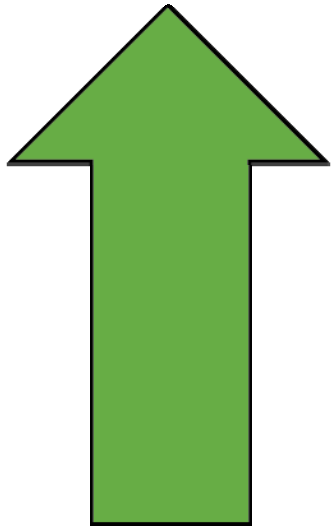


Targets will be attained by **remaining above or below** a threshold

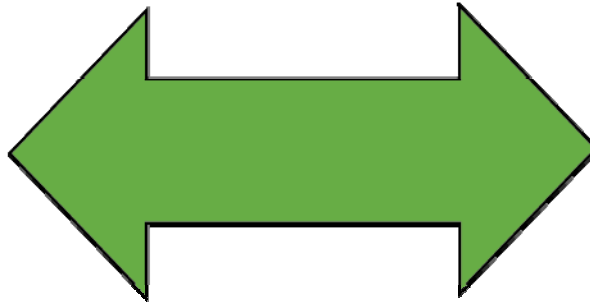


Targets will be attained with an **downward** trend

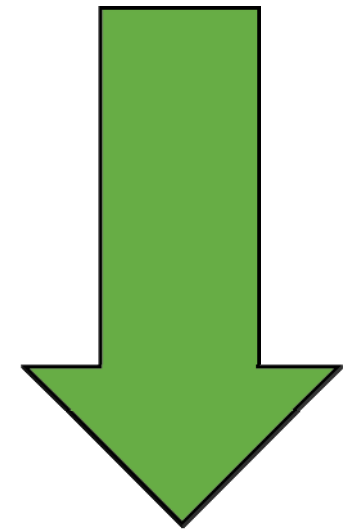
# Progress Toward Achieving Region Forward Targets



