

Region Forward

COG Board Meeting

6/13/2012

Process

- Region Forward Approved Spring 2010
- Region Forward Coalition Formed Summer 2011
- Region Forward Coalition Approves Baseline Progress Report Spring 2012

PROCESS

- Region Forward Approved Spring 2010
- Region Forward Coalition Formed Summer 2011
- Region Forward Coalition Approves Baseline Progress Report Spring 2012
- Seek COG Board Approval for Baseline Progress Report Summer 2012
- Seek Region Forward Coalition Approval of Activity Center Concept Summer 2012
- Seek Region Forward Coalition and COG Board approval of new Activity Center system Fall 2012

PROCESS

- Region Forward Approved Spring 2010
- Region Forward Coalition Formed Summer 2011
- Region Forward Coalition Approves Baseline Progress Report Spring 2012
- Seek COG Board Approval for Baseline Progress Report Summer 2012
- Seek Region Forward Coalition Approval of Activity Center Concept Summer 2012
- Seek Region Forward Coalition and COG Board approval of new Activity Center system Fall 2012
- Region Forward Implementation Tool Coming Winter 2012-2013

Regional Activity Centers

Identifies areas of value and opportunity, spatial component of Region Forward

Region Forward

Comprehensive Vision & Achievement Plan

Baseline Progress Report

Measures Progress Toward Achieving the Vision

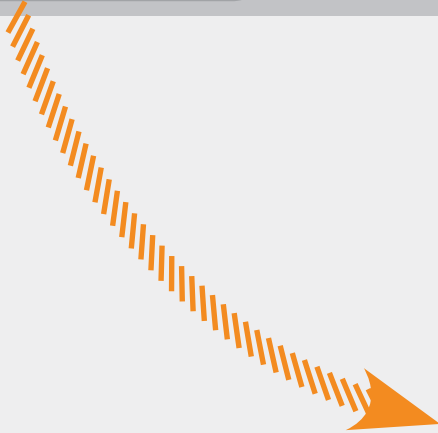
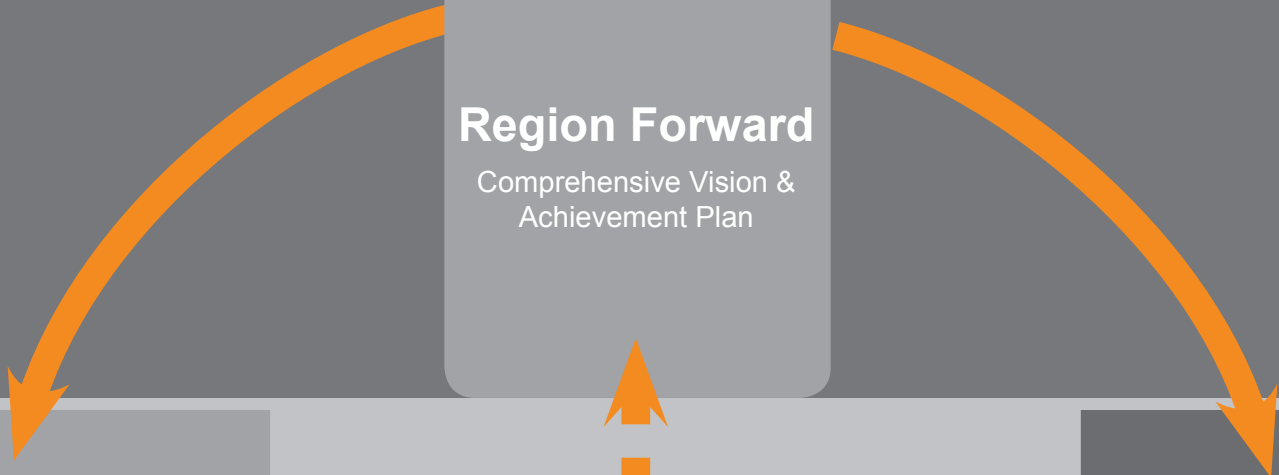
Implementation Tool

Coordinates Public and Private Sector Decisions to Achieve the Region Forward Vision

COMPLETE

IN PROCESS

NEXT STEPS



28 Targets

Measured Regionally

Updated Every 3 - 4 Years

Attainment Challenge



Extent of changes to existing policies, programs, or processes to reverse trends and or achieve the target

4 Classifications










Performance Dashboard

ACCESSIBILITY

-  Transportation System Management & Performance (p13)
-  Smart Growth (p 10)
-  Housing Equity (p18)
-  Housing & Transportation Affordability (p16)
-  VMT Per Capita (p12)
-  Linking Activity Centers (p14)
-  Activity Center Transit (p19)
-  Bike and Pedestrian Facilities(p 13)
-  Walk, Bike, & Transit Trips (p19)

SUSTAINABILITY

-  Healthy Watersheds (p34)
-  Greenhouse Gas (p28)
-  Agricultural Land (p38)
-  Air Quality (p30)
-  Protected Lands (p32)
-  Wastewater & Stormwater Management (p36)
-  Green Building (p26)

 **Major**







 **Moderate**

 **Minor**







 **Insufficient Data**

Performance Dashboard

PROSPERITY

-  Employment Growth (p44)
-  High School Graduation (p49)
-  Gross Regional Product (p46)
-  Higher Education (p50)
-  Wages Growth (p42)
-  Vocational Training (p48)

LIVABILITY

-  Affordable Housing Base (p55)
-  Real Time Crime Data (p57)
-  Crimes (p58)
-  Pedestrian & Bicyclist Safety (56)
-  New Affordable Housing (p55)
-  Public Health (p59)



