

Accessibility

The Accessibility goals for Region Forward are.....

- Transit oriented mixed use communities emerging in Regional Activity Centers that will capture new employment and household growth.
- A transportation system that maximizes community connectivity and walkability, and minimizes ecological harm to the region and world beyond.
- A variety of housing types and choices in diverse vibrant safe healthy and sustainable neighborhoods affordable to persons at all income levels.
- A broad range of public and private transportation choices for our region which maximizes accessibility and affordability to everyone and minimizes reliance upon single occupancy automobiles



Accessibility

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



Baseline:

40% : Commercial Construction:

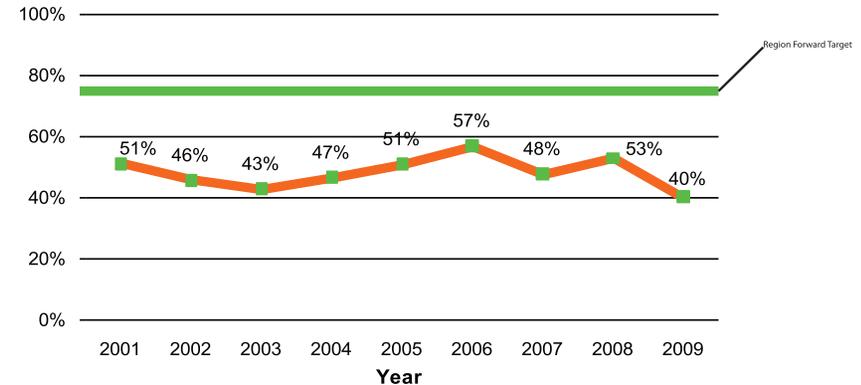
36% : New Households Forecasted in Regional Activity Centers

Source: 2009 Commercial Construction Indicators, MWCOG; Round 8.0 Cooperative Forecast: Households, MWCOG

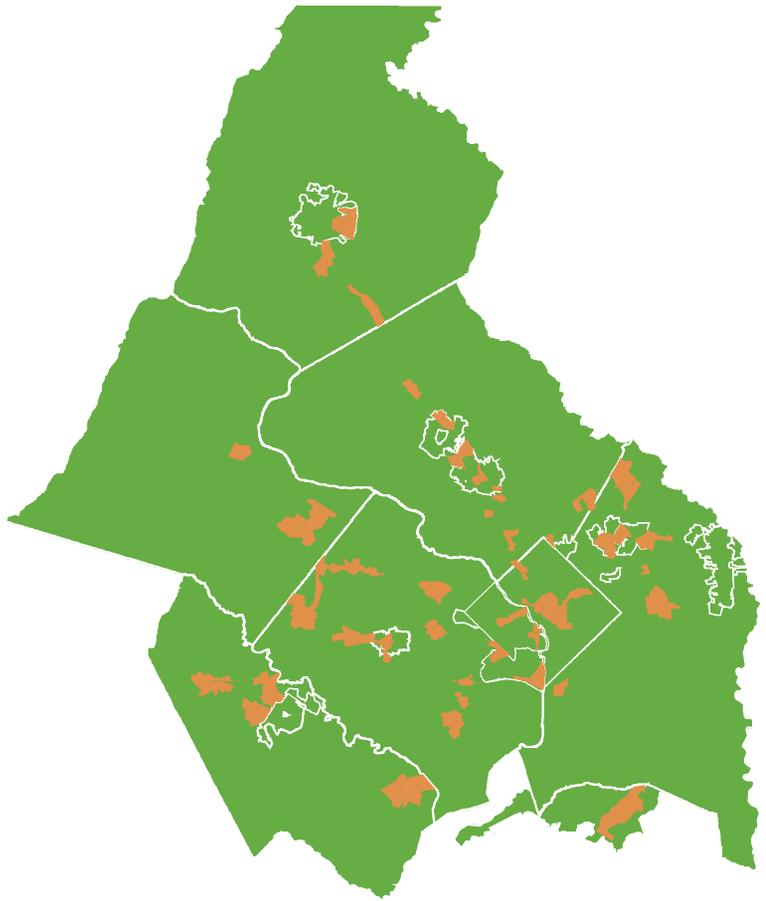
The future location of residents and jobs around existing transportation infrastructure and Regional Activity Centers will be critical for attaining this target. In 2009, a total of 66 commercial construction projects, contributing nearly 6.2 million square feet of space were started in 59 Regional Activity Centers. The new space accounted for 40 percent of the region's new construction activity. COG's Commercial Construction report is the basis for tracking commercial construction activity in the Washington region. The Commercial Construction report tracks new non-residential construction projects based on location, size, value, and use.

