Region Forward

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

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

The Greater Washington 2050 Coalition has developed *Region Forward,* a planning guide that reflects our shared, regional goals, helps us measure regional progress, and demonstrates the many benefits of working together more closely. *Region Forward* is not a one-size-fits all vision. It accepts the differences among our cities and counties. But it also embraces something that residents of the District of Columbia, suburban Maryland and Northern Virginia understand: our futures are interconnected. *Region Forward* is an important step toward shaping a more accessible, sustainable, prosperous and livable region over the next half-century.

Sharon Bulova

Chairman, Greater Washington 2050 Coalition

Chairman, Fairfax County Board of Supervisors

Overview

From the L'Enfant Plan to the National Mall, from Metrorail to Dulles Airport, bold vision and action by area leaders have shaped the National Capital Region we live in today. In that spirit, the Greater Washington 2050 Coalition has been thinking about the future and setting the stage for action and long-term success. In *Region Forward*, the Coalition proposes goals, targets, and a compact agreement to guide future planning and help measure progress.

Challenges (pg. 3)

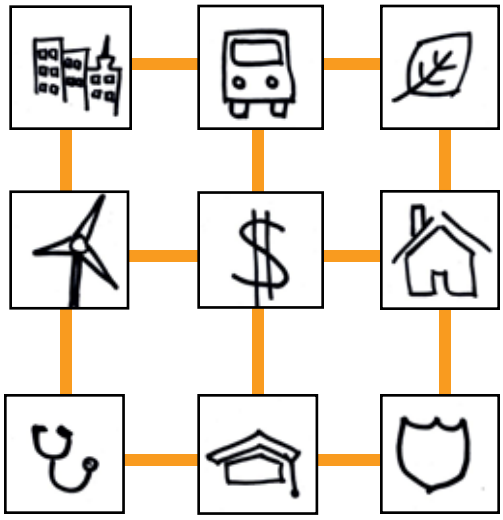
The success of this region over the next half century will depend on how we tackle interrelated challenges like population growth, aging infrastructure, traffic congestion, energy costs, environmental restoration and protection, the need for more affordable housing and sustainable development, and education, economic and health disparities. Other regions—our competitors in the United States and globally—are in the same race to maintain and grow communities that have clean air and water, safe and healthy neighborhoods, resilient economies, and access to housing and transportation choices.

Coalition (pg. 4)

The Greater Washington 2050 Coalition was established by the Metropolitan Washington Council of Governments (COG) to create a new, comprehensive, regional approach to solving these challenges--not business as usual. The Coalition was comprised of a diverse group of public officials and business and civic leaders. They built on recent regional plans, studied efforts in other parts of the country, and asked for input from experts and area residents.

Goals (pg. 9)

Coalition members found broad agreement on common goals that create a comprehensive vision for the region. The goal categories include land use, transportation, environmental, climate and energy, economic, housing, education, health, and public safety.



REGION FORWARD:
In this report, the Greater Washington 2050 Coalition proposes goals (pictured above), targets, and a compact agreement to guide future planning and help measure progress.

Compact (pg. 10)

Coalition members created a Compact Agreement because they knew that strong regional support would be critical to inspire action. While the Compact is voluntary, it represents a new approach to regional challenges, lays out the goals, and calls for more engagement of state and federal partners to improve regional cooperation. It asks area jurisdictions to pledge to use their best efforts to advance the regional goals.

Targets and Indicators (pg. 11)

Coalition members developed a set of targets and indicators to help regularly measure progress toward the goals. These targets and indicators judge the region as a whole, rather than measuring individual jurisdictions. By measuring things like regional green space, affordable housing units, and graduation rates, the targets and indicators will help show if the region is heading in the right direction.

Next Steps (pg. 13)

Once COG and its participating governments endorse *Region Forward*, the Coalition recommends that COG conduct regular progress reports to see if the region is moving closer to achieving its shared goals. It also recommends that COG commission future surveys to gauge public opinion on the region's progress, collect strategies and best practices to help governments achieve the goals, and create an interactive web site to communicate and build support for the effort.

Special Note on the Report

To show how the goals and targets are connected, they are presented in overarching categories—Accessibility, Sustainability, Prosperity, and Livability—that explain how they will help shape the region. Every target is tied to a primary goal, but some actions will help meet other goals. Look for the goal icons throughout the report. They show the co-benefits produced by achieving these goals.

Accessibility (pg. 15)

Sustainability (pg. 27)

Prosperity (pg. 39)

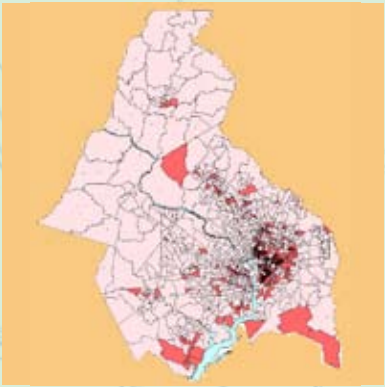
Livability (pg. 47)

INTERCONNECTION:
The goals and targets are presented in categories—Accessibility, Sustainability, Prosperity, and Livability—that explain how they will help shape the region.