Major



Moderate



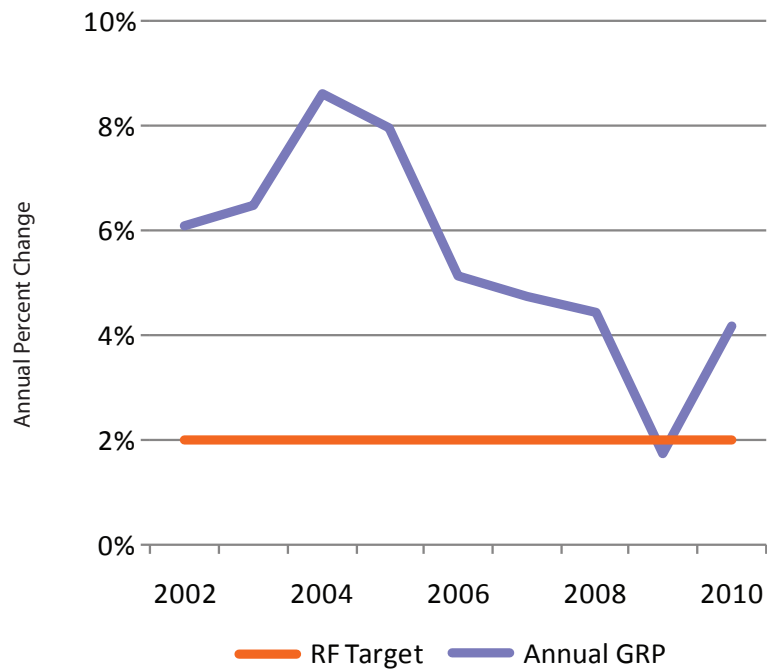
Minor



Insufficient Data

Gross Regional Product: Sustain an annual 2 to 4% growth rate in gross regional product for the National Capital Region

Percent Change in Gross Regional Product



WHY THIS IS IMPORTANT

Gross Regional Product is an estimate of all goods and services produced by a region and one of the most common measurements for assessing regional prosperity, used in conjunction with other demographic and economic measures such as population growth, unemployment, educational attainment, and employment sector analysis.

4.2%

increase in 2010 Gross Regional Product

B A S E L I N E

Source: U.S. Bureau of Economic Analysis Gross Domestic Product by Metropolitan Statistical Area 2010

Challenge



Minor



Gross regional product has grown by more than 2% 9 out of the past 10 years

CHALLENGE

Since the National Capital Region is expected to have a significant population increase over the coming decades it is imperative that the region's economy grow large enough to support new residents.

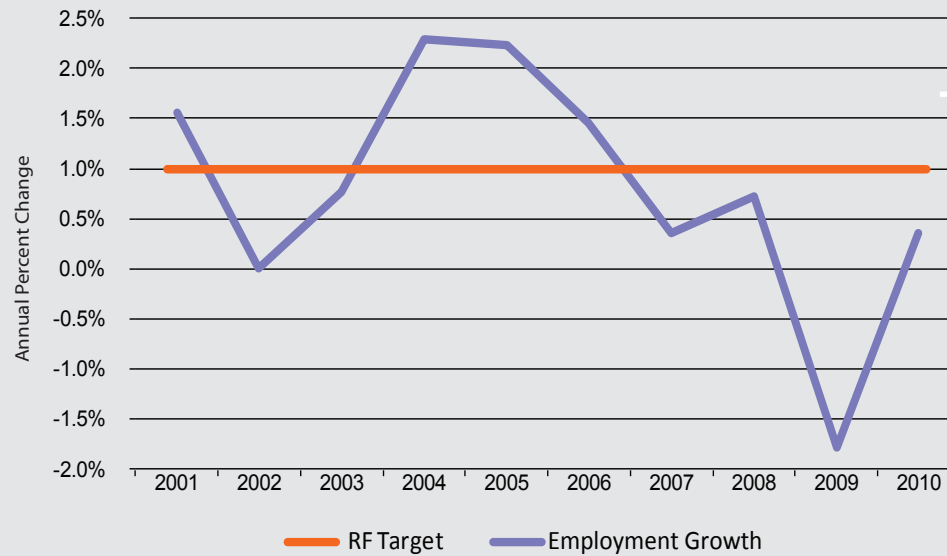
Historically, growth rates between two and four percent have been most common. It is important to note that between 2001 and 2009 this region achieved a much higher growth rate of 6.8 percent.

Employment Growth: Sustain an annual 1 to 3% increase in the number of new jobs

WHY THIS IS IMPORTANT

Based on prior trends, it is predicted that our region's comparatively strong economy will likely continue to attract new residents. This trend is reflected in employment forecasts which project an increase in the number of new jobs, and population.

Percent Employment Growth in Metropolitan Washington



< 1%

more new jobs in 2010

B A S E L I N E

Source: ES-202 VA,MD,DC Wage and Salary Employment



Challenge



Moderate

The number of jobs declined or grew at less than 1% each of the past three years

METHOD

Employment data are compiled by each state as part of the federal ES-202 program, and compiled from unemployment insurance premiums collected by each state.

CHALLENGE

Currently, the region is producing enough new jobs to satisfy population growth but long-term forecasts indicate that the region's annual job growth might decline below 1 percent near 2030. The recent recession has produced a period of negative job growth, causing increased unemployment claims.

Walk, Bike, & Transit Trips:

Increase the share of walk, bike, and transit trips

WHY THIS IS IMPORTANT

Higher shares of walk, bike, and transit trips would provide many benefits throughout the region. Increasing the use of these forms of transportation contributes to lower levels of greenhouse gas emissions, helps reduce congestion along the region's roadways, and promotes healthy lifestyles.

DIRECTION

According to the 2007-2008 TPB Household Travel Survey, walk, bike and transit trips accounted for 15.1% of all daily trips taken in the National Capital Region, and 21.4% of all work trips. Compared to other major metropolitan regions in the U.S., the Washington region has a high percentage of non-automobile trips, due in part to the MetroRail system, regional bicycle trails, and extensive pedestrian infrastructure. Policies and programs set in place by the Transportation Planning Board and local jurisdictions will result in modest increases in the share of walk, bike, and transit trips in the future.