Percent of Annual Commercial Construction Square in Activity Centers & Clusters

Source: MWCOG Commercial Construction Indicators

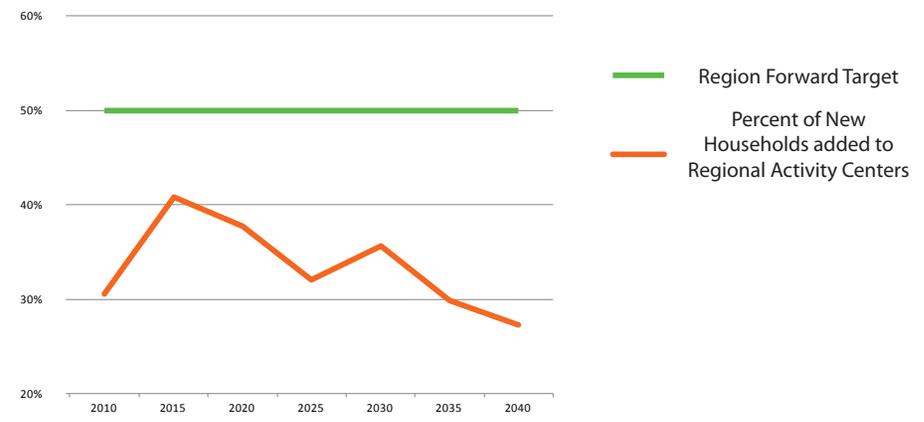


Based on the Round 8 Cooperative Forecasts – for the period of 2005 and 2010 - 36% of new households were in Regional Activity Centers. COG's Cooperative Forecasting Program enables local, regional, and federal agencies to coordinate planning decisions using common assumptions about future growth and development in the region. Each series of forecasts, or a "Round," provides land use activity forecast of employment, population, and households by five-year increments. Round 8.0 was approved by the COG Board of Directors in 2010.



- The COG Region
- Regional Activity Centers

Percent of New Households to be created in Regional Activity Centers



Accessibility

Target: Reduce daily vehicle miles traveled (VMT) per capita

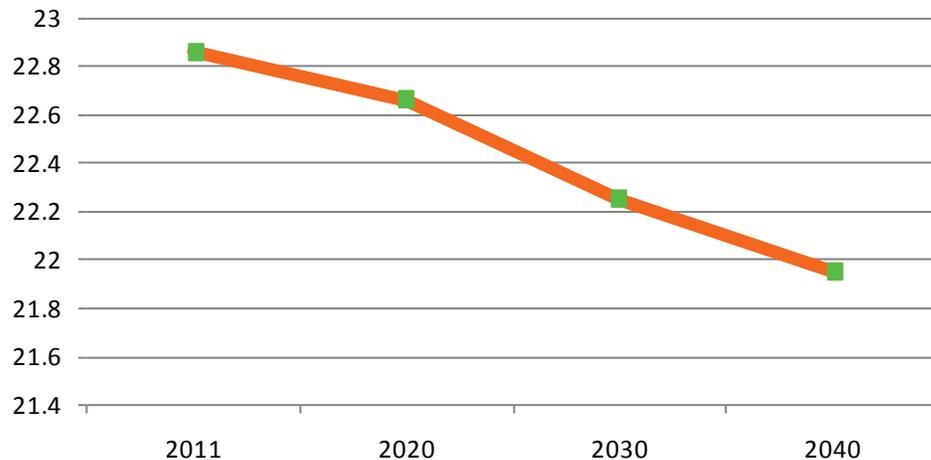


Baseline: 22.86 vehicle miles per capita in 2011

Source: 2007-2008 Household Travel Survey

Vehicle Miles Traveled (VMT) per capita is an important measure of how residents in our region attain accessibility. In 2010 per capita VMT was 22.86 miles and current projections show this figure dropping below 22 miles by 2040. VMT per capita is calculated by dividing the total vehicle miles traveled annually by that year's regional population. Reducing per capita VMT reduces both congestion and pollution produced regionally bringing health and economic benefits. However, the rate of decline in per capita VMT does not offset the overall increase in annual VMT propelled by population growth. These data are collected from the household travel survey which samples the travel patterns of residents throughout the region.