The region's  
progress  
trend is  
**upward**

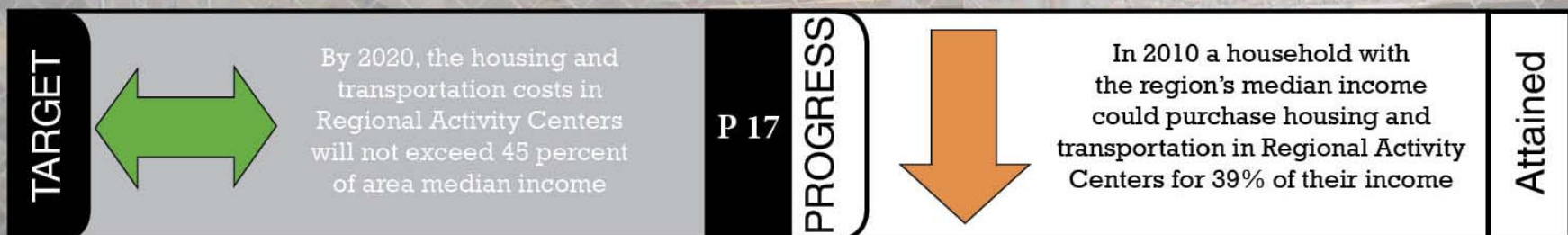
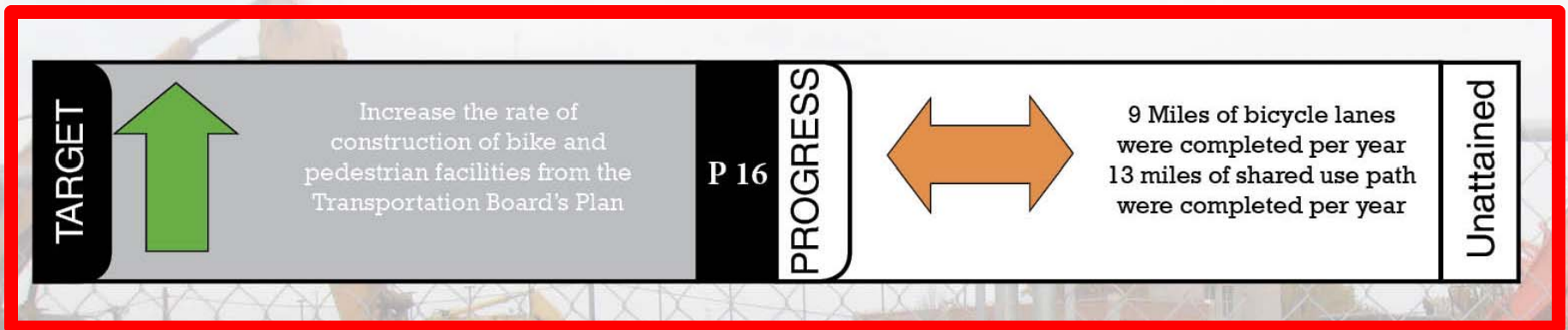
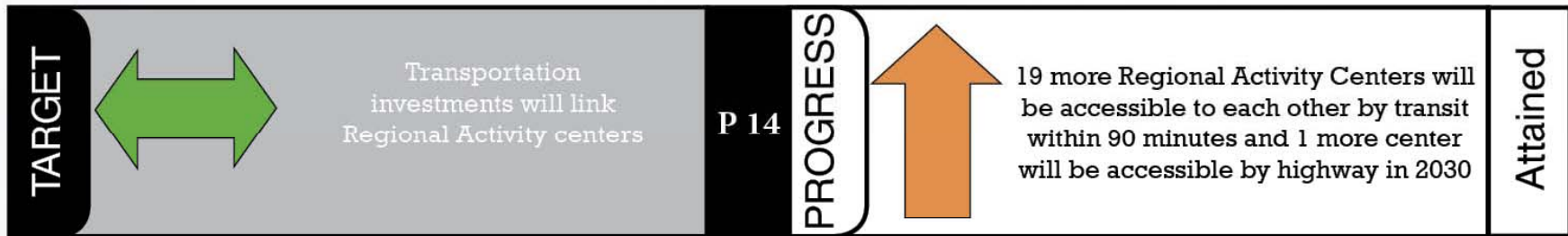


The region's  
progress trend is **flat**



The region's  
progress  
trend is  
**downward**

# Accessibility Trends





# Accessibility

**Target:** Increase the rate of construction of bike and pedestrian facilities from the Transportation Planning Board's Plan



## Baseline:

**9** Miles of bicycle lanes completed per year  
2006-2010

**13** Miles of shared use paths completed per  
year 2006-2010

**Source:** 2010 Bicycle and Pedestrian Plan  
for the National Capital Region



Bicycle and pedestrian infrastructure is a critical aspect of our region's transportation system. This target measures regional progress toward implementing facilities that will make these modes of transportation safer and more appealing.

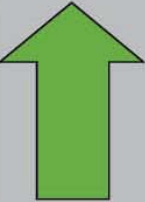
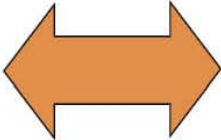
As of 2010 the region has completed 17 percent of the bicycle lanes and 46 percent of the shared use paths planned for completion by 2040. The baseline is determined by analyzing the bicycle and pedestrian elements of the Constrained Long Range Plan prepared by the Transportation Planning Board.

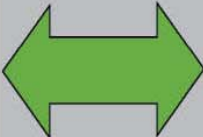
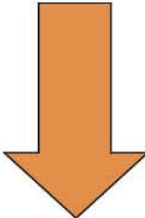
Bicycle and pedestrian infrastructure benefits all regional residents because every trip starts and ends with a pedestrian trip. Therefore, these pieces of infrastructure will enhance mobility for all residents by creating an enhanced pedestrian realm. They will also promote environmentally sustainable accessibility solutions that will encourage higher active transportation rates. Active transportation promotes healthier lifestyles that reduce incidence of obesity, diabetes, and heart disease.