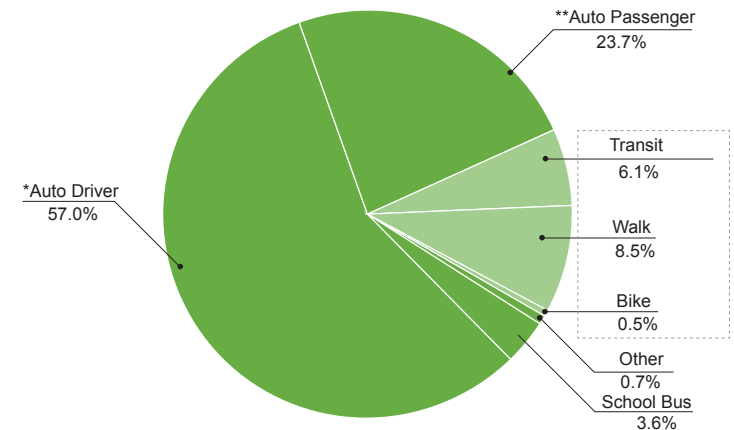
15.1%

of all trips were by walking, bicycle, or transit in 2007/2008

B A S E L I N E

Source: National Capital Region Transportation Planning Board 2007-2008 Household Travel Survey

Daily Trip Mode Share, 2007 / 2008



Total Walk, Bike, Transit: 15.1%

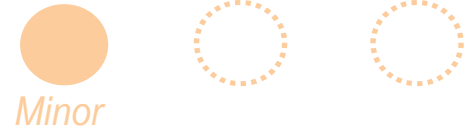
21.4%

of commute trips were by walking, bicycle, or transit in 2007/2008

B A S E L I N E

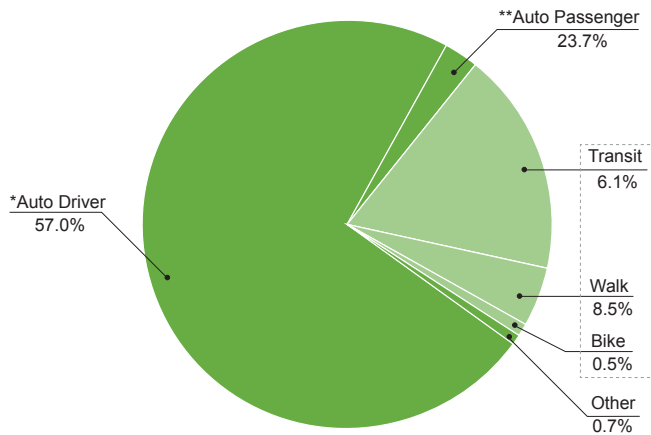
Source: National Capital Region Transportation Planning Board 2007-2008 Household Travel Survey

Challenge



Nearly 1 out of 5 work trips in 2007/2008 were pedestrian, bike, or transit trips

Commute Mode Share, 2007 / 2008



Total Walk, Bike, Transit: 21.4%

* Auto Driver indicates trips taken as a driver of an automobile
** Auto Passenger indicates trips taken as a passenger in an automobile

CHALLENGES

In order to achieve greater growth in the share of walk, bike, and transit trips throughout the region, a coordinated effort using both transportation strategies and land-use planning will be needed. Policies can be put in place to incentivize these modes of transportation or discourage the use of automobiles. Examples include providing more bicycle and pedestrian facilities (sidewalks, bike parking, etc.), increasing the reach of the regional bike-sharing program, building more bike lanes and multiuse trails, and increasing the frequency and reliability of transit. Another way to ensure this connection is through land-use planning that encourages mixed-use development with residential areas, retail, and services located in close proximity.

Transportation System Management & Performance:

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

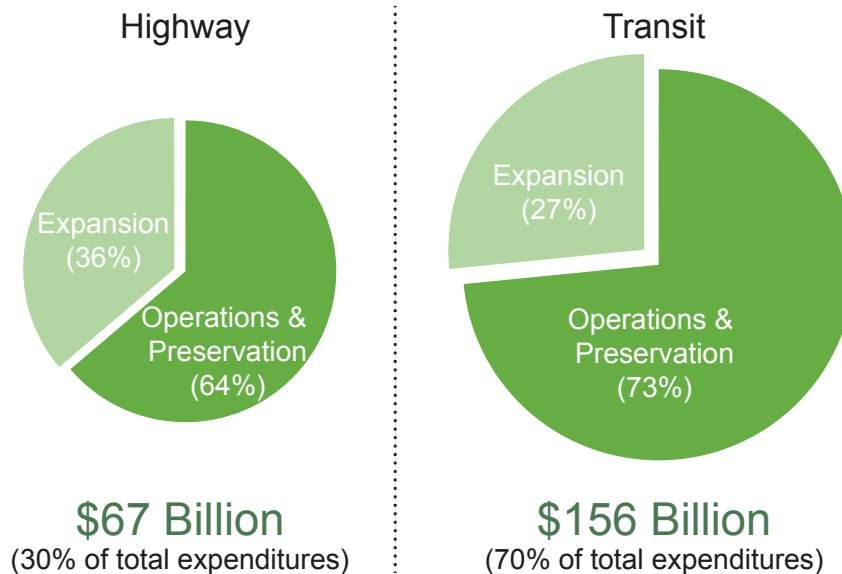
WHY THIS IS IMPORTANT

Ensuring that existing transportation infrastructure is in good working order is critical to getting optimal performance out of the transportation system. The failure to do so can have dire consequences with regard to wear and tear on vehicles, the life expectancy of infrastructure, system efficiency and capacity, and safety.

DIRECTION

Of the nearly \$223 billion in transportation expenditures expected between 2011 and 2040, approximately 70% of the funds (\$163 billion) will go to operations and preservation of the existing and planned system. Broken down by mode, 73% of transit funding and 64% of highway funding is programmed for operations and preservation.

CLRP Funding, 2011-2040 \$222.9 Billion



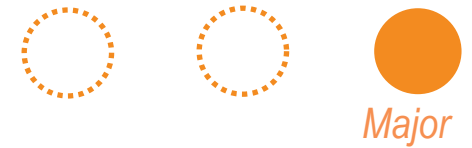
CHALLENGE

Although a large share of transportation funding will be used for operations and preservation, there isn't enough money to pay for all the needed expenses over the next 30 years because traditional revenue streams have not kept pace with growing needs. While many states, including Maryland and Virginia, and the District of Columbia have implemented some creative strategies to raise transportation funds, there still exists a need to establish broad-based, dedicated strategies for continued transportation funding to meet the needs of a growing region.