Per Capita Daily VMT



Accessibility

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

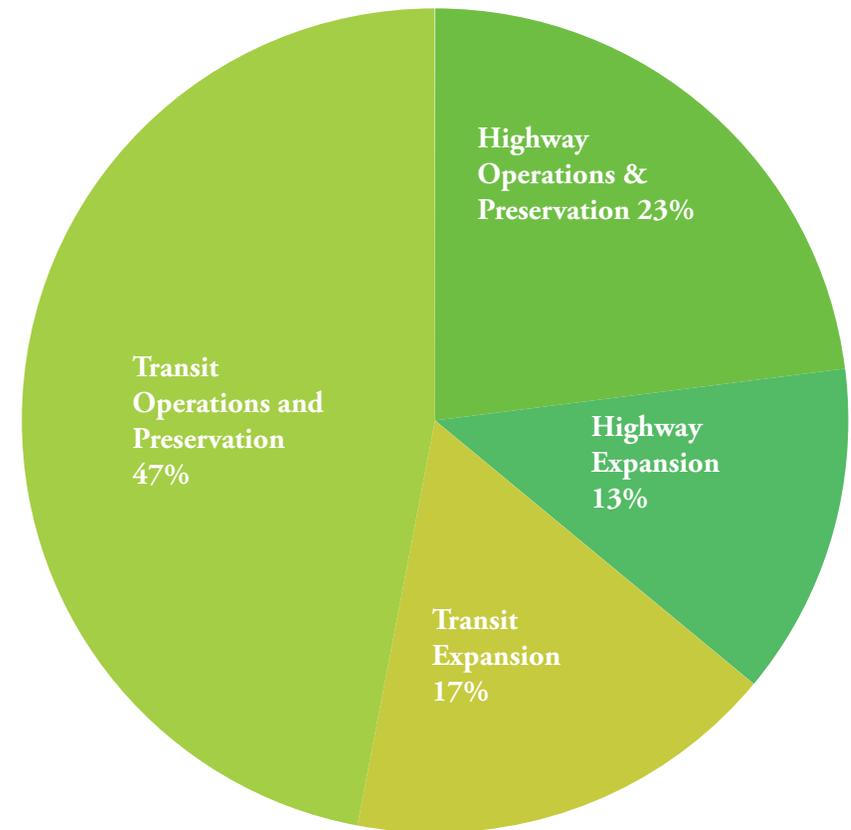


Baseline: 70% of the Constrained Long Range Plan is dedicated to operations and Maintenance.

Source: 2009 National Capital Region Constrained Long Range Plan

This target is designed to ensure that the National Capital Region develops sustainable infrastructure. It is imperative that we continue to invest in the operations and maintenance of the systems and facilities that currently serve our region's population. Many regions attempt to accommodate new growth by deferring maintenance and reducing operation budgets. However, evidence proves that this approach is unlikely to benefit the region in the long term because neglect will result in vastly more expensive repairs.

This indicator is measured by the value and purpose of items in the Constrained Long Range Plan. Each project is classified as one of four categories for this analysis; highway expansion, highway operations, transit expansion, and transit operations. Among these



four categories transit operations consumes the largest amount of funds largely because transit operations have high personnel costs. As the adjacent chart demonstrates our region currently devotes the vast majority of transportation funding to operations and maintenance ensuring that our transportation systems continue to serve this region well

Accessibility

Target: Transportation investments will link Regional Activity Centers



Baseline: Between 2010 and 2040 **19** Regional Activity Centers will increase Transit Access and **1** Regional Activity Center will increase Highway Access.

Source: 2009 National Capital Region Constrained Long Range Plan

The National Capital Region has one of the best educated workforces and wealthiest consumer bases in the nation. Consequently, if our region can connect more people with centers of commerce we will grow stronger and more resilient.

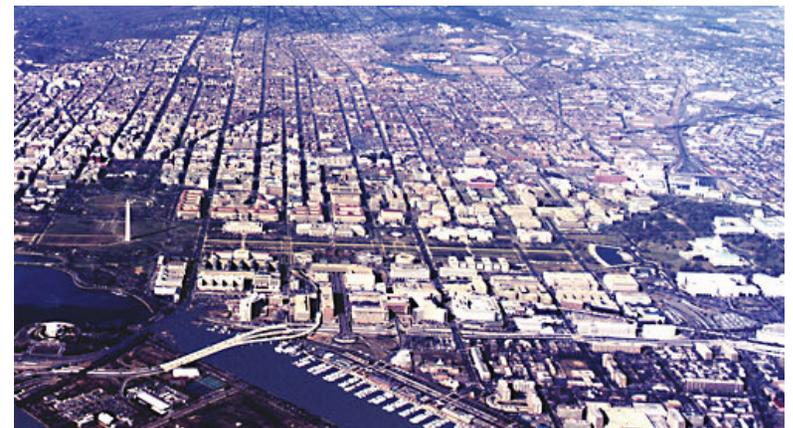
Based on the current Constrained Long Range Plan the National Capital Region transportation investments will increase activity center accessibility with transit by nineteen centers and highway by one center between now and 2040.

