

The background features a complex network of light gray lines connecting various nodes. Some nodes are represented by small circles, while others are larger, multi-layered circles. The overall pattern is dense and interconnected, suggesting a digital or organizational network.

REGION FORWARD COALITION

BASELINE PROGRESS REPORT

Preface

Region Forward is the National Capital Region's vision plan for making the region an attractive place to live, work, and play while addressing four main interconnected regional challenges: **economic growth, equity, aging infrastructure, and a healthy environment.** *Region Forward* includes targets and metrics for the purpose of regularly measuring progress toward shared regional goals designed to address our core challenges and enhance our quality of life. This progress report measures *Region Forward's* targets and establishes a baseline for measuring progress in the future.

The results of this progress report reflect collective local actions supporting the regional vision. This progress report will increase awareness and accountability among local governments, regional agencies and stakeholders. The report is a tool for residents and leaders to understand where we stand, where we are making progress, and where we are struggling to achieve our shared goals. It provides a starting point for assessing existing or new policies and programs in areas such as transportation, land use, the environment, climate and energy, housing, economic development, health, and public safety. The major issues called out in this report are below.

- **Built Environment** – The region's built environment contributes to high energy costs, CO2 emissions, asthma, obesity, diabetes, and poor access to key jobs, goods, and services
- **Equitable Prosperity** – The region's affluence masks entrenched inequities in communities with high concentrations of poverty and unemployment, low-wage jobs,
- **Transportation Funding** – New revenue and dedicated funding is needed to support our existing transportation system and expansion efforts
- **Water Quality** – Developed land uses, including impervious surfaces such as roads are stressors on waterways, such as streams and the Chesapeake Bay

The report's findings demonstrate new and intractable regional challenges that will require forward thinking and innovation. In areas where the region is struggling to achieve our goals, we may need to reexamine our institutions, leadership structures and policies to remain competitive on the global stage. Now is the time to focus on the region's long-term future. The communities we leave to our children and future residents will depend on our ability to seize the moment, make hard decisions and see them through.

Eric Olson (Vice Chair of the Prince George's County Council)

Harriet Tregoning (Director of DC Office of Planning)

Mary Hynes (Chair of Arlington County Board)

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Accessibility targets in *Region Forward* examine the interplay between land use and transportation.

Sustainability targets focus on the built and natural environment, examining issues related to climate, energy, water, and land.

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Attainment Challenge =







Prosperity targets focus on economic health and improving the region's human capital through attracting a highly educated population and reducing educational disparities.

Livability targets focus on affordable housing, public safety, and health.

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



Major



Moderate



Minor



Insufficient Data

Overview

When *Region Forward* was adopted in 2010, the region promised to frequently measure progress toward achieving the vision. This report focuses only on outcomes and trends related to *Region Forward's* currently adopted targets.

The report is designed around *Region Forward's* four themes accessibility, sustainability, prosperity, and livability. Each chapter begins with a higher level summary of the theme's focus, performance and challenges and a more detailed examination of regional trends. Chapters are comprised of findings related to each specific *Region Forward* target and a "challenge" rating designed to inform the public as to the extent of change needed to reverse trends and achieve the target. This information will demonstrate where changes to existing policy or programs might be considered. The information will also be helpful when considering future updates to *Region Forward*.

This report analyzes twenty-eight targets to assesses our region's progress toward addressing our challenges. The signatories to *Region Forward* have agreed to measure our progress as a region and then use the results to develop solutions.



Challenge



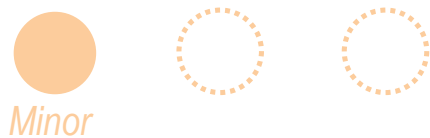
Major Challenges are the areas that need the most attention. Currently seven targets are characterized as major challenges. The Region Forward Coalition and the Metropolitan Washington Council of Governments will work with their policy bodies and partners to help the region meet these targets.

Challenge



Twelve targets are Moderate Challenges that will require special attention to ensure that progress toward attainment is sufficient. The Coalition and other regional leaders should pay special attention to ensure that progress toward attaining these targets serves all members of the region equally.

Challenge



There are seven targets that are categorized as Minor Challenges that will not require active engagement from the coalition to ensure their attainment. However, the Coalition should ensure that each of these targets is implemented equitably.

Challenge



Two targets had insufficient data. The Region Forward Coalition and the Metropolitan Washington Council of Governments will work to collect and analyze the data required to assess the challenge of attaining these targets.



ACCESSIBILITY

The Accessibility targets in Region Forward examine the interplay between land use and transportation. The most significant accessibility challenges for the region exist around transportation funding, affordability and land use decisions that bring people closer to everyday needs. Currently considerable uncertainty exists around dedicated resources to maintain and fund new transportation projects. In addition to securing more predictable and greater amounts of transportation funding, part of the solution to our transportation challenges lies in how we coordinate land use decisions to maximize the efficiency of the existing transportation system. By strategically coordinating development with existing transportation infrastructure, the region will be better position to meet its accessibility goals.



SUSTAINABILITY

The Sustainability targets focus on the built and natural environment, examining issues related to climate, energy, water, and land. The Metropolitan Washington Council of Governments, local governments, and wastewater utilities have continued to make investments upgrading wastewater treatment plants to accommodate growth and address more stringent water quality requirements for the region's waterways and the Chesapeake Bay. Despite these efforts, the region will still need to address potential water quality challenges from stormwater runoff and the need to find new methods to minimize and manage that runoff. Making progress toward our water and land preservation targets will require better regional assessment of protected and threatened lands and a regional inventory of land providing ecological benefits to wildlife, habitat, local food production, recreational opportunities, and scenic beauty. The inventory and conservation strategy should be coordinated with regional development efforts focusing growth in Regional Activity Centers. Preserving land and concentrating growth and investment in regional centers will use existing infrastructure, energy, and water more efficiently, but these actions must be balanced against the water quality impacts of concentrating growth into areas that are already highly urbanized and that often already have poorer water quality.

PROSPERITY



The Prosperity targets generally focus on economic health and improving the region's human capital through attracting a highly educated population and reducing educational disparities. The region continues to attract highly educated workers and our gross regional product has continued to increase. However, three challenges threaten the continued success of this region. The first includes the regional disparities which prevent the region from meeting its goals to educate and create opportunities for its low-income residents. There are large areas throughout our region that experience high concentrations of poverty and unemployment, low-wage jobs, low-performing schools and low-educational attainment. The second major concern is the region's dependence on the Federal government and federal spending, which cannot sustain the recent explosive deficit spending or its disproportionate concentration of spending in the region. Addressing these challenges requires understanding and support among the region's business and elected leaders to create an action-oriented regional economic development plan.

LIVABILITY



The Livability targets focus on affordable housing, public safety, and health. The region is performing well in health and public safety. However, producing and preserving affordable housing is the area of primary concern. *Region Forward's* affordable housing targets focus on creating and preserving mixed-income housing throughout the region while maintaining our existing affordable housing stock. To achieve this, we must focus our efforts on preserving and leveraging new development opportunities in neighborhoods expected to experience significant price increases and development activity due to public investments such as transit.

Major Building Blocks for Evaluation

COOPERATIVE FORECAST

The Cooperative Forecasting Program, established in 1975 and administered by the Metropolitan Washington Council of Governments (COG), enables local, regional, and federal agencies to coordinate planning decisions using common assumptions about future growth and development in the region. Each series of forecasts, or a “Round,” provides land use activity forecasts of employment, population, and households by five year increments. Each Round covers a period of 20 to 30 years.

NATIONAL CAPITAL REGION CLIMATE CHANGE REPORT

On November 12, 2008, the COG Board approved the National Capital Region Climate Report, which includes significant greenhouse gas reduction goals for the region and 78 recommendations to help area leaders and citizens meet the targets.

CONSTRAINED LONG RANGE PLAN

The Financially Constrained Long-Range Transportation Plan, or CLRP, identifies all regionally significant transportation projects and programs that are planned in the Washington metropolitan area between 2011 and 2040. Over 750 projects are included, ranging from simple highway landscaping to billion-dollar highway and transit projects. Some of the projects will be completed in the near future, while others are only in the initial planning stage.

CENSUS

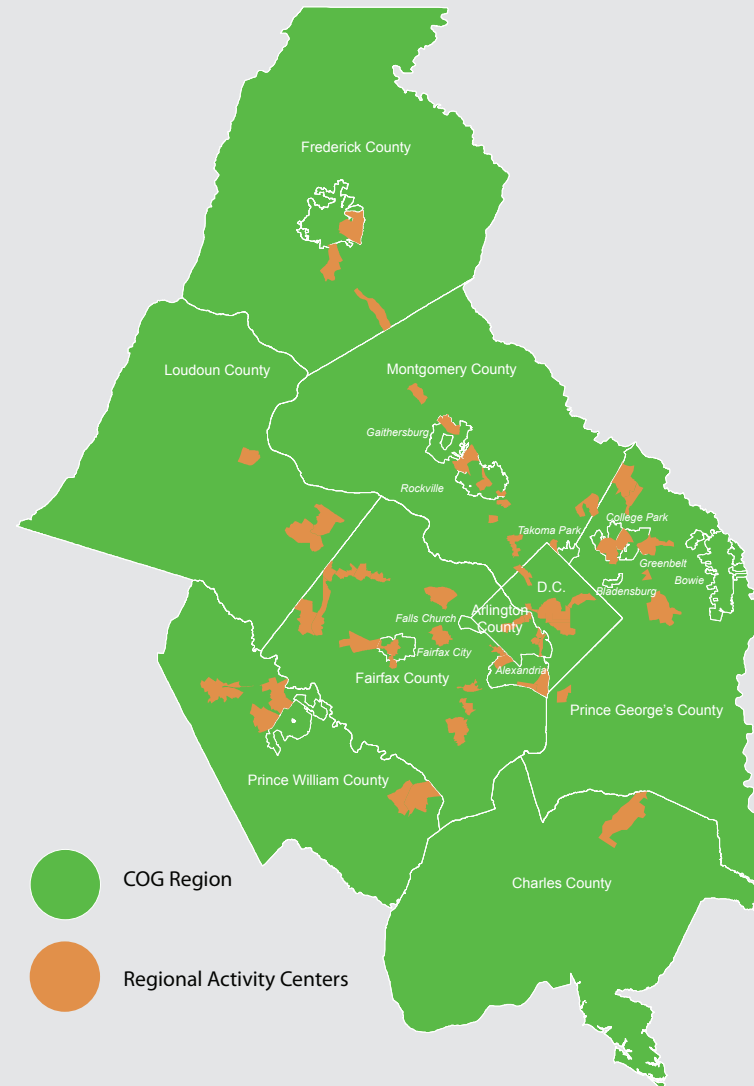
The U.S. Census Bureau produces several data products which provide the foundation for most demographic analysis. This report uses data from the Decennial census and the American Community Survey.