In response to calls for more funding for WMATA, in 2008 Congress passed the Passenger Rail Investment and Improvement Act (PRIIA), which together with 50 percent state matching funds provides an additional \$3 billion in revenues over ten years for WMATA's future rehabilitation and maintenance needs. This legislation is set to expire in 2020, and currently there is no federal legislation in place to extend the measure beyond 2020, nor is any agreement in place by the jurisdictions to match any future federal funds. As a result, WMATA will be unable to handle all of the projected Metrorail ridership growth through 2040.

Paying for necessary road repairs and bridge replacements is also a continual struggle that will only worsen over time as funding becomes more limited and uncertain.

Challenge



A majority of CLRP funding is dedicated to operations and maintenance, but additional funding is necessary to meet the management, performance, maintenance, and safety needs of the system.

64%

of the 2010 Constrained Long Range Plan highway funding is dedicated to operations and maintenance

B A S E L I N E

Source: National Capital Region Transportation Planning Board 2010 Financially Constrained Long Range Transportation Plan

73%

of the 2010 Constrained Long Range Plan transit funding is dedicated to transit operations and maintenance

B A S E L I N E

Source: National Capital Region Transportation Planning Board 2010 Financially Constrained Long Range Transportation Plan

Air Quality: Beginning in 2014, the region's air quality will be improving and ambient concentrations will be reduced below federal standards



The region's air quality is likely to improve but more support is needed to meet the new Federal requirements

B A S E L I N E

Source: EPA defined design value MWCOG, MWAQC, EPA

WHY THIS IS IMPORTANT

Air quality in the metropolitan Washington region has improved in recent decades, but the region continues to have a problem with ozone pollution. Exposure to ground level ozone can cause lung damage and respiratory problems in children and adults. EPA revises the air quality standards every five years to account for the latest medical research to make the standards more protective of public health. In 2011 ozone levels are 0.082 ppm, above the federal standard of 0.075.ppm. The region does not currently meet the latest health standard for ozone and may not meet the standard by the 2015 deadline unless there are new measures to reduce emissions.

METHOD

The baseline report will measure the region's progress relying on air quality data collected from air quality monitoring stations around the region. COG reports the data that is collected by the states of Maryland and Virginia and the District of Columbia.

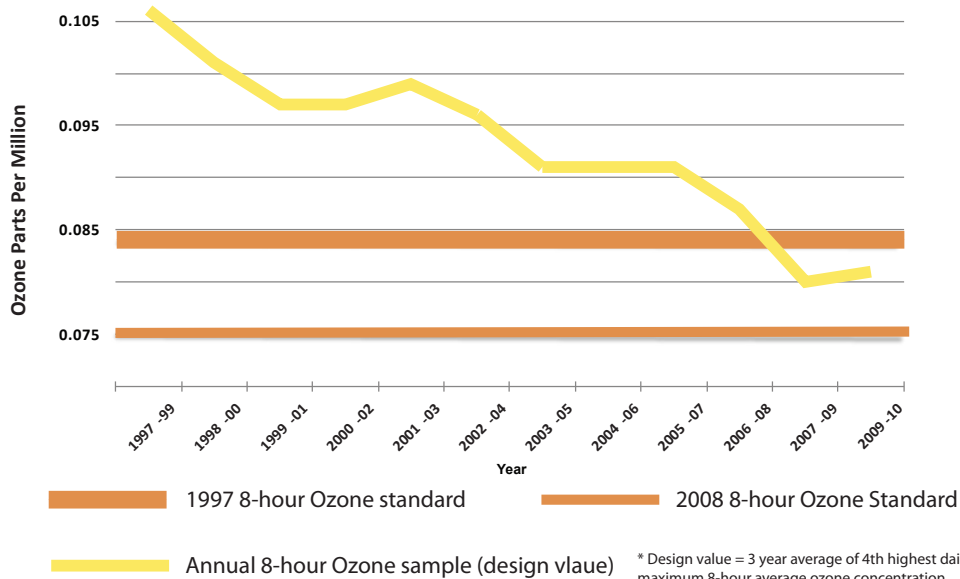
Challenge



Moderate

The region's air quality, although improved, is not likely to meet the target by 2014

8-hour Ozone Design Value
Washington, DC-MD-VA Nonattainment Area (1999-2010)



CHALLENGE

In April of 2004, the Environmental Protection Agency (EPA) designated the metropolitan Washington region as moderate nonattainment for the 8-hour ozone standard of 0.084 parts per million (ppm) established in 1997. Based on the 2008 – 2010 period, the region reached an 8-hour ozone level of 0.081 ppm and is therefore meeting the 1997 standard (0.084 ppm). The ozone standard was made more stringent in 2008 (0.075 ppm). Based on the most recent data for the same time period, the region have yet to meet the 2008 standard. In order to meet this higher standard, the region will need help from the federal government with new regulations and national level programs that promote cleaner fuels and cleaner engines.

Agricultural Land: Beginning in 2012, the region will maintain more than 450,000 acres of agriculture land in farms