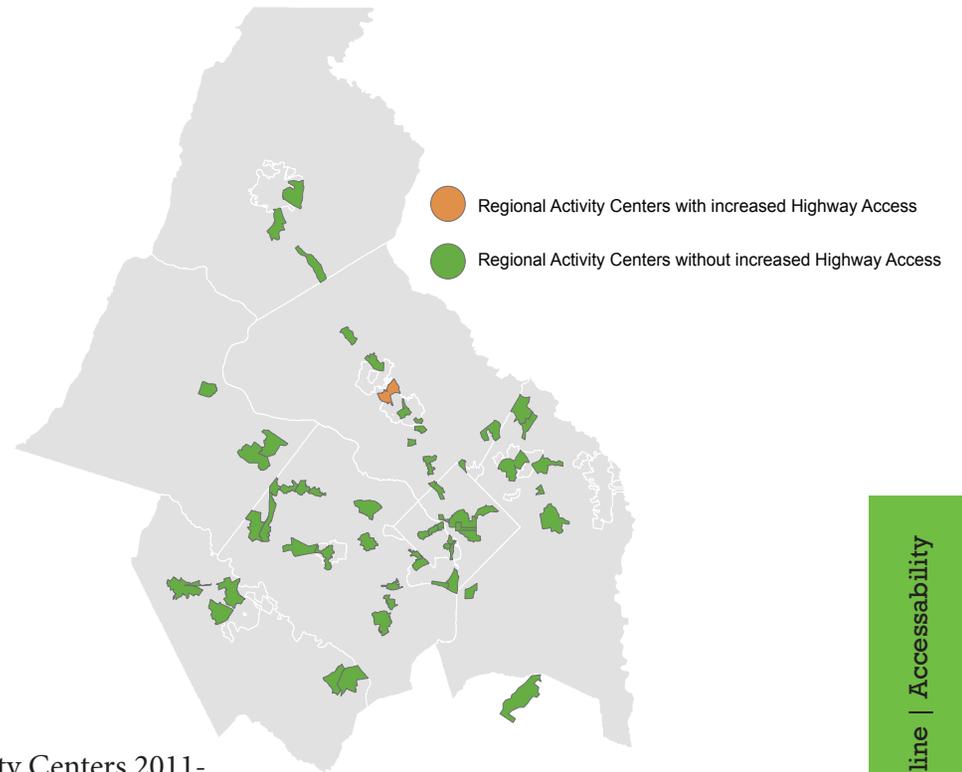
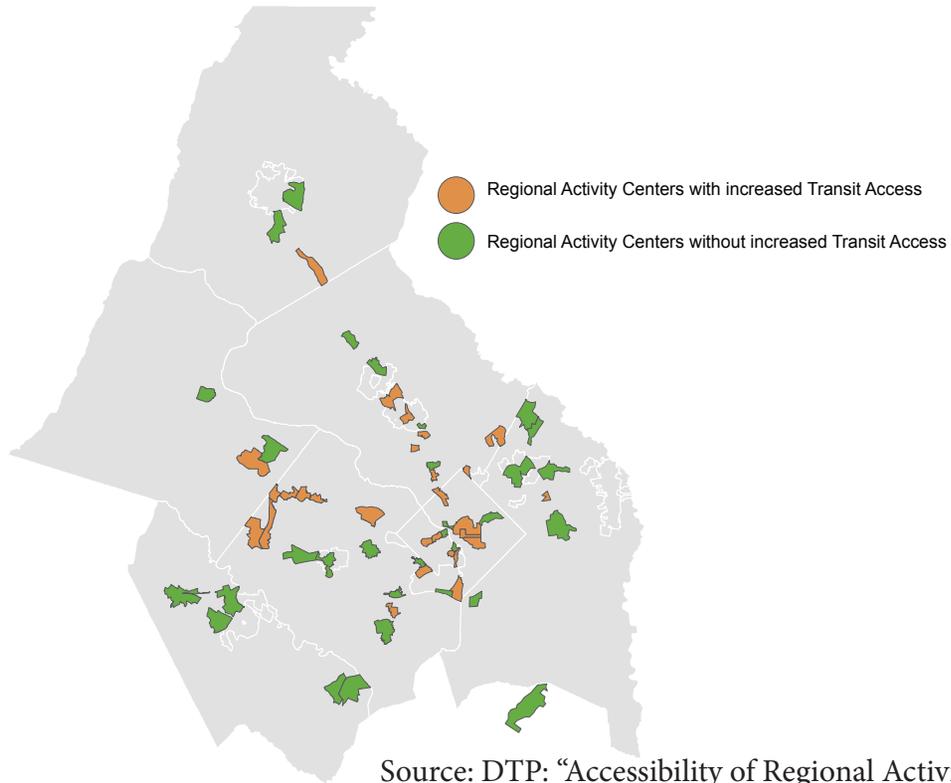
This target measures the region's economic strength by evaluating how many other activity centers can be reached from each individual center