REGIONAL ACTIVITY CENTERS

Regional Activity Centers were developed as a tool to help guide land use and transportation planning decisions. The centers were derived from the Cooperative Forecasts. Centers were selected using a series of housing and employment thresholds designed to highlight regionally significant concentrations of activity.

BUREAU OF LABOR STATISTICS

The U.S. Bureau of Labor Statistics is a primary source for economic data. This report utilizes several of the bureau's data series for the prosperity section.



Access

WHERE WE STAND

An accessible region connects people with employment, retail, institutions, and services. The region's transportation system, comprised of roads, highways, railways, sidewalks, and bicycle facilities, allows us to travel between the places we live and the places we need to visit.

Our region currently has an extensive transportation system – the product of forward-thinking planning and funding decisions – that provides accessibility by multiple modes of transportation to numerous destinations across all corners of the region. This network has spurred economic growth, prosperity, and high quality of life in the region.

To allow our region to prosper in the future, we will need to overcome significant challenges that threaten our ability to access goods and services, recreation, and employment. Region Forward calls for a majority of new commercial and residential buildings to be constructed within Regional Activity Centers, however, both sectors routinely fall short of the target. Furthermore, affordable housing is disproportionately located in parts of the region with less accessibility, creating a barrier for lower-income residents to reach economic opportunities. Compounding these challenges the region's transportation funding levels are currently too low to accommodate both maintenance of the existing system and expansion to increase accessibility.

sibility



Smart Growth: Beginning in 2012, capture 75% of the square footage of new commercial construction and 50% of new households in Regional Activity Centers

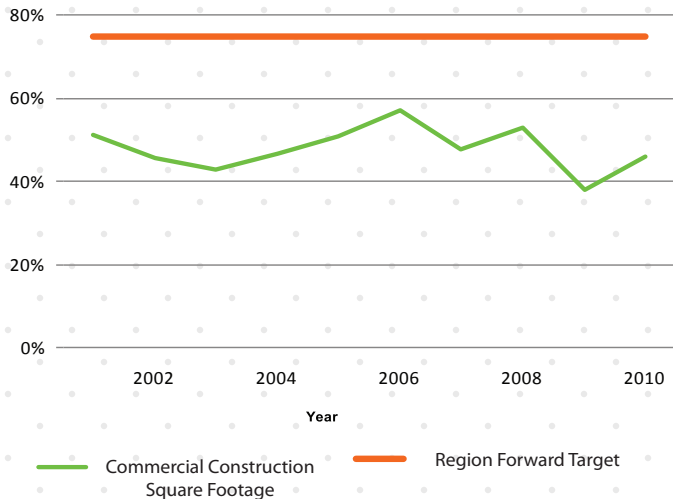
46%

of commercial construction square footage was within Regional Activity Centers in 2010

BASELINE

Source: MWCOG 2010 Commercial Construction Indicators

Percent of Region's Commercial Construction Square Footage captured in Regional Activity Centers



DIRECTION

In 2010, a total of 66 projects or 46 percent of the region's new commercial construction projects were developed in the Regional Activity Centers. A total of 174 or 54 percent of the region's new commercial construction projects were developed outside the Regional Activity Centers. Based on the Round 8.0 Cooperative Forecasts for the period 2005 to 2010 – 36% of new households forecasted were in Regional Activity Centers and 64% were outside Regional Activity Centers.

Challenge



The region needs to capture a greater percentage of commercial and residential construction in Regional Activity Centers

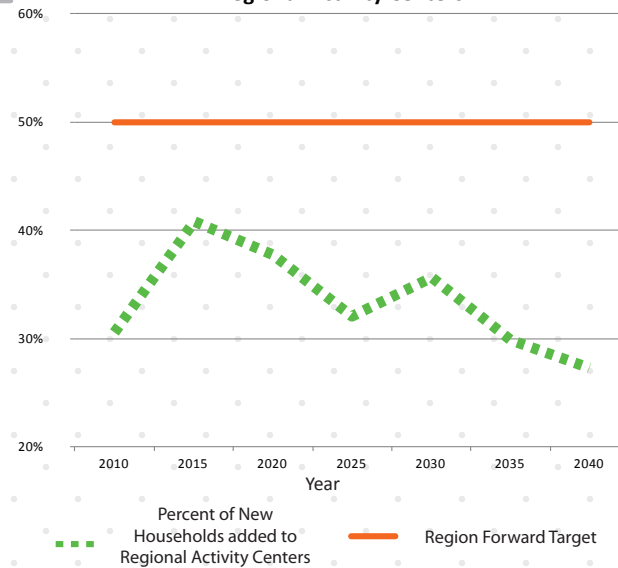
31%

of 2010 households are forecasted to be located within Regional Activity Centers

B A S E L I N E

Source: MWCOG Round 8.0 Cooperative Forecast: Households

Percent of New Households to be Located in Regional Activity Centers



CHALLENGE

Neither commercial construction nor residential construction has ever come close to meeting the 75% target. Concentrating development in Regional Activity Centers will help the region and the local jurisdictions use their limited resources more efficiently.

VMT Per Capita: Reduce daily vehicle miles traveled (VMT) per capita

WHY THIS IS IMPORTANT

Daily vehicle miles of travel (VMT) per capita is calculated by dividing total daily VMT from personal vehicles, trucks and buses by the region's population. Benefits of reducing daily VMT per capita could include less pressure on the roadway system, lowering fuel use and mobile emissions, and increases in walking, biking and telecommuting.

DIRECTION

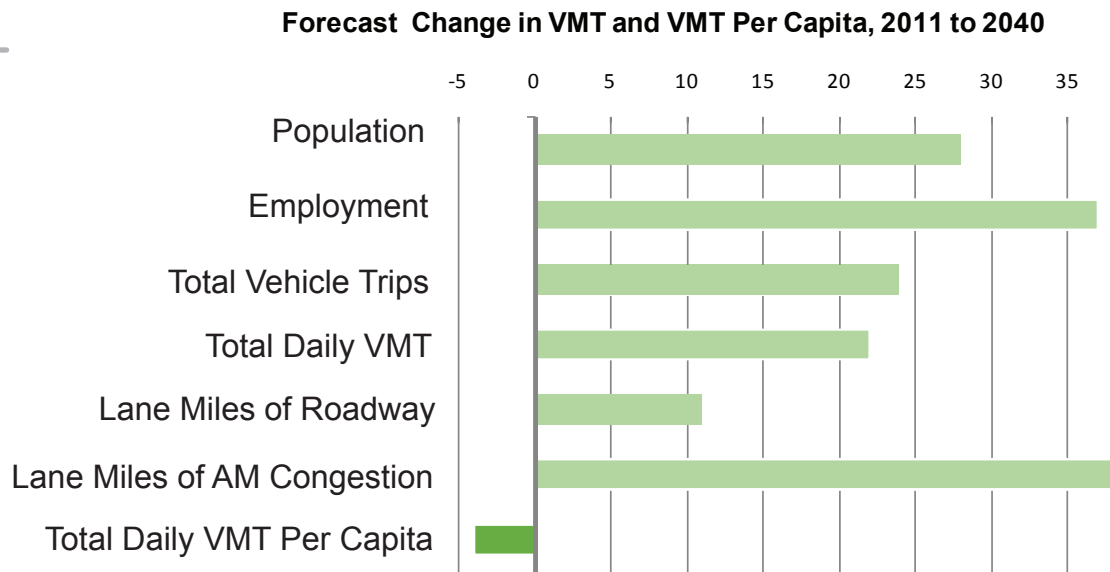
The region's 5.3 million residents currently drive about 121 million miles on an average day, resulting in an estimated daily VMT per capita of 22.8 miles per day per person. By 2040, VMT per capita is forecast to decline slightly to 22.0. **However, the region will experience significant population and job growth, bringing with it the need for more travel in personal vehicles, trucks and buses, causing overall VMT to increase by 22 percent by 2040.** And, because growth in vehicle miles will outpace the projected number of new lane miles in the region, roadway congestion will increase.

22.8

daily vehicle miles traveled per capita in 2010

B A S E L I N E

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



Challenge



Moderate

VMT per capita is projected to decline by 4% over the next 20 years.

CHALLENGE

Reducing VMT per capita will require transportation strategies that encourage shorter and fewer trips by single-occupancy vehicles, such as investing in non-automotive modes, telecommuting, and the promotion of those options. Other transportation strategies also include pricing roadways and parking to encourage the efficient use of existing infrastructure. Land use policies need to encourage mixed-use development with residential areas, retail, and services located in close proximity to allow more walking, biking and transit use.

Transportation System Management & Performance:

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

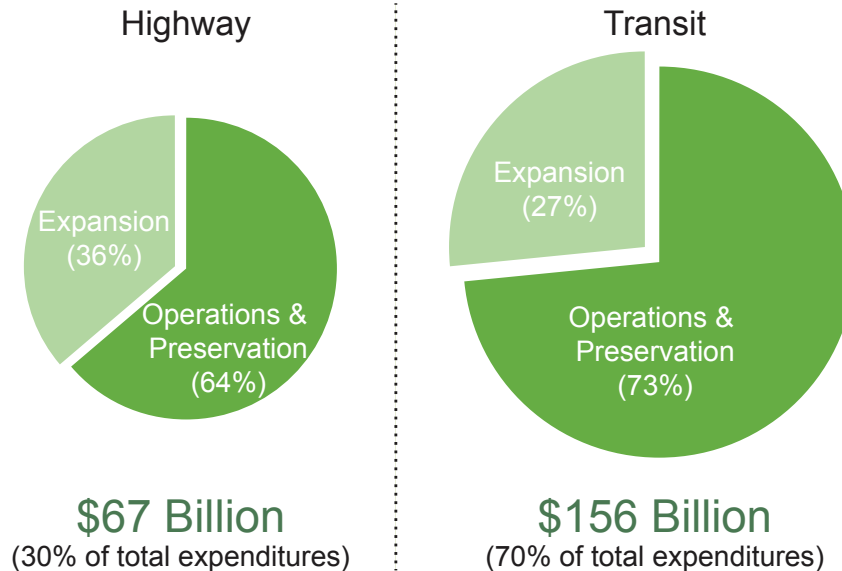
WHY THIS IS IMPORTANT

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



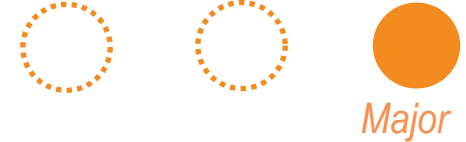
CHALLENGE

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

Linking Activity Centers: Transportation investments will link Regional Activity Centers

WHY THIS IS IMPORTANT

Regional Activity Centers are designated areas of the region that contain high numbers of jobs, and are therefore significant as economic engines in the region. Providing transportation linkages – both highway and transit – between these centers creates an interconnected web of economic centers necessary for economic growth and competitiveness.