489,004

Acres of Agricultural Land

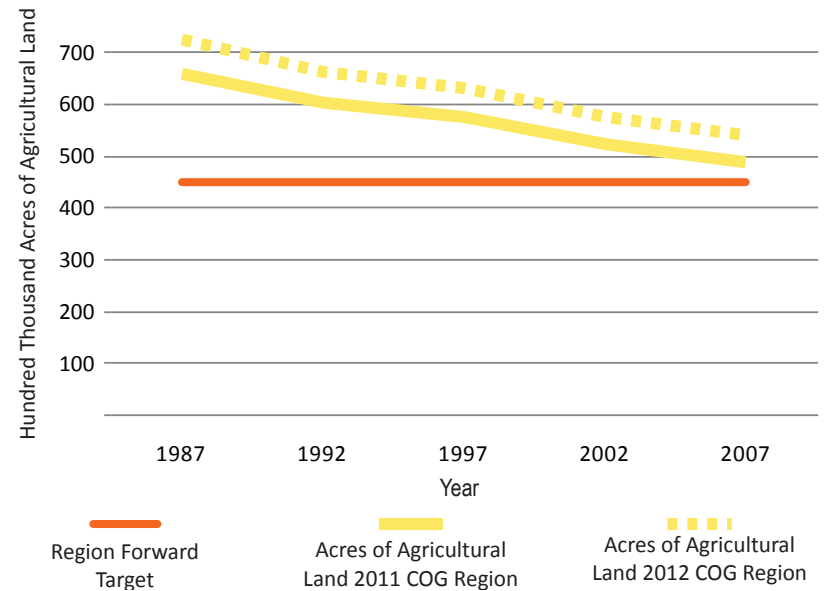
B A S E L I N E

Source: USDA Agriculture Census 2009

WHY THIS IS IMPORTANT

This target was developed to monitor the impact of sprawl on local agricultural lands. Agriculture provides jobs and income to farmers and farm workers, while farmland provides open space that helps to protect ecosystems and natural resources. Additionally, local food production reduces the amount of greenhouse gasses produced by transporting food long distances. For example, produce in the U.S. travels on average 1,300 to 1,500 miles from farm to consumer. Local food systems can reduce “food miles” and transportation costs, offering significant energy savings. Consumers also benefit from fresher, better-tasting, more nutritious food, and more of their dollars stay within the regional economy.

Acres of Agricultural Land



Challenge



The region currently has more than 450,000 acres of agricultural land, but thousands of acres are lost every year

CHALLENGE

Residents are increasingly choosing to buy more of more of their food locally, through local farmers markets, or community supported agriculture (CSA) programs, or local sections in grocery stores. Urban agriculture is gaining popularity and helps contribute to the local food production system. The combination of our region's growing population and increasing demand for local food makes preserving agricultural land increasingly critical.

	Acres of Land in Farms (2007)	Acres of Land in Farms (2002)	Acres Change	Percent Change
District of Columbia	n/a	n/a	n/a	n/a
Arlington County	n/a	n/a	n/a	n/a
Fairfax County	7,031	9,946	-2,915	-29%
Loudoun County	142,452	164,753	-22,301	-14%
Prince William County	32,816	32,549	267	1%
Frederick County	202,087	195,827	6,260	3%
Montgomery County	67,613	75,077	-7,464	-10%
Prince George's County	37,005	45,462	-8,457	-19%
Total	489,004	523,614	-34,610	-7%

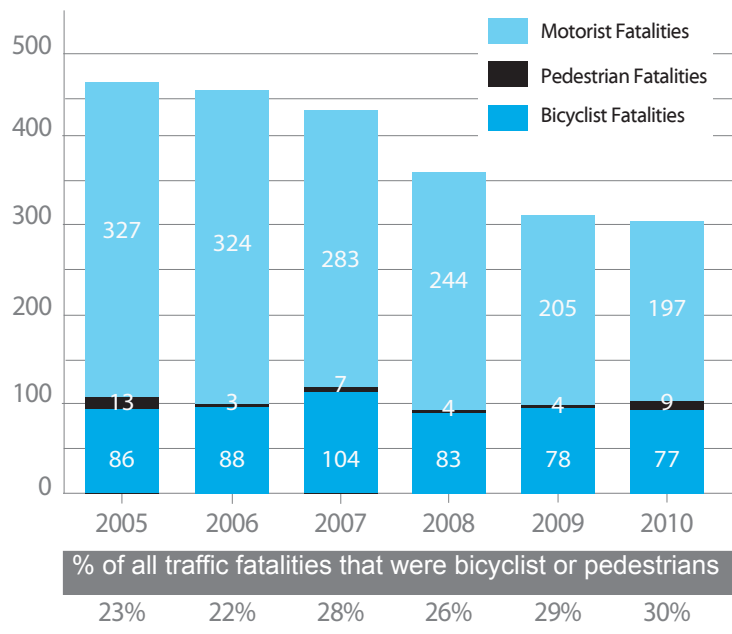
Source: USDA 2009 Agriculture Census

Pedestrian and Bicyclist Safety: Reduce the number of pedestrian and bicycle fatalities across the region

WHY THIS IS IMPORTANT

A livable region is one that provides safe and convenient transportation choices to all residents, whether it is by walking, biking, transit, or driving. However, safety is a concern for pedestrians and cyclists alike and is commonly identified as a barrier to walking and biking.

Regional Traffic Fatalities, 2005-2010



DIRECTION

Though the number of bicyclist and pedestrian fatalities has declined modestly over the past five years, the share of total regional fatalities that were users of these modes has been increasing. In 2010, bicyclists and pedestrians accounted for 30% of all traffic fatalities throughout the region. While motorist fatalities have been falling significantly in recent years, bicycle and pedestrian fatalities have not been falling at the same rate.

CHALLENGE

Making improvements to pedestrian and bicyclist safety requires a multi-faceted approach involving the 3 E's: Engineering, Enforcement, and Education. Structural changes in the engineering and design of roadways can provide a safer walking and biking experience. This can be accomplished through better street design that includes designated pathways for pedestrians and bicyclists, and by implementing operational changes such as lower speed limits and longer crosswalk intervals. Raising the level of enforcement of existing traffic laws can create a more predictable environment where conflicts and accidents are less likely to occur. And finally, increasing education efforts for users of all modes of transportation can increase safety by demonstrating how to share the road and what to watch out for when walking, biking, or driving.

Challenge



Moderate

Bicycle and pedestrian fatalities have decreased modestly over the past five years

30%

of all transportation fatalities in 2010 were bicyclist and pedestrians

B A S E L I N E

Source: Virginia Department of Motor Vehicles; District of Columbia Department of Transportation; Maryland Highway Safety Office



Public Health: The majority of the Healthy People Goals are met by greater than half of the region's population

TBD

Data will be collected

B A S E L I N E

Source: U.S. Department of Health and Human Services and MWCOG Community Health Status Indicators for Metropolitan Washington 2009.

DIRECTION

Community health is the product of a multitude of factors. COG's Health Officials Committee recommends that one or more new Region Forward community health targets be developed to reflect shared goals. The new targets will identify a new set of health indicators to measure desired health outcomes over time. The chosen health indicators will demonstrate that health needs to be considered in all local policy development.

CHALLENGE

Region Forward originally called for the Healthy People Goals to be analyzed as an index of comprehensive regional health for the Nation Capitol Region. Since the selection of the Healthy People goals, other health indicators that have data available at the local jurisdictional level have become available; these health indicators link to non-health policies in the control of local jurisdictions.