within 45 minutes by highway and transit. Travel times are calculated using the transportation demand forecasting model developed by MWCOG specifically for our region.

Most accessibility gains will come from transit because highway congestion will continue to increase over the next forty years at a rate that will consume planned capacity increases. Furthermore, most of the gains in transit accessibility come from activity centers with existing Metrorail stations that are within a 45 minute commute of future stations along the Metrorail Silver line that is currently under construction.

Regional Activity Centers are home to the highest concentrations of employment in the region, and they are the foundation of the National Capital Region's economy. Regional Activity centers are dispersed throughout the region along major corridors which provide connections between jobs, employees, and customers. Connecting these centers is an important step toward increasing this region's economic and social wellbeing.

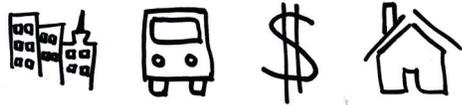




Source: DTP: "Accessibility of Regional Activity Centers 2011-2040 change in 45 min access."

Accessibility

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



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

Source: Center for Neighborhood Technology Housing and transportation Index February 2011

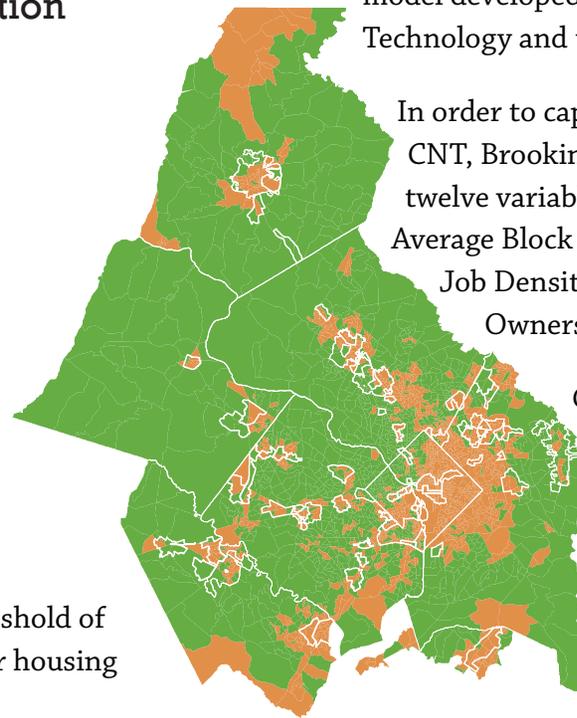
This target utilizes data produced by the Center for Neighborhood Technology that measures the combined affordability of housing and transportation. Areas where a median income household can spend less than 45 percent of their income on both housing and transportation costs are considered affordable.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

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

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

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

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



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

Accessibility

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



Baseline: None

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Affordable housnig database?