DIRECTION

Overall, highway accessibility is greater than transit accessibility between activity centers, since the highway network is more extensive and far-reaching than the transit network. Connectivity of Regional Activity Centers also varies widely across the region. For example, activity centers in the Regional Core have the greatest highway and transit access to other activity centers because the centers are closer together and transportation options are more plentiful than in the Inner Suburbs and Outer Suburbs.

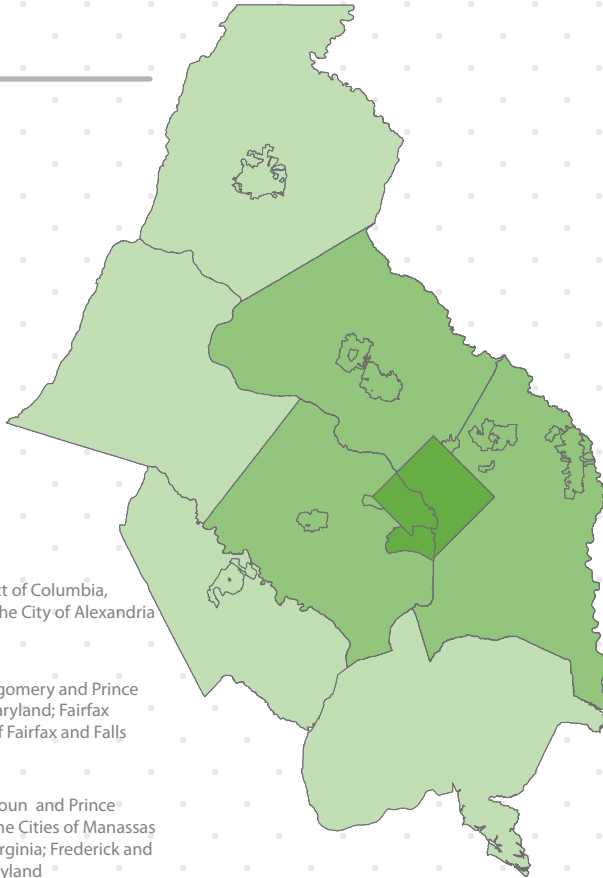
CHALLENGES

Increasing highway and transit accessibility between activity centers is not as simple as building a new highway or transit line. Decreases in speed caused by congestion explains the decrease in highway connectivity between 2011 and 2040. Over the next 30 years, worsening highway congestion will largely offset accessibility gains caused by significant investments in highway infrastructure, thereby lengthening trips that previously took under 45 minutes. For now, substantial investment in new transit is helping to ensure an increase in transit accessibility throughout the region. In the future, however, unless additional funding is dedicated to make necessary transit improvements, congestion caused by capacity constraints will slow down service and reduce transit accessibility. The distance between activity centers also helps explain trends in connectivity over the next 30 years. Activity centers are geographically distributed across all corners of the region, and connecting relatively isolated activity centers is a challenge. Creating new activity centers closer to existing centers would help make progress towards this target.

Challenge



Highway accessibility to the activity centers is greater than transit accessibility. However, future congestion levels will make activity centers less accessible by highway in 2040.



- Regional Core:** District of Columbia, Arlington County, and the City of Alexandria Virginia
- Inner Suburbs:** Montgomery and Prince George's Counties in Maryland; Fairfax County and the Cities of Fairfax and Falls Church in Virginia
- Outer Suburbs:** Loudoun and Prince William Counties and the Cities of Manassas and Manassas Park in Virginia; Frederick and Charles Counties in Maryland



The current transportation system provides linkages between activity centers and the 2010 CLRP seeks to strengthen those linkages.

B A S E L I N E

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

Average Number of Regional Activity Centers Accessible within 45 Minutes						
	2011		2040		Change	
	Highway	Transit	Highway	Transit	Highway	Transit
Regional Core	20	15	16	16	-4	1
Inner Suburb	11	7	9	8	-2	1
Outer Suburb	5	1	4	2	-1	1

Housing & Transportation Affordability:

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

39%

of median household income is spent on housing in transportation expenses on average by households in Regional Activity Centers

B A S E L I N E

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

WHY THIS IS IMPORTANT

Housing and transportation are typically the two largest expenses for households and vary considerably by location. In less dense areas housing is generally less expensive than high density areas, while in high density areas transportation cost tend to be lower. Combining both of these costs provides a more accurate and complete assessment of a location's affordability as well as its resilience.

Challenge



Housing and transportation expenses in Regional Activity Centers are below 45%

METHOD

This target uses the Housing and Transportation Index, developed by the Center for Neighborhood Technology (CNT) 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 expenses are considered affordable. The threshold of 45 percent is derived from the generally accepted standards for affordability of 30 percent and 15 percent of median income for housing and transportation costs, respectively.

To calculate housing costs, CNT uses Census block group level data for selected home owner and renter characteristics from the 2000 Decennial Census. Transportation costs are calculated using regression model developed by the CNT and the Brookings Institution.

The Housing and Transportation index has emerged as the national standard for assessing basic community affordability.

Housing in Activity Centers:

Beginning in 2012, at least 80% of new or preserved affordable housing units will be located in Regional Activity Centers



18%

of all subsidized housing units were located in Regional Activity Centers in 2010

B A S E L I N E

Source: MWCOG 2010 Affordable Housing Database

WHY THIS IS IMPORTANT

Activity Centers are places that currently have, or are planned to have significant concentrations of commercial, institutional, and residential uses. Most of the growth and new development in the coming decades will occur in these locations. Locating a large share of the region's affordable housing in Activity Centers will help to ensure that residents at all income levels can benefit from the employment, commercial, and recreational opportunities that centers provide.

Challenge



Approximately 18% of the region's *subsidized* housing units are located in Activity Centers. The proportion of *market-rate* affordable units in centers cannot be accurately measured given current data, and measuring the change in both subsidized and market-rate affordable units is challenging.

METHOD

This target is intended to measure change in the distribution of affordable housing, including both subsidized and market-rate affordable housing stock. To measure and monitor subsidized housing, COG staff is developing an inventory of subsidized properties throughout the region, including information on subsidy, size, and type. Market-rate affordable housing represents a larger share of the region's affordable housing stock, but is difficult to measure for a variety of reasons, including the lack of a centralized source of rental housing data and the fact that actual rents often don't match advertised rents.

CHALLENGES

While the subsidized inventory collects detailed information, property construction and renovation dates are not always available or verifiable. Market-rate housing supply and distribution cannot be effectively analyzed given current data. These factors prevent an accurate assessment of newly developed or preserved units within the region relative to Activity Centers. Still, the current data allows the Region Forward Coalition to track relative change in subsidized units within Activity Centers. COG staff and partners are working to improve the quality and completeness of its subsidized and market-rate data. In future updates to this report, this target may need to be reported over a five-year time period to account for the difficulty in getting complete and accurate construction or renovation dates.

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.

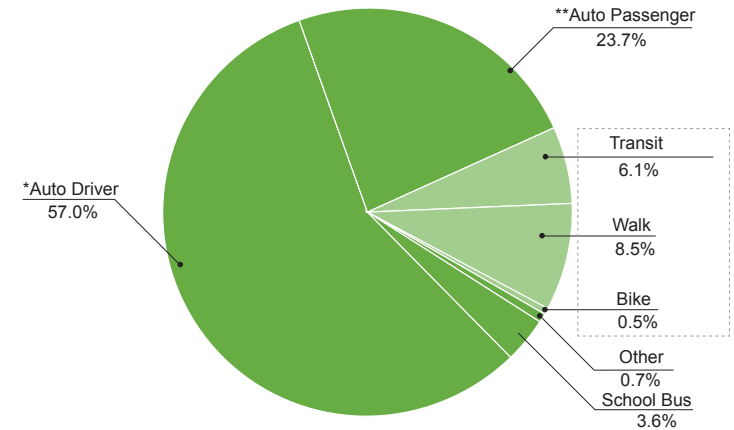
15.1%

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



21.4%

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

B A S E L I N E

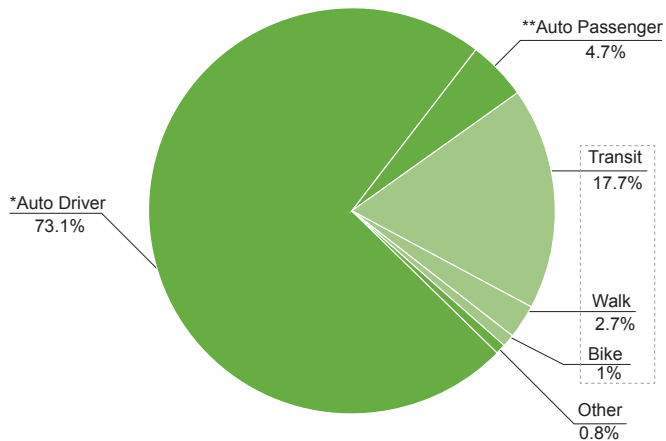
Source: National Capital Region Transportation Planning Board 2007-2008 Household Travel Survey

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.