Challenge



Insufficient Data

A new method is under development

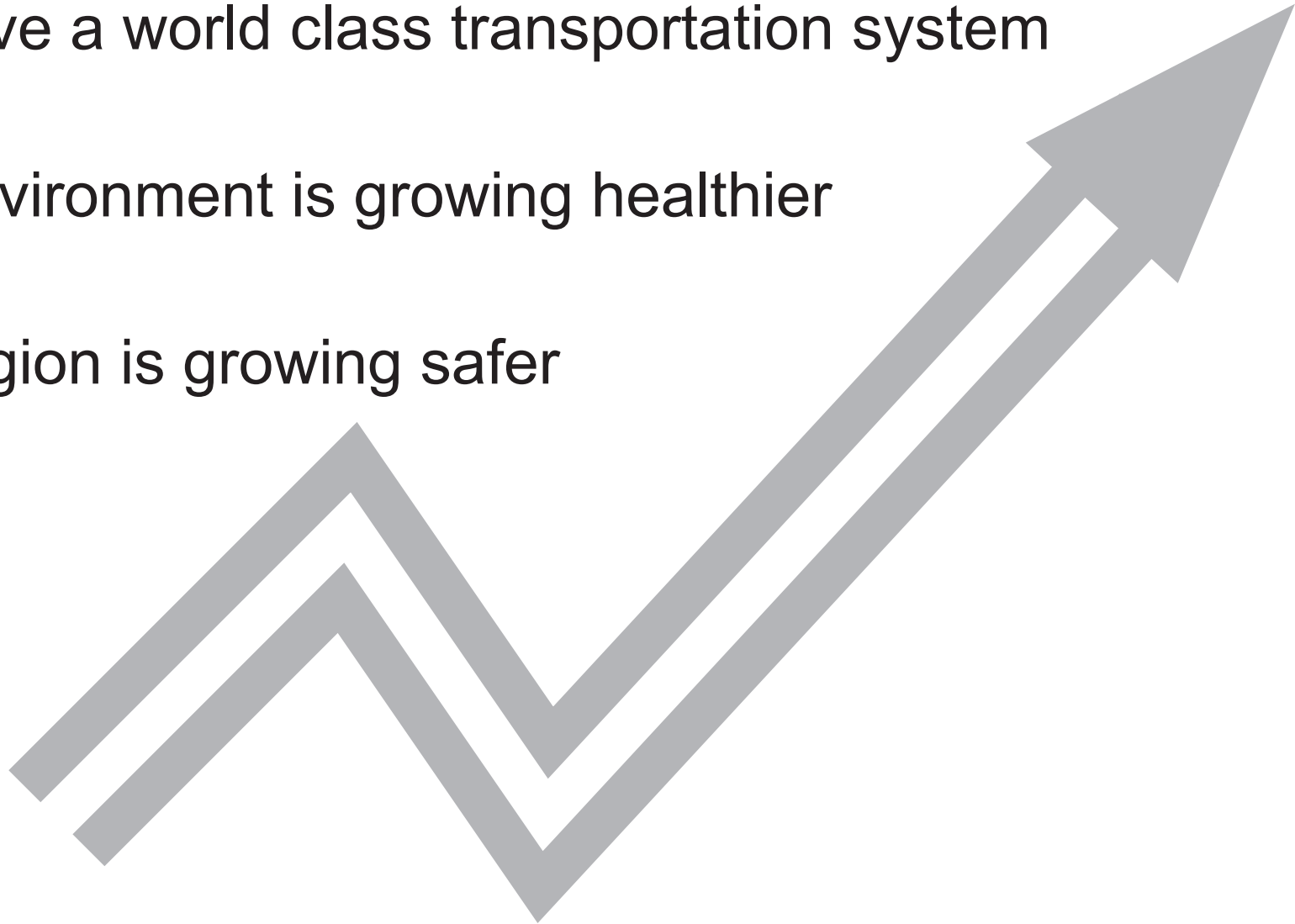
METHOD

COG's Health Officials Committee will work with the Region Forward Coalition to outline a process for developing new Region Forward Health targets and indicators. The Health Officials Committee suggests that this process should be developed considering the following principles:

- Health access and place-based disparities are considered
- Policies, plans and projects be assessed for their potential impacts on community health, including the distribution of those impacts on subpopulations
- Reliable Data Sources be used for regularly measuring health outcomes over time
- Process and Outcomes are linked to COG program areas such as environment, planning or transportation

The Take Away

- We have a strong economy
- We have a world class transportation system
- Our environment is growing healthier
- Our region is growing safer



The Take Away

- Funding solutions will be more challenging
- Population growth presents numerous challenges



- Future environmental improvements will require major investment
- We need to fill gaps in our data

Implementation

- Developing toolkits based on the data collected for this report
- Present findings and data on a website
- Develop a “parking lot” for indicators that could become targets