Accessibility

Target: Increase the share of walk, bike, and transit trips



Baseline: 18.7% of trips to work were by walking, biking, or transit in 2011

Source: 2007-2008 Household Travel Survey

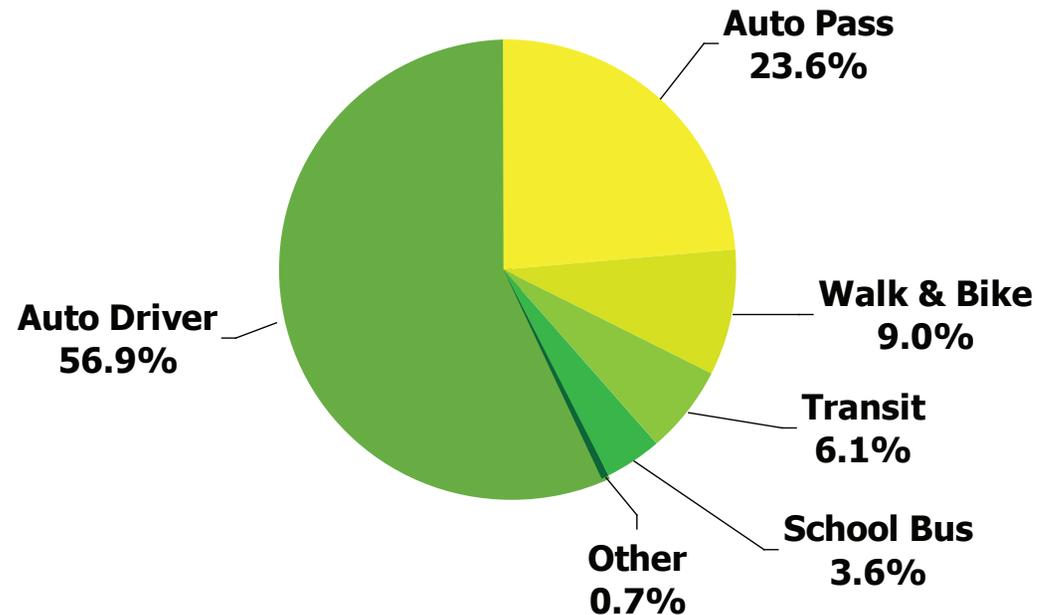
Increasing walking, bicycle, and transit trips is important because these modes of transportation provide the most affordable and accessible means of access to regional amenities. These modes are also critical to ensuring long term regional health because they have the smallest environmental impact.

In 2011 these trips comprised 18.7% of all trips in the National Capital Region. By national standards our region has a high percentage of non-automobile commuters. These data are collected from the 2007-2008 National Capital Region Transportation Planning Board Household Travel Survey. These data are collected from detailed travel diaries completed by sample of the region's total population. This survey measures all trips taken by

members of a household over the course of a survey period. One unique aspect of this survey is the Auto Passenger category includes anyone who rides in an automobile driven by someone else. Consequently, this category includes a range of trips from children transported by parents to carpool commuters.

The Household Travel survey produces a different distribution of trips than other measures that only identify mode of travel for trips to work. There are several factors which cause mode choice to vary across these three common measures, include 1) reduced non-rush hour transit service 2) non-work trips are often taken with less planning which reduces the likelihood that a person will take transit. 3) evening trips may be less safe for pedestrians and bicyclist in some places because of reduced visibility.

Increasing the use of walking, bicycle, and transit trips can be achieved through a variety of mechanisms ranging from increased off peak transit service to Safe Routes to School programs



Accessibility

Target: All Regional Activity Centers will have transit access



Baseline: 53% of Regional Activity Centers are Served by Rail Transit in 2011.

Source: 2009 National Capital Region Constrained Long Range Plan

| Transit Access in Regional Activity Centers | 2011 | 2040 |
|---|------|------|
| Regional Activity Centers with Rail Transit | 31 | 37 |
| Metrorail stations within Regional Activity Centers | 25 | 31 |
| Commuter Rail stations with in Regional Activity Centers | 15 | 15 |
| Regional Activity Centers without Rail Transit | 28 | 22 |
| Rail Stations Not Located in Activity Centers | 73 | 76 |
| Metrorail stations outside of Regional Activity Centers | 37 | 39 |
| Commuter Rail Stations located outside of Regional Activity Centers | 36 | 37 |

The National Capital Region’s economy serves a tremendous breadth of economic sectors and our Regional Activity Centers based on employment concentrations reflect these differences. In downtown Washington DC the economy is dominated by a large federal agency presence, while activity centers near Dulles Airport are characterized by large technology firms. The different needs for each center have shaped their infrastructure. However, because each center represents major employment concentration transit access is critical because it ensures that all people in the region can access our key centers for employment and commerce.

This target is measured by the number of regional activity centers which have Metrorail and commuter rail service. Bus service is excluded because service quality is difficult to establish and long term operations are unpredictable. These issues are a direct result flexible nature of bus service. Consequently, the data collected for this target will provide a sense of how well our land use and transportation decisions correspond over time. However, these data do not an exhaustive analysis of activity center accessibility.

Currently, 53% of our Regional Activity Centers are served by rail transit in 2011. Plans for expansion of the regional rail network will serve 63% of Regional Activity Centers by 2040. These rates are relatively high in comparison to many other metropolitan regions which have little or no rail transportation. Still our region currently has a mismatch between our land use and our transportation infrastructure because a majority of the region’s rail stations are not located in Regional Activity Centers. This challenge is likely the result of the relatively recent entrance of Metrorail as a commuter rail service following several decades of auto oriented development.