Activity Center Transit: All Regional Activity Centers will have transit access

Regional Activity Centers and Metrorail Transit

	2011	2040
Regional Activity Centers	59	59
Metrorail Stations	86	98
Regional Activity Centers with Metrorail	25	31
Regional Activity Centers without Metrorail	34	28
Metrorail Stations not located in Regional Activity Centers	37	39

WHY THIS IS IMPORTANT

Regional Activity Centers are designated areas of the region that contain high numbers of jobs, and are therefore significant as economic engines in the region. Providing transit service – both rail and bus – to these centers ensures that people throughout the region can access the jobs and other opportunities located in activity centers. Rail transit, specifically Metrorail, is particularly important since it provides high-quality, high-capacity transit service and represents a long-term commitment to provide transit for years to come.

DIRECTION

As of 2011, about four in ten (42%) of the designated Regional Activity Centers were served by Metrorail, with an additional 15 served by commuter rail. There were also 37 Metrorail stations not located within activity centers. As a result of the projects in the 2010 CLRP, including the Silver Line in the Dulles corridor, over half (53%) of Regional Activity Centers will be served by Metrorail transit by 2040, with the number of activity centers served by commuter rail remaining at 15. The number of Metrorail stations located outside activity centers will increase to 39. Nearly all activity centers were served by bus transit in 2011, and about two-thirds have a high level of access to bus stops. Three (5%) of activity centers had no bus stop coverage.

Regional Activity Center Bus Stop Coverage, 2011	
Centers with High Bus Stop Coverage (> 75% area within 1/4 mile of a bus stop)	38 (65%)
Centers with Medium Bus Stop Coverage (50% - 75% area within 1/4 mile of a bus stop)	9 (15%)
Centers with Low Bus Stop Coverage (< 50% area within 1/4 mile of a bus stop)	9 (15%)
Centers with no Bus Stop Coverage	3 (5%)



42%

or 25 out of 59 Regional Activity Centers are Served by Metrorail transit in 2010

B A S E L I N E

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

80%

or 47 out of 59 Regional Activity Centers are Served by High to Moderate bus stop coverage in 2011

B A S E L I N E

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

CHALLENGES

The region can pursue two approaches to increasing rail and bus transit in activity centers. First, transit can be expanded to serve Regional Activity Centers that do not have existing or planned service, though securing capital and operating funding required to expand transit is difficult. A second approach is to better utilize existing transit infrastructure by concentrating development around existing Metrorail and commuter rail stations and bus lines that are not currently located within Regional Activity Centers.

Bike & Pedestrian Facilities:

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

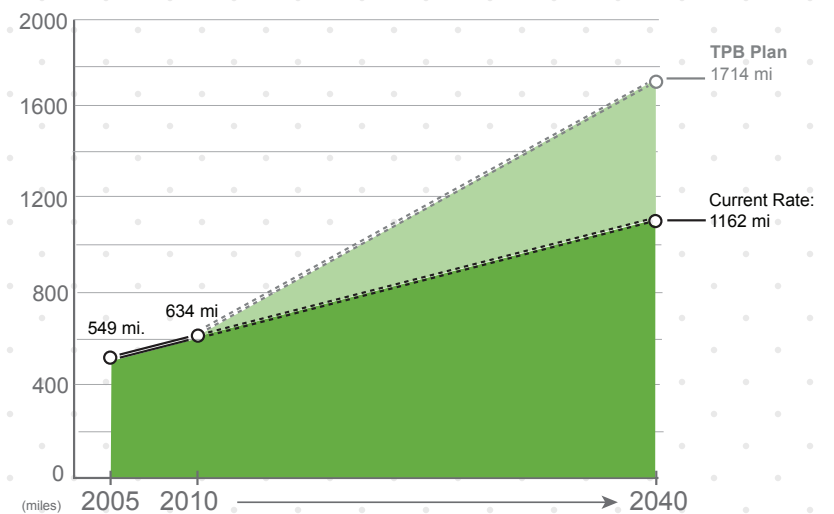
WHY THIS IS IMPORTANT

This target measures the rate at which bike and pedestrian infrastructure are being constructed region-wide. Providing additional bicycle and pedestrian infrastructure will make the use of these modes of transportation safer and more accessible throughout the region. Improvements to these facilities will enhance mobility options and encourage higher rates of active transportation which may reduce the incidence of obesity, diabetes, and heart disease of area residents. Because of their relatively low cost, bicycle and pedestrian facilities can provide significant benefits to communities while using a minimal amount of resources.

DIRECTION

As of 2010, there were a total of 91 miles of bicycle lanes and 543 miles of shared-use paths built throughout the region. Over the five year period between 2006 and 2010, an average of 7 miles of bicycle lanes, and 11 miles of shared-use trails were constructed each year. By 2040, the bicycle and pedestrian plan adopted by the Transportation Planning Board (TPB) will add 450 miles of bicycle lanes, 630 miles of shared-use paths, hundreds of miles of signed bicycle routes, more than 80 pedestrian improvements, and 10 pedestrian/ bicycle bridges and tunnels.

Miles of Bike and Pedestrian Infrastructure, 2005-2040



68%

The percentage of the TPB's Bicycle and Pedestrian Plan that will be completed unless more funds are dedicated.

BASELINE

Source: National Capital Region Transportation Planning Board 2010 Bicycle and Pedestrian Plan for the National Capital Region

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

Challenge



Bike and pedestrian facilities are being added

CHALLENGES

At the current rate of construction, only 68% of the bicycle and pedestrian plan will be completed by 2040. To overcome this shortfall, additional resources need to be dedicated to bicycle and pedestrian facility projects to increase the rate of construction. The main challenge to jurisdictions in the National Capital Region is to prioritize and secure sufficient funding to complete these infrastructure projects while other transportation projects, such as highway and transit improvements, are competing for the same, limited funds. While it may be difficult to secure the resources necessary, the amount of money required to complete all projects in the bicycle and pedestrian plan reflects a relatively minor shift in funding priorities.

Facility Type	Totals Miles 2005	Miles Completed 2006-2010	Total Miles 2010	Planned New Facilities/ Upgrades (in Miles)	Total Miles Planned for 2040
Bicycle Lane	56	35	91	450	541
Shared-Use Path	490	53	543	630	1173
Total	546	88	634	1080	1714

Sustain

WHERE WE STAND

It is everyone's responsibility to preserve a healthy environment for current and future generations. To meet this responsibility we must use our natural resources sustainably, to reduce our greenhouse gas and ozone emissions, and preserve our existing open space and agricultural lands.

The National Capital Region is defined by numerous natural treasures and we have worked diligently to preserve them. We have instituted rigorous waste water quality standards ensuring that we are doing our part to protect our unique watersheds including the Chesapeake Bay. Our region has also leveraged its economic strength to foster major efforts to institute green building practices. These efforts are indicative of how seriously our region is pursuing a sustainable future.

Despite these notable achievements our region faces several major challenges. Every year we lose thousands of acres of agricultural land to development. Recent findings indicate that our region will likely drop below *Region Forward's* agricultural land target in the near future. In most cases farmland losses are permanent. Furthermore, our region produces high levels of ozone and greenhouse gas that harm our health today and endanger future populations. Regional leaders have been working tirelessly to find ways to reduce our emissions. We have developed policies and plans but full implementation is both necessary and very challenging.

inability

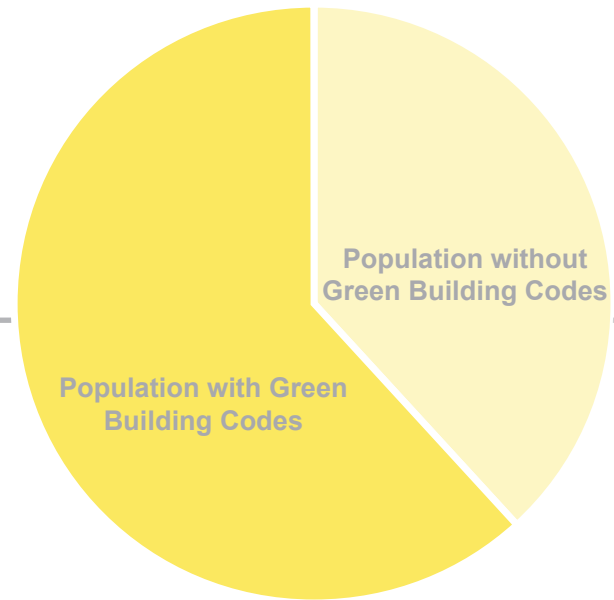


Green Building:

By 2020, all new residential and commercial buildings will be built using sustainable design practices equivalent to LEED Silver Standards

WHY THIS IS IMPORTANT

The green building field is in a state of transition from the cutting edge practices to common practice. This target is intended to measure the application of green building techniques. The US Green Building Council's LEED system is currently the standard bearer for the Green Building field. However, it is important to note that LEED is not well suited to be the only data point for assessing this target. LEED certifications are voluntary, consequently it is unrealistic to expect that all new buildings will be constructed using its standards. Additionally, the LEED programs have grown increasingly stringent because they target the top twenty percent of the green building market.



METHOD

This target will be measured with a two pronged approach. First LEED development patterns will be analyzed and compared to broader development trends. Then these findings will be weighed against a survey of local jurisdictions detailing their green building policies.

10%

of Commercial Construction square footage from 2002 - 2009 was LEED - certified construction.

B A S E L I N E

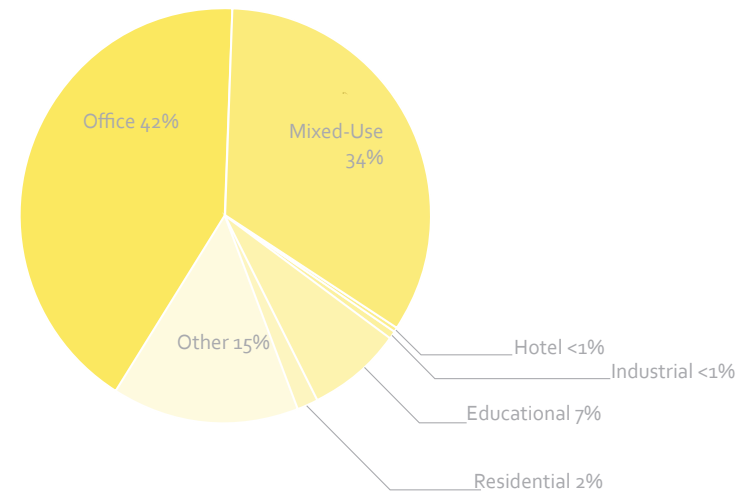
Source: MWCOG 2011 Green Building Trends Report

Challenge



Green Building Practices are becoming more common

LEED certifications by building type



CHALLENGE

Green Building in the National Capital Region is becoming common practice. Between 2002 and 2009, LEED certified square footage equaled 10% of all commercial construction during that period. Additionally, 62 percent of the region's population is represented by local governments that have green building policies or building codes. These figures suggest that our region is moving aggressively to ensure that our built environment is constructed as sustainably as possible.