Facility Type	Totals in 2005	Completed 2006-2010	Planned New Facilities/Upgrades	Total Planned for 2040
Bicycle Lane	56	35	450	541
Shared-Use Path	490	53	630	1173
<b>Total</b>	<b>546</b>	<b>88</b>	<b>1080</b>	<b>1714</b>

# Accessibility Trends

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# Accessibility

**Target:** By 2020, the housing and transportation costs in Regional Activity Centers will not exceed 45% of area median income



**Baseline:** 39% of median household income is consumed on average by housing and transportation expenses in Regional Activity centers in 2011

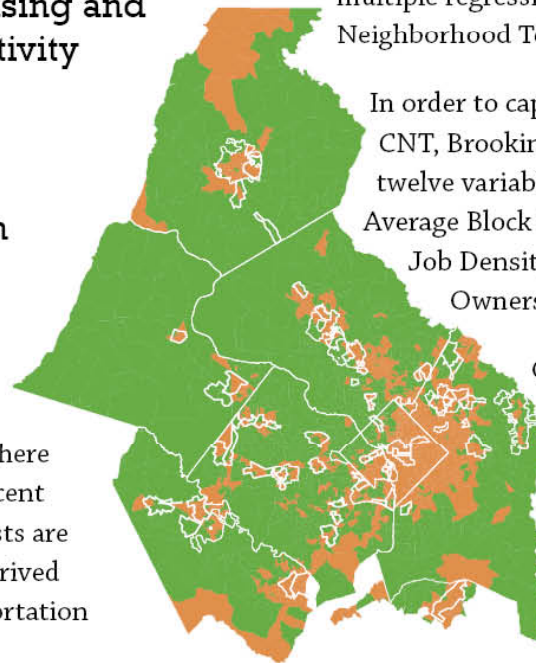
**Source:** Center for Neighborhood Technology Housing and Transportation Index February 2011

This target utilizes data produced by the Center for Neighborhood Technology that measures the combined costs of housing and transportation. Areas where a median income household can spend less than 45 percent of their income on both housing and transportation costs are considered affordable. The threshold of 45 percent is derived from generally accepted figures for housing and transportation affordability of 30 and 15 percent respectively. By comparing the cost of housing and transportation simultaneously, this index accounts common distortions of perceived affordability.

Specifically, this index accounts for two common distortions; 1) suburban or exurban locations with relatively low housing costs that are offset by high transportation cost, 2) urban locations with high housing cost that are offset by much lower transportation costs. Consequently, this index creates a level playing field to assess affordability on a regional scale.

Housing and transportation costs are compiled by the Center for Neighborhood Technology. Housing costs are developed using Census block group level data for selected home owner and renter cost from the 2000 Decennial Census. Transportation costs are calculated using a peer reviewed multiple regression model developed by the Center for Neighborhood Technology and the Brookings Institution.

In order to capture as much detail as possible the CNT, Brookings transportation cost model uses twelve variables; Residential Density, Gross Density, Average Block Size in Acres, Transit Connectivity Index, Job Density, Average Time to Work Journey, Car Ownership, Car Usage, and Public Transit Usage.



CNT has produced verifiable data for the 100 largest metropolitan regions in the United States which has in effect created a national database of transportation costs. The CNT Housing and Transportation index has become increasingly influential in urban policy development.

- Combined Housing and Transportation Cost Below 45% of AMI
- Combined Housing and Transportation Cost Above 45% of AMI

# Discussion

- Region Forward calls for *Gauging Regional Progress Toward Goals*
  - The targets are designed to judge the region as a whole
- Sub regional data would help foster targeted public policy
  - *How should sub regional data be presented?*

# Discussion

- *Pros* of Sub Regional Data
  - Better information for decision makers
  - Provides a nuanced understanding of data
- *Cons* of Sub Regional Data
  - Invites unfair comparisons
  - Detracts from the multi-discipline regional perspective

# *Questions*



# Metropolitan Washington in Year 2200