Accessibility

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



Baseline:

8.75 Miles of bicycle lanes completed per year 2006-2010

13.25 Miles of shared use paths completed per year 2006-2010

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



Dedicated Facilities Improve Health and Safety



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

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

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

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

Accessibility Dashboard

Orange = Targets that Measure Incremental Progress

- 3 Orange Bars - full attainment
- 2 Orange Bars Significant Progress
- 1 Orange Bar Initial Progress
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Green = Targets that Measure Trends

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



All Regional Activity Centers will have transit access



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



Transportation investments will link Regional Activity Centers



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



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



Increase the share of walk, bike, and transit trips



Reduce daily vehicle miles traveled (VMT) per capita



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



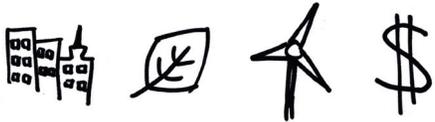
Prosperity

The Prosperity goals for Region Forward are.....

- A diversified, stable, and competitive economy, with a wide range of employment opportunities and a focus on sustainable economic development
- Minimize economic disparities and enhance the prosperity of each jurisdiction and the region as a whole through balanced growth and access to high-quality jobs for everyone
- Fully recognize and enhance the benefits that accrue to the region as the seat of the National government and as a world capital
- Provide greater access to the best education at all levels, from pre-kindergarten to graduate school
- Make our region a pre-eminent knowledge hub, through educational venues, workforce development, and institutional collaboration

Prosperity

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



Baseline: Median wages are growing faster than inflation

Source: Bureau of Labor Statistics Consumer price index



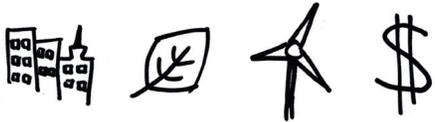
In order to ensure that wages are correlated with prosperity the rate of inflation must be taken into account depicting real wages. This measure neutralizes changes in the value of the dollar from year to year enabling policy makers to accurately assess the quality of life our region's wages are providing.

From 2006 through 2009 inflation has proven volatile swinging from a high of 5 percent to slight deflation. Consequently, the real value of our region's wages have also been in flux . The region's growth in wages has been as much more than 4 percent above inflation but also half a percent lower than inflation.

Year to year vacillations can create hardships for marginal households. However, the intent of this target is to determine if growth in wages outpaces inflation over the long term. Compounding wage growth relative to inflation will help our region's residents acquire a higher quality of life by giving more residents more purchasing power. These resources can be used to attain a variety of goods and services including better quality housing, more efficient transportation, or better education.

Prosperity

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



Baseline: 1.42 % increase in new jobs

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



The vibrant economy in this region will likely continue to attract new residents. The current population forecast projects a 30 percent population increase by 2040. Sustained employment growth will be a critical to ensure that our region grows sustainably. Creating new jobs ensures that new residents will be filling new positions instead of overcrowding the existing labor market.

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

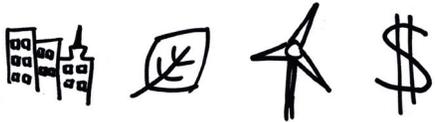
Currently, the region is producing enough new jobs to satisfy population growth but long term forecast indicate

that the region's job creation might decline below 1 percent near 2030. In the short term the recent recession has produced a period of negative job growth. This downturn has corresponded with increased unemployment claims. It is imperative that our region return to its prerecession

job growth rate as soon as possible to ensure that our economy remains strong

Prosperity

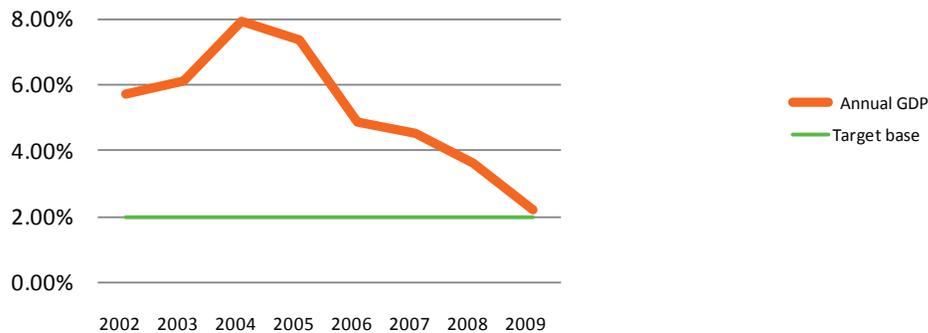
Target: Sustain an annual 2 to 4% growth rate in Gross Regional Product for the National Capital Region



Baseline: 2% growth in Gross Regional Product

Source: Bureau of Economic Analysis Gross Domestic Product by Metropolitan Statistical Area

Gross Domestic Product Growth Rate 2002 -2009



Gross Regional Product is one of the most common measurements of a region's quality of life. Quality of life is measured by comparing growth or decline in a region's gross regional product to other demographic and economic measures such as population growth, unemployment, educational attainment, and employment sector analysis.