Greenhouse Gas: By 2020, reduce regional greenhouse gas emissions by 20% below 2005 levels, and by 2050, reduce emissions by 80% below 2005 levels

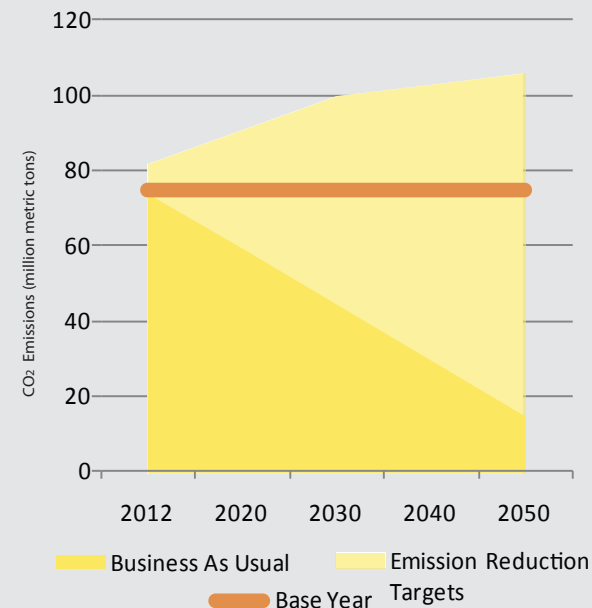
WHY THIS IS IMPORTANT

To address the global challenge of climate change, all levels of government need to reduce energy consumption and greenhouse gas emissions. In 2007 the COG Board of Directors adopted regional targets to reduce GHG emissions. In 2005 the Metropolitan Washington region produced about 72 million metric tons of greenhouse gas emissions. As the region grows and consumes more energy, it will be challenging to return to the 2005 level or below. By 2050 the region is projected to add 1.6 million people and 1.2 million jobs. Local governments can be a key part of the solution to reducing global GHG emissions by reducing energy consumption and using renewable energy sources.

CHALLENGE

Currently, the National Capital Region is not on track to meet our Greenhouse Gas Emissions Reduction Targets. Consequently, the region is currently falling short of its goal to reduce global greenhouse gas emissions.

Projected CO₂ Emissions Reduction





Challenge



Major

If regional emissions reduction policies are fully implemented, the region will contribute to reducing global greenhouse gas emissions.



If regional emissions reduction policies are fully implemented, the region will contribute to reducing global GHG emissions.

B A S E L I N E

Source: MWCOG Climate Change Report

METHOD

Region Forward incorporates the greenhouse gas emissions targets adopted by the COG Board of Directors in 2008. The Board assigned its Climate, Energy and Environment Policy Committee (CEEPC) with reassessing these goals every three years to reflect revised data and future policy changes. Should the COG Board, based on CEEPC's recommendation, revise these goals, this will be reflected in an update to the *Region Forward* targets.

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.

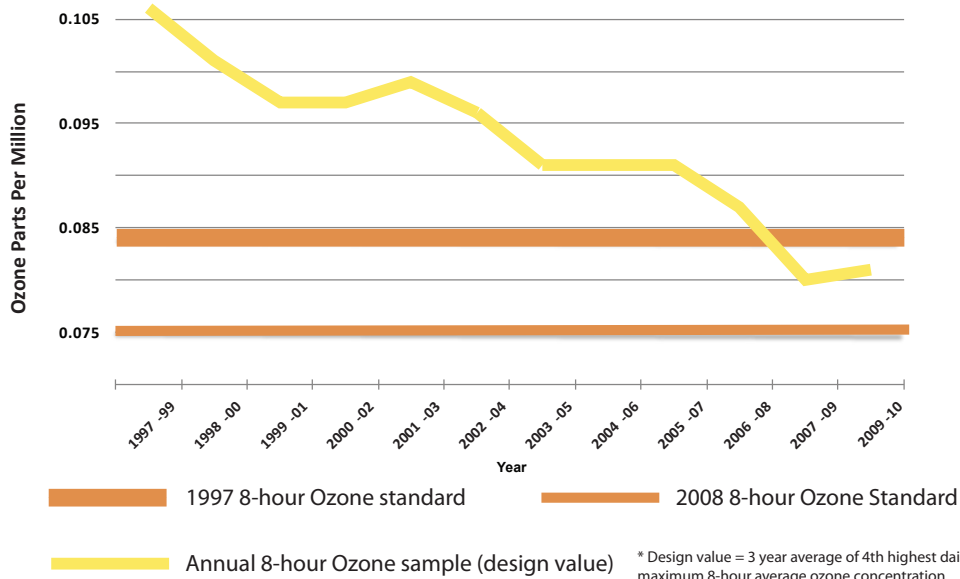
Challenge



Moderate

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

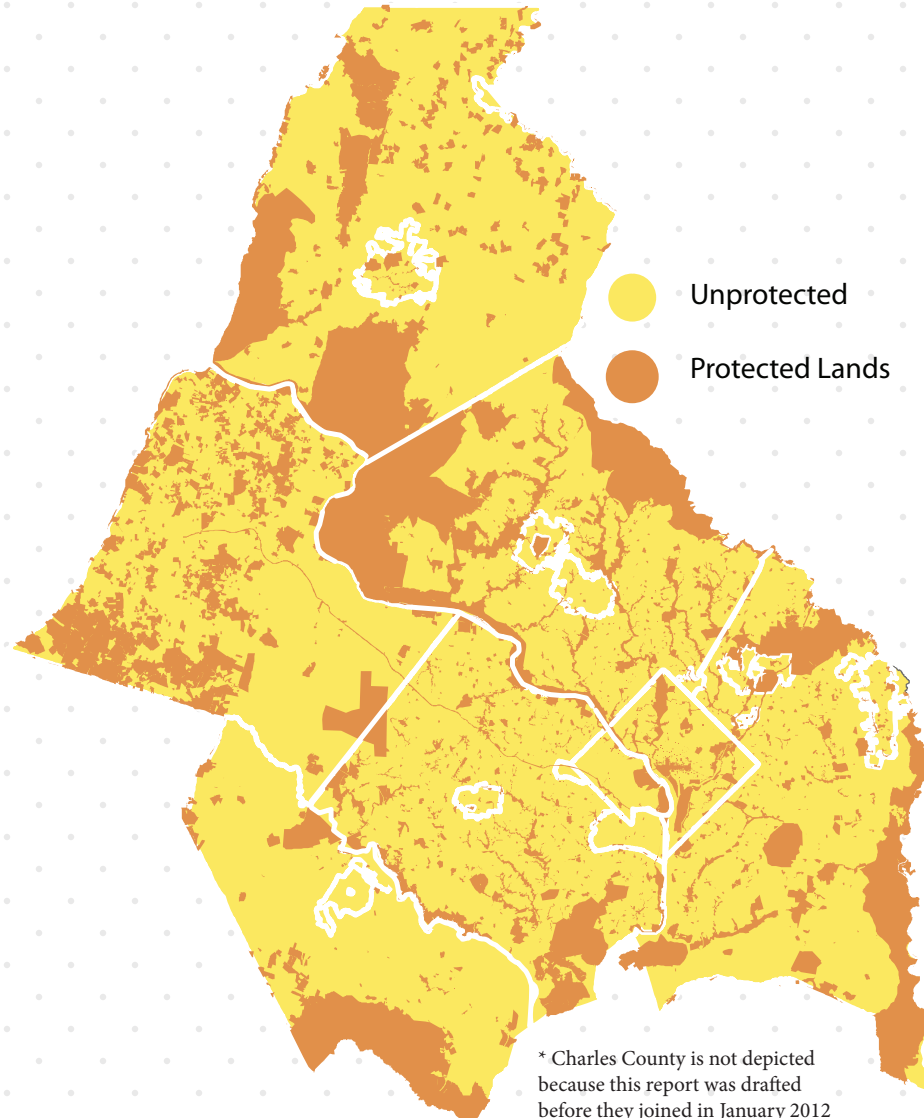
8-hour Ozone Design Value
Washington, DC-MD-VA Nonattainment Area (1999-2010)



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.

Protected Lands: The region will identify, conserve and enhance a network of protected and open spaces, parks, and green infrastructure to provide ecological benefits, wildlife habitat, recreational opportunities, and scenic beauty



WHY THIS IS IMPORTANT

All jurisdictions in the national capital region benefit from protecting natural resources. This target is designed to capture data on the multitude of systems that comprise the region's natural resource system. In some cases detailed information is readily available but in others measurement methods will need to be developed. Still, imperfect data will provide a sense of how impactful the region's environmental policies have been at protecting the environment. This target has two primary categories, protected lands and green infrastructure.

Challenge



Minor



Nearly 1/3 of the region's land area is protected but more information is needed about green infrastructure

28%

of acres in the COG region are protected

B A S E L I N E

Source: MD Department of Natural Resources and the VA Department of Conservation and Recreation Division of Natural Heritage, National Parks Service

CHALLENGE

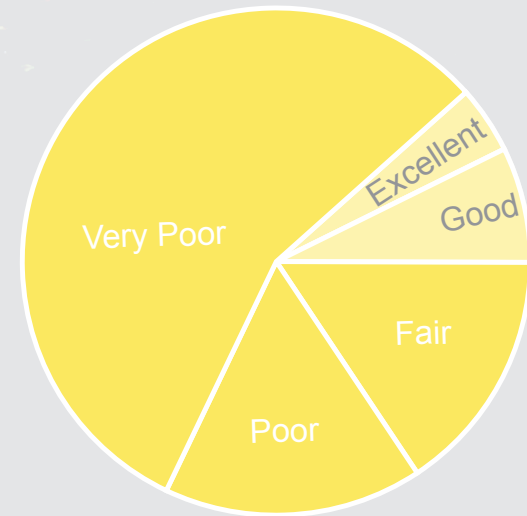
Protected lands are the best defined and most easily measured of the two categories. These areas include officially designated parks and conservation areas throughout the region. In 2010 more than a quarter of the COG region was protected. Hopefully, the region will continue its widespread support for these efforts.