Population Growth

Infrastructure

Sustainable Growth



Inclusive Prosperity

CHALLENGES:

By 2050, the region will add at least another 2 million residents. Imagine incorporating the population of Houston, Texas into the present-day region.

Maintaining the region's infrastructure is critical as water lines, roadways, and the Metrorail system are showing their age.

Climate change, unpredictable energy costs, loss of green space, and pollution of the Chesapeake Bay, the Potomac and Anacostia Rivers demand new, more sustainable growth patterns.

In spite of being one of the most affluent metropolitan areas in the nation, major economic and social disparities are found throughout the region, sometimes in communities located just a few miles from each other. Making sure all residents are included in future prosperity will help build a stronger region.

Greater Washington 2050 Coalition

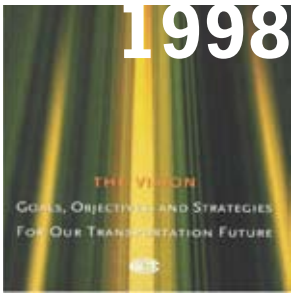
Fresh Approach to Regional Challenges

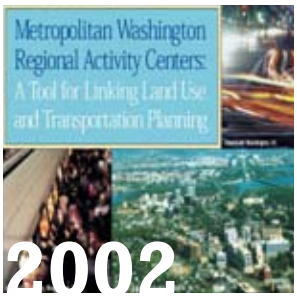
In the years before the creation of the Greater Washington 2050 Coalition, momentum had been building to create a comprehensive regional vision. It was a unique time for the region. Workshops and conferences encouraged people to think about long-range planning for additional residents and jobs. New issues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

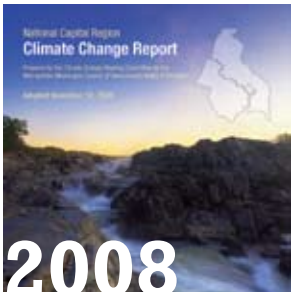
As the association of elected officials from the District of Columbia, suburban Maryland and Northern Virginia, COG was involved in the visioning process every step of the way. In 2007, as part of its 50th anniversary, COG held a special *Futures Forum* to build on the earlier workshops and conferences.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

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

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







BUILDING BLOCKS:

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

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

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

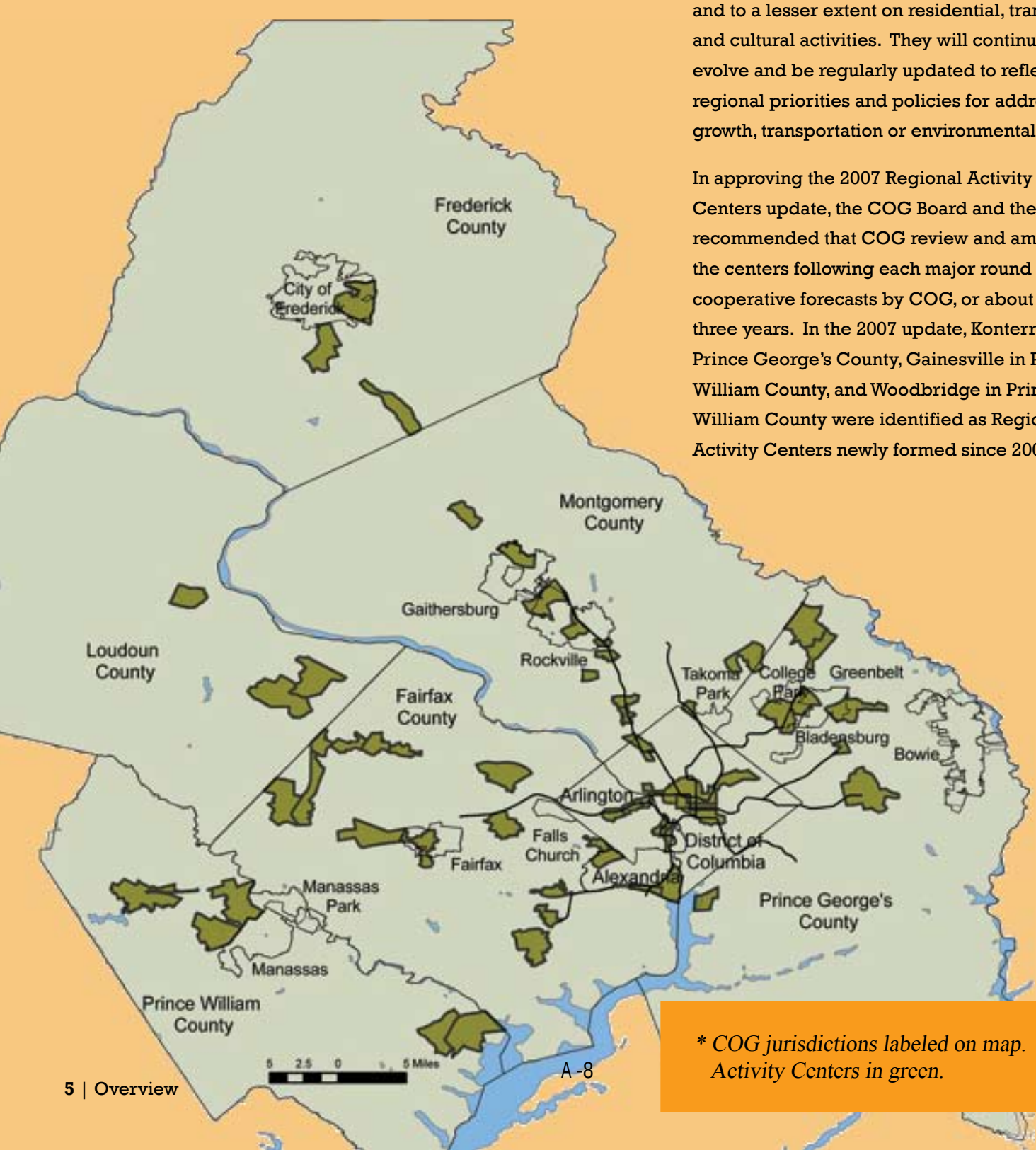
The *Climate Change Report* created recommendations for sustainable growth and reducing greenhouse gas emissions.