Regional Activity Centers

Identifies areas of value and opportunity, spatial component of Region Forward

Region Forward

Comprehensive Vision & Achievement Plan

Baseline Progress Report

Measures Progress Toward Achieving the Vision

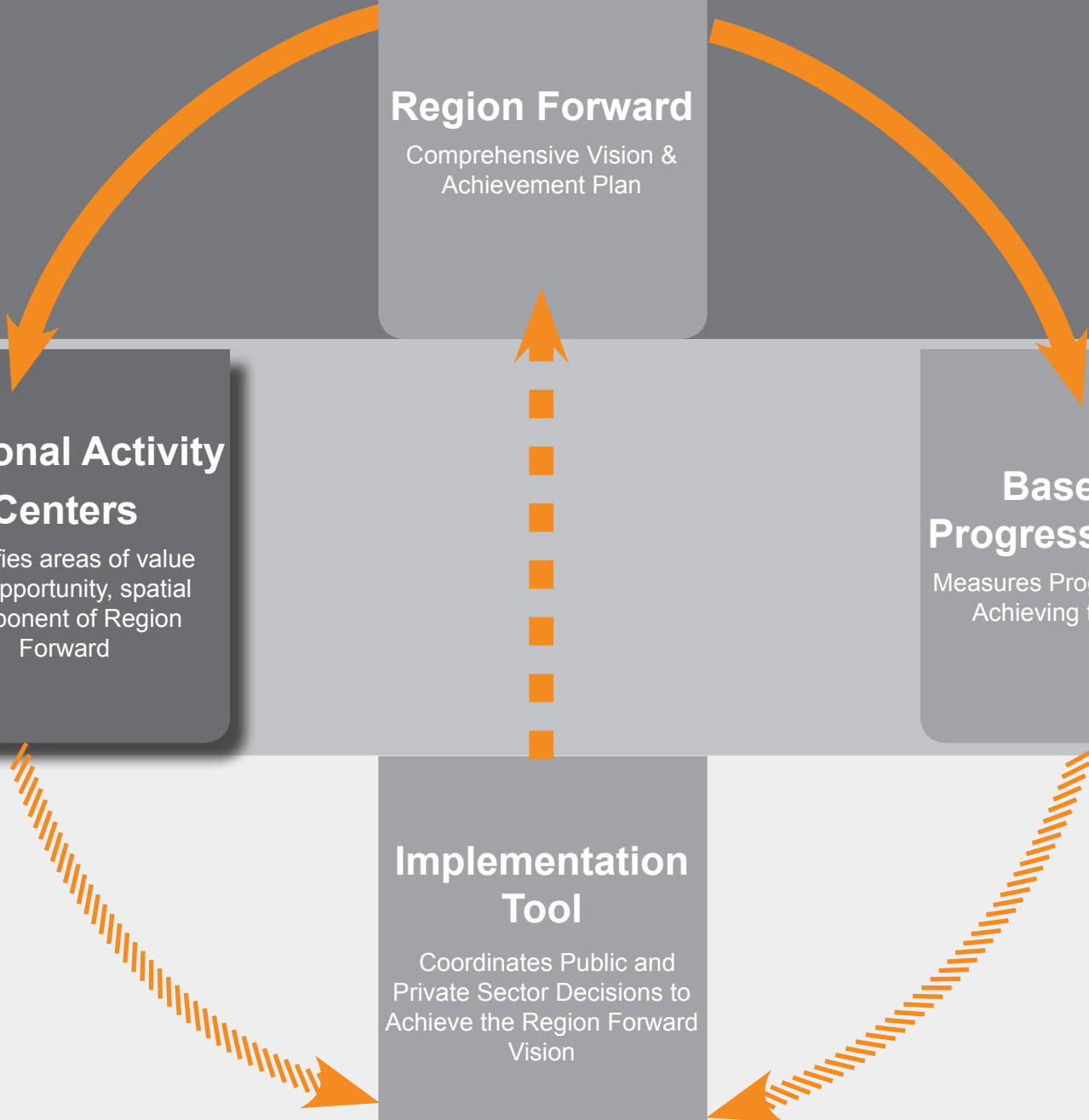
Implementation Tool

Coordinates Public and Private Sector Decisions to Achieve the Region Forward Vision

COMPLETE

IN PROCESS

NEXT STEPS



Old Approach

- Technical exercise looking at where growth is expected
- Based Strictly on COG's Cooperative Forecast
- Employment Focused
- Developed to support transportation planning

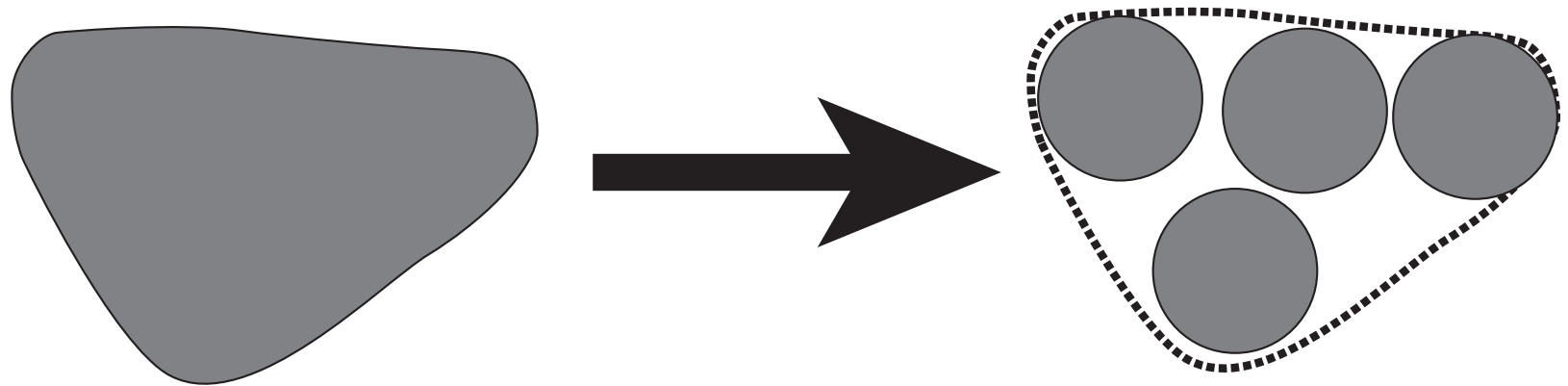
New Approach

- Centers Identified through a **hybrid** approach including both technical and policy aspects
- Aligned with local Planning
- Aligned with Region Forward

Applications

- Leverage existing investments & accommodate growth Efficiently
- Prioritize locations for affordable housing development & preservation
- Guide Green infrastructure and Building