Waterway Health: By 2050, 50% of all sentinel watersheds will be in good or excellent condition

WHY THIS IS IMPORTANT

An effective way to measure the health of freshwater streams and rivers is to study bottom-dwellers such as snails, mussels, and insects that live in and on the stream and river bottom. They are routinely monitored in watersheds throughout the COG Region by the states, local governments, and other organizations. The abundance and diversity of these organisms are good indicators of local stream health because they have more limited movement than fish and respond quickly to pollutants and environmental stressors. Recent studies indicate stream health tends to be very poor to fair in areas that have extreme land disturbance, such as new construction. In contrast, stream health conditions tend to be good to excellent in areas with natural in-stream and streamside habitat.

Health of Freshwater Streams in the COG Region



8%

or 51 of 649 sentinel watersheds are in good or excellent condition

B A S E L I N E

Source: U.S. Chesapeake Bay Program Office, Health of Freshwater Streams 2010

Challenge



Major

8% of watersheds are in good or excellent condition

CHALLENGE

Out of a total of 649 sampling sites in the National Capital Region, only 51 had good or excellent conditions while 515 had poor or very poor conditions. Data from an additional 51 sites is still under evaluation. This indicator provides an important tool for groups working to restore degraded streams and protect the quality of the healthiest ones. In general, healthy watersheds fall in the good to excellent range, which is why a regional goal of having 50% of all monitored watersheds achieving an index of good or excellent by the year 2050 has been established.

Waste Water & Stormwater Management:

By 2025, achieve 100% of Chesapeake Bay Program's Water Quality Implementation Goals

WHY THIS IS IMPORTANT

The Chesapeake Bay Partnership is a multi-state, multi-year effort, led by EPA, to restore the Chesapeake Bay's water quality and living resources. As part of this effort, a wide range of goals and implementation plans have been established to address fisheries, submerged aquatic vegetation, and reduce sediments and nutrients (phosphorus and nitrogen) from the waterways.

This target tracks the National Capital Region's progress in reducing sediments and nutrients released into the Bay. These sediments and nutrients come from a variety of sources throughout the watershed such as agricultural practices, wastewater treatment plant effluents, stormwater runoff, and air deposition - but are primarily from wastewater and stormwater in the National Capitol Region. In December 2010 the EPA issued a formal set of Total Maximum Daily Loads (TMDLs) for our region's major tributaries such as the Potomac and Patuxent Rivers and the Bay as a whole. These TMDLs are to be coupled with state Watershed Implementation Plans that will define local obligations to reduce sediment and nutrient loads.



Local goals have been set for wastewater treatment plants.

B A S E L I N E

Source: State Watershed Implementation Plan (WIP) status reports and related records.



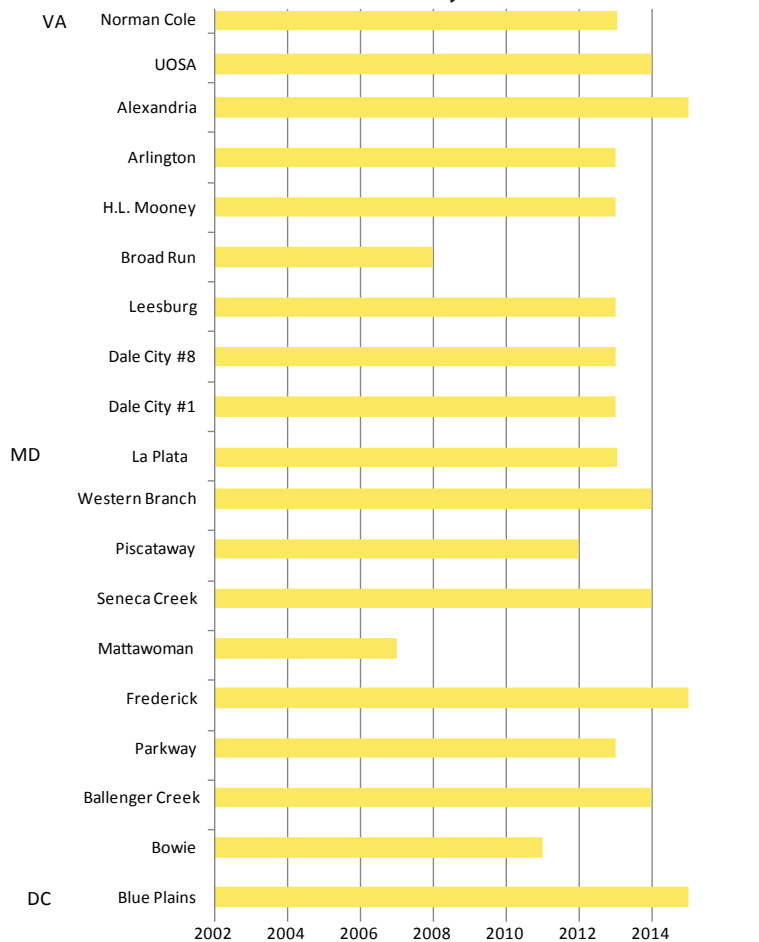
Challenge



Moderate

If current policies and adequate funding are in place, wastewater sector is on schedule to meet our water quality obligations. The stormwater sector will require clear local goals as well as significant funding in order to meet current schedules.

Enhanced/ State of Art Nutrient Removal Systems Implementation Schedule to meet Chesapeake Bay Program Goals as of January 2012



Major Wastewater Treatment Plants with capacity in excess of 2 million gallons per day

CHALLENGE

The National Capital Region's major wastewater plants (run by local governments and utilities) have defined load caps and permit requirements; and have or are scheduled to modify their facilities to ensure they can achieve the necessary nitrogen reductions by 2017, well before the 2025 implementation deadline. The controls these major wastewater plants are implementing are expected to ensure that they can continue to operate under their load caps for the foreseeable future, even as the region's population grows and wastewater flow increases over time. It should be noted that the region's plants already control phosphorus through state of the art technologies (and don't have sediment loads under the Bay TMDL).

COG's local governments have also implemented stormwater management programs and best management practices in order to meet recently strengthened stormwater permit requirements. In the near future state watershed implementation plans will specifically assign local TMDLs for the first time in response to growth.

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

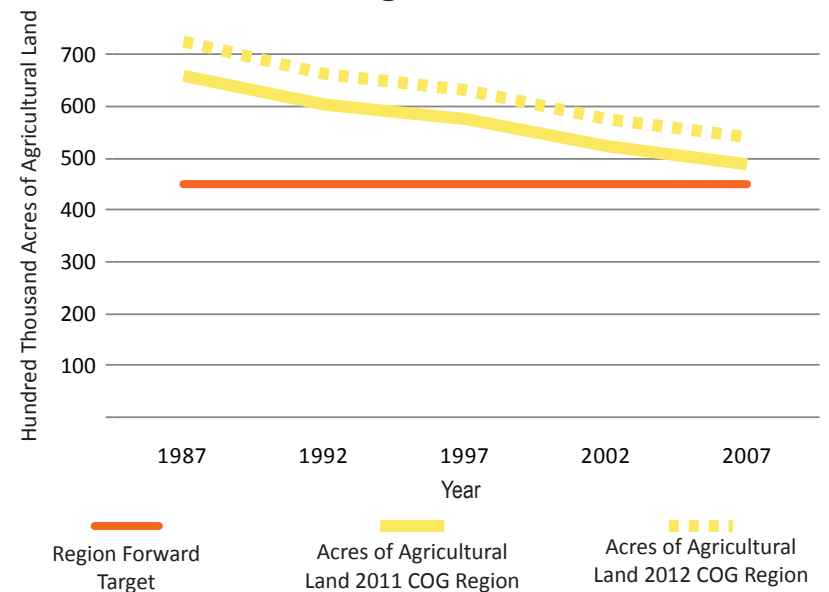
B A S E L I N E

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



Major

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

Prospect

WHERE WE STAND

The National Capital Region is known for its strong and stable economy. Specifically, the Federal government provides a dependable foundation for our region to build success in other sectors. For example, our region has developed one of the nation's strongest professional services markets in the nation.

This region's prosperity has been fostered by wise investments in education and infrastructure that have produced a highly educated and mobile workforce. We have invested in all levels of education to ensure that our residents remain competitive in the global economy. Our region has numerous top quality higher education institutions that attract the best and brightest. In fact this region's population has more higher education attainment per capita than any other region.

However, success has created a new of equity challenges. Our economy has grown dramatically over the past decades but many of the new jobs created required extensive education and specialized skills forcing employers to look outside of the region for new employees. Consequently, many long time residents have struggled to find their place in the current economy. We need to work harder to raise the high school graduation rate because those who are left behind in their teenage years are likely to struggle throughout their lives. Additionally, it is important that we develop employment sectors that require less specialization because these fields offer important routes for upward mobility that are currently lacking. An important part of improving upward mobility will be expanding the vocational training programs in the region to ensure that all residents can develop the necessary skills to help our economy grow stronger and more resilient.

erity



Wage Growth:

Annual rate of growth in median wages will exceed the rate of inflation.



Median wages grew faster than inflation in 2010

BASELINE

Source: U.S. Bureau of Labor Statistics Consumer Price Index
(Data from 2001 - 2004 are for the DC-MD-CA-WV PMSA, Data from 2005 - 2010 are for the DC-MD-VA-WV MSA)

METHOD

Wages adjusted for inflation are referred to as “real wages”, inflation is measured by calculating the rate of change in the Consumer Price Index helps public officials and business leaders accurately compare purchasing power across time. By comparing real wages to other measures such as current median wages, and unemployment rates, policy makers and business leaders have another measure for whether a region’s overall economy is healthy or declining.

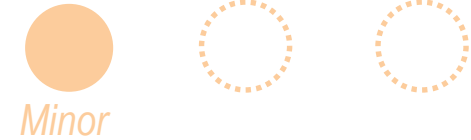
WHY THIS IS IMPORTANT

The intent of this target is to determine if growth in wages outpaces inflation over the long term. Increasing wage growth relative to inflation will help improve quality of life by giving residents more purchasing power in return for their labor. These resources can be used to attain a variety of goods and services including better housing, more efficient transportation, or better education.