Since the National Capital Region will likely experience a significant increase in population over the coming decades it is imperative that the region's economy grows large enough to support its population growth. Growth rates of two to four percent mark the normal bounds of the region's historic economic growth. It is important to note that between 2001 and 2009 this region achieved a much higher than typical growth rate of 6.81 percent that is unlikely to persist over the long term.

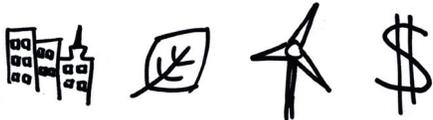
Gross regional product can be increased in many ways including, worker productivity, employment sector expansion, and adding new types of products.



**Between 2002 and 2007
seven percent of the region's**

Prosperity

Target: Improve access to vocational training and Educational options throughout the region



Baseline: A study method has been developed

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

We will first identify the region's educational institutions by analyzing a regional database of employers using NAICS codes to identify organizations that provide vocational training and education. Then COG staff will develop a map of 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 provide and how many students receive instruction at each institution.

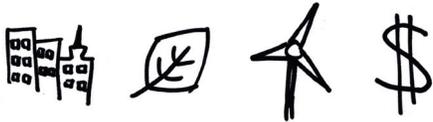
This research will enable the Region Forward Coalition to better under stand the accessibility and availability of vocational training and education



Between 2002 and 2007 seven percent of the region's agriculture land was lost.

Prosperity

Target: Increase the rate of students graduating from high school to 90%



Baseline: 87% of high school students graduated in 2008

Source: Regional School Districts

High school graduation rates are traditionally used as a key indicator of school effectiveness. Region Forward has challenged the municipalities to reach a 90 percent high school graduation rate. This high benchmark is critical because high school graduation has a well established connection to an individual's long term health and wealth. In 2008 the national capital region had a graduation rate of 87 percent. This benchmark indicates that our region is very close to attaining our goal. Clearly this is a good starting point but we must be persistent in pursuit of this target because the future in this region will better educated workers.

It is important to note that the statistical method used to collect these data has been questioned because there is a substantial rate of error and distortion. Most notably this method allows 6 years for

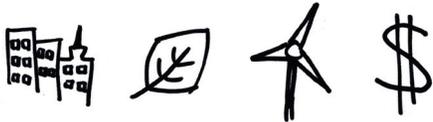


graduation and includes GED certificates. Unfortunately, research has demonstrated that students who do not graduate from a high school on time or with a GED are less likely to be financially stable and physically healthy. Consequently, a more rigorous methodology has recently been adopted as the national standard which will provide better data beginning in 2011. Using the new methodology will cause graduation rates to appear much lower because graduation will be more specifically 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.

Prosperity

Target: 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



Baseline:

47.23% attained a Bachelor's Degree or higher in 2009

22.63% attained an Advanced or Master's Degree in 2009

Source: 2009 American Community Survey Educational Attainment

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

The economic structure of the National Capital Region with high concentrations of governmental service and professional service jobs creates a premium for higher education. Both of these economic sectors employ large number of highly educated people. To ensure that our region is preparing its workforce for this economy it is imperative that residents

have high educational attainment to ensure that they can find good jobs in the regional economy.

Currently, our region is exceeding our baseline for both Bachelor's Degree attainment and Advanced or Master's Degree Attainment by more than 2 percent each. These attainment rates reflect the region's current depth of skilled workers. For comparison, the region's population currently has higher educational attainment rates that are more than twice the national average.

In the future the National Capital Region will have to work diligently to sustain this very high level of education. Many of the current residents of the region were educated in other locations and moved to the region for employment. It is essential that residents continue to develop the skills necessary to thrive in this region's fast paced economy.



Prosperity Dashboard

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



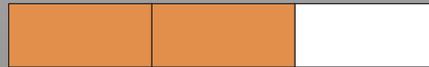
Improve access to vocational training and educational options throughout the region



Sustain an annual 1 - 3% increase in the number of new jobs



Increase the rate of students graduating from high school to 90%



Sustain an annual 2 to 4% growth rate in Gross Regional Product



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