More, but Smaller Centers

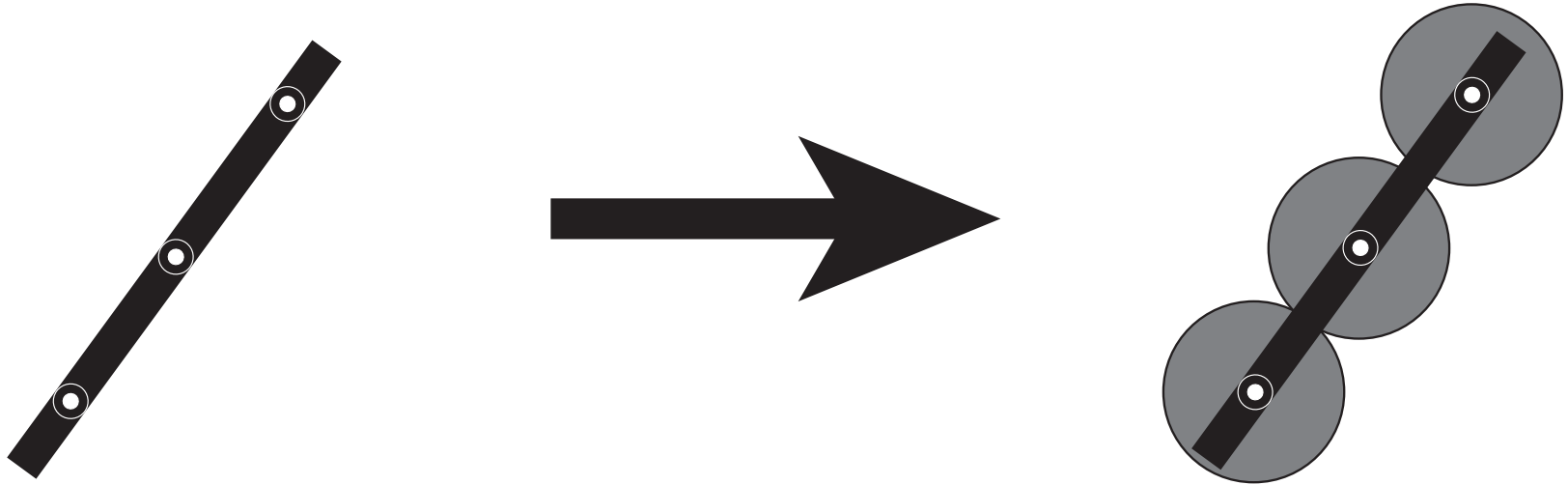


Current Centers: 59 < Proposed Centers: 124

but

Current Centers Land Area > Proposed Centers Land area

Better Leverages Existing and Planned Infrastructure

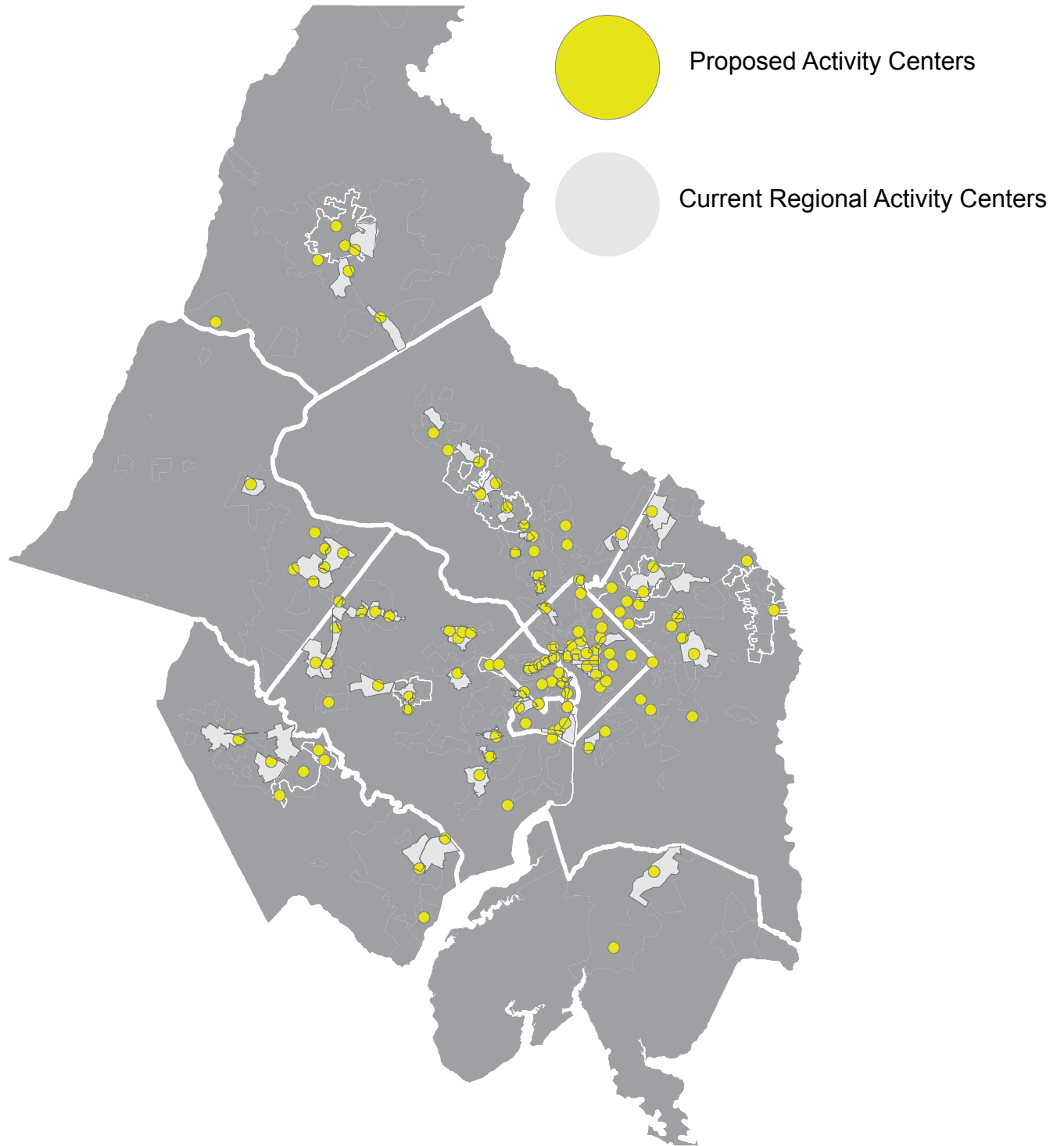


Current Centers will Serve **40%** of transit stations by 2040



New Centers will Serve **70%** of transit stations by 2040

Activity Centers



Two Phases

- 1) Identify: Places and Analysis
Geographies
- 2) Create Region Forward
Implementation Tools for Activity
Centers

Questions?

Presented by MWCOG's Department of Community Planning and Services Staff

Paul Desjardin | pdesjardin@mwkog.org

John Mataya | jmataya@mwkog.org

Ryan Hand | rhand@mwkog.org