CHALLENGE

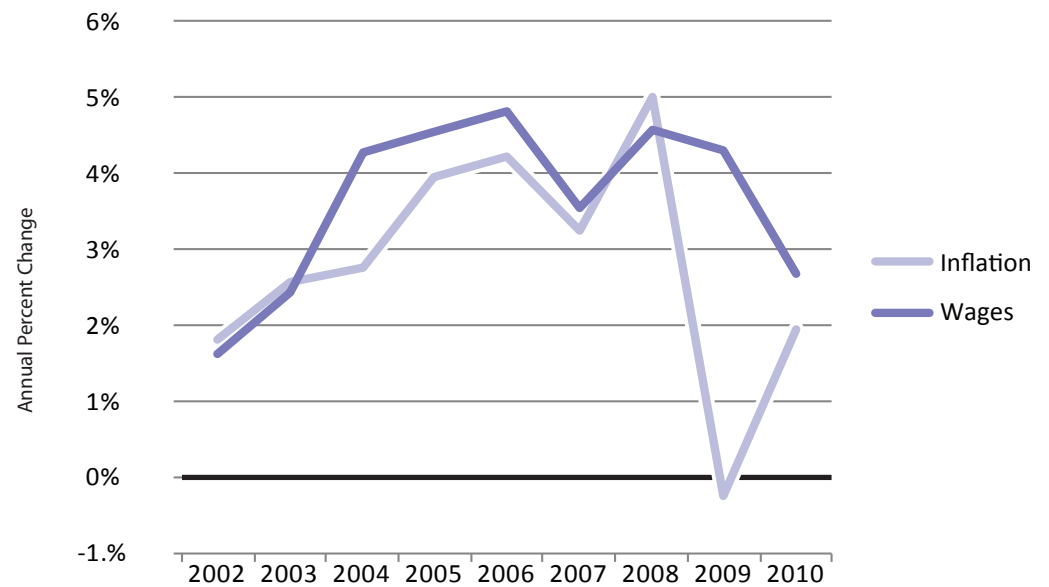
During the past decade the region's wages have generally grown faster than inflation. From 2006 through 2009, inflation has fluctuated from five percent to slight deflation. Consequently, the real value wages in the region has also been in flux.

Challenge



Recently, wage growth has outpaced inflation

Change in Wages and Inflation

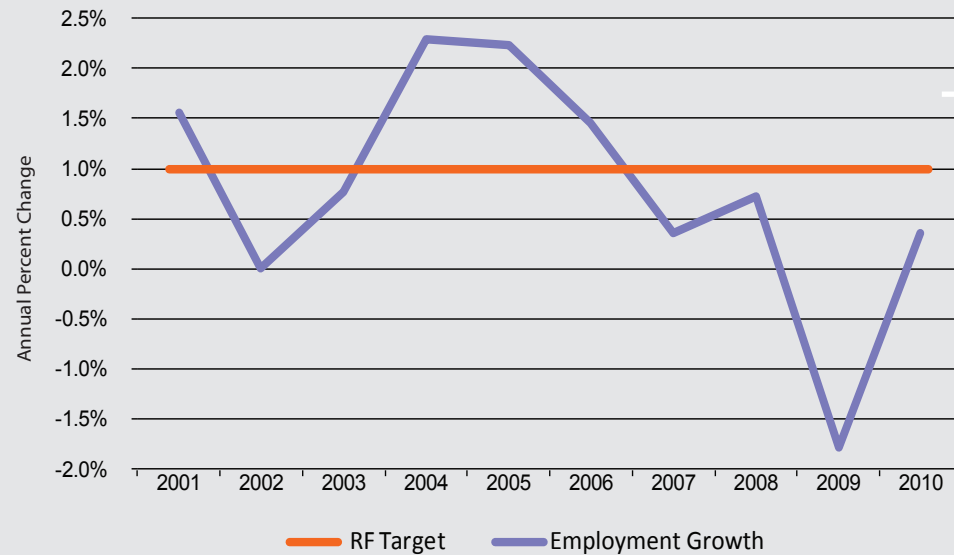


Employment Growth: Sustain an annual 1 to 3% increase in the number of new jobs

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



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

METHOD

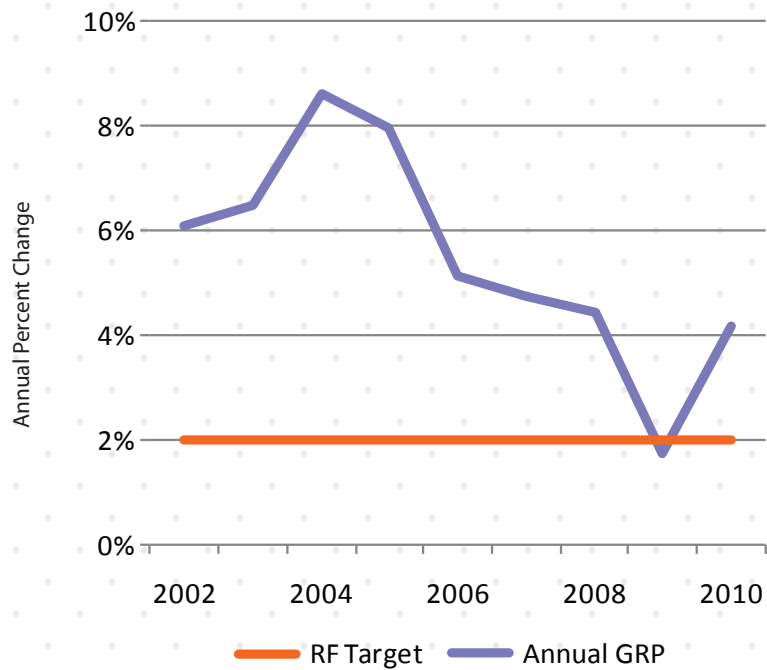
Employment data are compiled by each state as part of the federal ES-202 program, and compiled from unemployment insurance premiums collected by each state.

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.

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



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.

Vocational Training: Improve access to vocational training and educational options throughout the region

Challenge



Insufficient Data

A study method is being developed

TBD

A study method has been developed

B A S E L I N E

Source: TBD

METHOD

Analyzing access to vocation training and educational options is a new challenge for the Metropolitan Washington Governments. During the past year COG staff has worked with members of the Region Forward Coalition to develop a research and analysis plan for this important goal.

COG staff will first identify the region's educational institutions by analyzing a regional database of employers using North America Industry Codes associated with organizations that provide vocational training and education including community colleges and professional technical schools offering certificates. COG will then map these locations to determine their accessibility to the region's priority transportation network. Finally, COG staff will use a combination of state education data and surveys to determine what kind of education is provided and how many students receive instruction at each institution.

This research will enable the Region Forward Coalition to better understand the accessibility and availability of vocational training and education.

High School Graduation: Increase the rate of students graduating from high school to 90%

WHY THIS IS IMPORTANT

High school graduation rates are traditionally used as a key indicator of school effectiveness. *Region Forward* has established a 90% graduation rate as a regional benchmark. This high benchmark is critical because high school graduation has a well established connection to an individual's long term health and wealth.

86%

of regional high school students graduated from high school in 2010

B A S E L I N E

Source: regional school districts

FINDINGS

In 2010 the National Capital Region had a graduation rate of 86 percent, indicates that our region **does not** currently meets the target.

Challenge



86% of high school students graduate

METHOD

The statistical method used to collect these data has been challenged because there is a substantial rate of error and distortion. Most notably the current method allows 6 years for graduation and includes GED certificates. Research has also demonstrated that students who require longer than four years to graduate from high school or earn a GED are less likely to be financially stable and physically healthy. Consequently, a more rigorous methodology has recently been adopted by the U.S. Department of Education as the national standard to provide better data beginning in 2011.

Using the new methodology will cause graduation rates to appear much lower because graduation will be more rigidly defined to ensure better quality data. It is likely that the new methodology will impact some school districts more than others and ultimately the region might be further away from its goal than it currently appears.

Higher Education: 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

23%

of the population 25 and over had attained a professional or advanced degree or higher in 2009

B A S E L I N E

Source: 2009 1- Year American Community Survey: Educational Attainment

WHY THIS IS IMPORTANT

Higher education is a key indicator of prosperity nationwide because higher educational attainment is closely linked with better wages and better long term health.

Many current residents were educated outside of the region and moved here for employment. It is essential that current and future residents continue to develop the skills necessary to thrive in our region's fast paced economy.

47%

of the population 25 and over had attained a Bachelor's Degree or higher in 2009

B A S E L I N E

Source: 2009 1- Year American Community Survey: Educational Attainment



CHALLENGE

The National Capital Region has a high proportion of governmental services and professional services jobs, placing a premium on higher education. Residents will need to achieve high educational attainment to ensure that they can take advantage of these jobs.

Currently, our region exceeds the baseline for both Bachelor's Degree attainment and Advanced or Professional Degree attainment by more than two percent each. These attainment rates reflect the region's current depth of skilled workers.

Liva

BACKGROUND

The quality of life in our region will be critical for ensuring a bright and equitable future. To advance livability we will need to improve housing affordability, safety, and access to healthy lifestyles. We will continue working with COG's partners to ensure that all residents have a high quality of life.

Leaders from numerous sectors have advanced initiatives that have improved many facets of livability. Both violent and property crime rates are in decline, pedestrian safety is improving, emergency communication has improved, and affordable housing units have been preserved.

Still we have more to do; equity is emerging as an increasingly difficult challenge to livability. Our region's is wealthier than average but many residents are burdened by higher housing prices. Furthermore, recent research indicates that residents living in eastern parts of the region face more health problems than typically experienced in western communities. We must work to ensure that our region is one where everyone can thrive.

bilility



New Affordable 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

WHY THIS IS IMPORTANT

The National Capital Region's strong economy is expected to add 1.8 million residents by 2040, an increase of 30 percent. The region will need to provide a significant amount of housing to accommodate the growing population and maintain economic competitiveness.

DIRECTION

The region's high housing costs present difficult challenges for low and moderate income households, producing a jobs-housing mismatch that strains household budgets and causes severe traffic congestion. Based on employment market forecasts, the majority of new residents will earn median income or less. If our region's housing burden continues to escalate, firms may choose to locate in other regions. Therefore, the region needs to provide a substantial amount of housing that is affordable to households at or below 80 percent of regional median income.

CHALLENGE

The National Capital Region clearly needs to build a tremendous amount of new housing, with a mix of housing types and tenure that reflects changing needs. Analysis by George Mason University's Center for Regional Analysis suggests that a much larger share of new units in the region need to be affordable to households at or below the median income. These estimates include a broader range of affordability than this target, covering the range of 80 to 100 percent of regional median income. The estimates also suggest that a larger percentage of new units need to be multifamily rental affordable housing. This will require a major shift to the housing market, but the National Capital Region has demonstrated an ability to adapt to changing real estate preferences and needs.

Challenge



Moderate

More new housing will need to be affordable to households earning less than median income

88%

of net new rental units need to be affordable to households earning median income or less

B A S E L I N E

Source: George Mason University Center for Regional Analysis Housing the Region's Future Workforce 2011

68%

of net new ownership units need to be affordable to households earning median income or less

B A S E L I N E

Source: George Mason University Center for Regional Analysis Housing the Region's Future Workforce 2011

Affordable Housing Base: Beginning in 2012, the region will maintain a minimum of 10% of housing stock affordable to households earning less than 80% of the regional median income

WHY THIS IS IMPORTANT

Providing an adequate supply of housing for households at or below 80 percent of regional median income is necessary to maintaining the livability and diversity of the region. It's also essential to a functional and resilient economy; workers of low- and moderate-income levels play an important role in driving and supporting the economy. Affordable units need to be distributed throughout the region and accessible to jobs and services. Housing located in areas experiencing rapid price increases should be a high priority.

DIRECTION

According to COG's subsidized housing inventory, subsidized affordable units account for 5 percent of the region's total housing stock. Measuring the supply of market-rate affordable housing is more challenging due to the patchwork of data sources needed establish a baseline. According to analysis by the George Mason Center for Regional Analysis, by 2050, the region will need to provide 235,000 housing units that are affordable to households at or below the regional median income.

5.4%

of the regions total housing stock consists of subsidized affordable housing (109,051 units) * percentage of market rate affordable housing is not available

B A S E L I N E

Source: MWCOG Regional Subsidized Affordable Housing Inventory

CHALLENGE

While the supply of market-rate affordable housing in the region has not yet been adequately measured, COG is developing a Regional Housing Plan that will include a robust and comprehensive analysis of market-rate affordable housing supply. Until the Regional Housing Plan is complete, the analysis of this target is limited to the subsidized affordable housing supply and assessment of projected demand.

Achievement of this target will require significant housing production and more importantly, preservation of existing subsidized and market-rate housing. Without aggressive preservation efforts, the potential loss of existing affordable housing, whether due to expiring subsidies or escalating housing costs, would likely exceed the amount of new housing that could be created. Many jurisdictions in the region are struggling to identify sufficient funding to preserve enough affordable housing.

Challenge



Approximately 5% of the region's total housing stock is subsidized affordable. More research is needed to estimate the market-rate affordable housing, which is more difficult to measure. Meeting this target as the region grows will require significant housing production, as well as aggressive efforts to preserve existing subsidized housing.

155,000

affordable rental housing units need to be provided by 2040

B A S E L I N E

Source: George Mason University Center for Regional Analysis Housing the Region's Future Workforce 2011

80,000

affordable owner occupied housing units need to be provided by 2040

B A S E L I N E

Source: George Mason University Center for Regional Analysis Housing the Region's Future Workforce 2011

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

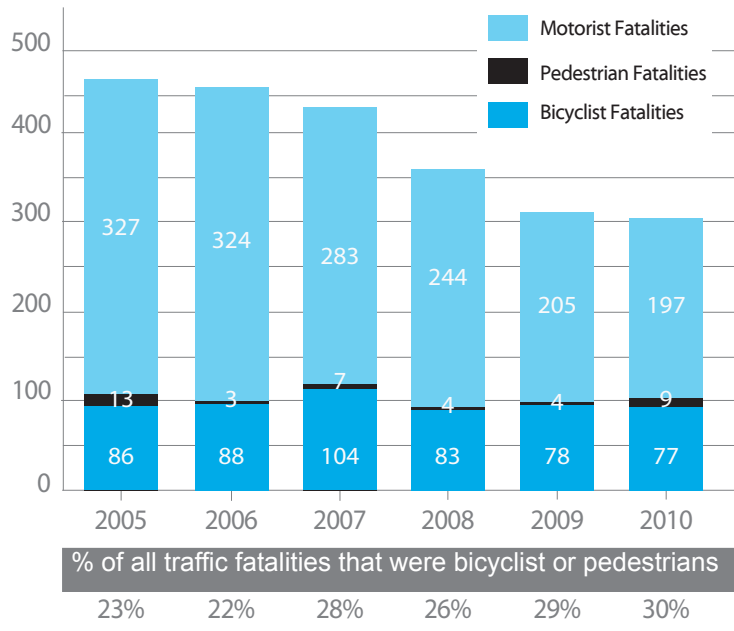
WHY THIS IS IMPORTANT

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.

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.

Regional Traffic Fatalities, 2005-2010



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



Real Time Crime Data: Increase access for area residents to real time crime data and timely emergency alerts through the internet or mobile applications

METHOD

In the future COG staff will survey regional officials to determine the quality of our region's real time emergency information collection and distribution practices. This study will help guide the continued development of our region's emergency communication system.

TBD

Data will be collected

B A S E L I N E

Source: Data will be collected from the MWCOG Public Safety committees

Challenge



Moderate

Data are being collected

WHY THIS IS IMPORTANT

Real time emergency communication with the public has changed dramatically in recent years. This target seeks to evaluate the region's progress toward collecting and distributing real time emergency information. These systems collect and distribute information that can be used by the public to react appropriately in the case of an emergency. Recently the National Capital Region has developed a website (CapitalRegionUpdates.gov) designed to connect the public with relevant emergency text alerts from a wide variety of regional transportation and emergency management organizations. During a regional emergency, the site will feature incident updates and recommendations of what to do. This tool represents an important step toward connecting regional residents with the alerts that are relevant to them.

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

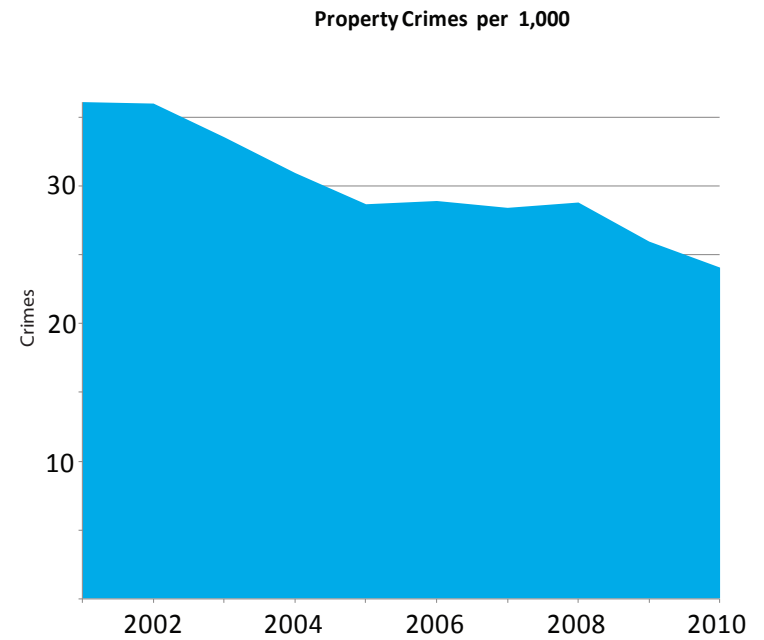
Crime: Reduce the number of violent and property crimes across the region



Both violent and property crimes were declining in 2010

BASELINE

Source: MWCOG Annual Report on Crime and Crime Control

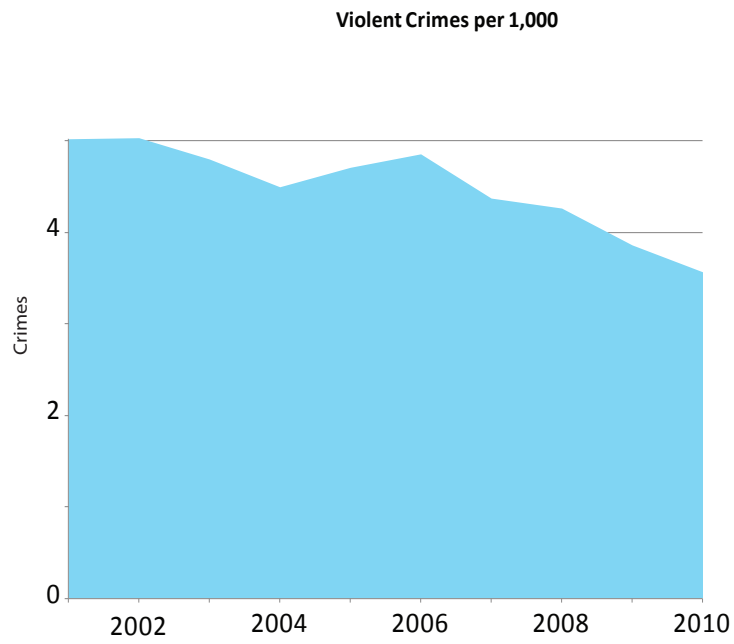


WHY THIS IS IMPORTANT

Crime of any type impairs the livability of a community, and violent crime in particular degrades a region's quality of life. This target measures both property and violent crime rates from year to year, providing a snapshot of the region's safety.

METHOD

The baseline number is determined by MWCOG's Public Safety Department in their Annual Report on Crime and Crime Control. Their report uses the Federal Bureau of Investigation definitions of violent and property crimes.



Challenge

Both property and violent crime are in decline

CHALLENGE

Over the past five years, the National Capital Region has experienced declines in both property and violent crimes. These improvements indicate that our region's efforts to enhance public safety are improving the livability of our region. If the region continues to reduce the rate of both violent and property crime over the long term we will significantly enhance livability.

This report was produced by the Region Forward Coalition led by the members of the Performance Analysis Team

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