Regional Activity Centers
2007 Map Update

EVOLVING CENTERS:

Regional Activity Centers are determined by current local comprehensive plans and zoning approved to accommodate existing and future employment and housing growth. They are largely based on employment concentrations and to a lesser extent on residential, transit, and cultural activities. They will continue to evolve and be regularly updated to reflect regional priorities and policies for addressing growth, transportation or environmental issues.

In approving the 2007 Regional Activity Centers update, the COG Board and the TPB recommended that COG review and amend the centers following each major round of cooperative forecasts by COG, or about every three years. In the 2007 update, Konterra in Prince George's County, Gainesville in Prince William County, and Woodbridge in Prince William County were identified as Regional Activity Centers newly formed since 2002.



** COG jurisdictions labeled on map. Activity Centers in green.*

Informing The Coalition's Work Through Public Outreach

The Coalition spearheaded two focused, public outreach initiatives to inform their work. The *Greater Washington 2050 Scenario Thinking Workshop* brought together a diverse group of over 100 leaders to learn the latest economic, environmental, and technological trends from a panel of experts and to examine bold scenarios that strayed from conservative projections. Four starkly different scenarios were offered, including an extended economic recession and massive government debt; low oil prices that derail strong climate change policies; a federal government dispersal from the region; and a Green Industrial Revolution. Participants were urged to create strategies that would produce desired results in any future. They created a variety of "big moves" or priorities for the region including development near transit, the green economy, affordable housing, public education and health.

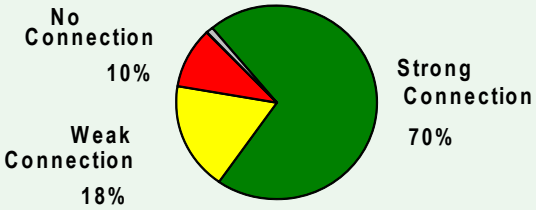
The Coalition also commissioned a survey, *Priorities for a Growing Region*, to ask thousands of area residents about present-day issues and future concerns. It revealed that people identify closely with the region and expect leaders to address more problems at the regional level. Area residents identified transportation as the top long-term issue facing the region. They were also asked to rate the region on a number of issues and rank them by their willingness to pay more taxes for each priority. On these questions, participants ranked social issues like education, the economy, and housing as top priorities. While some answers to the survey varied by jurisdiction due to the region's geographic diversity, both the workshop and survey revealed an appetite for a mix of goals focusing on the area's physical and social development.

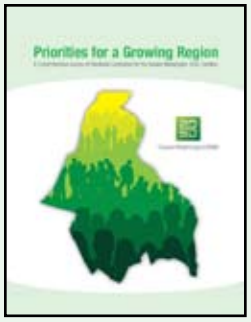
BIG MOVES:
Participants of Greater Washington 2050's *Scenario Thinking Workshop* created ten strategies or "big moves" that would produce desired results in any future.

TEN BIG MOVES

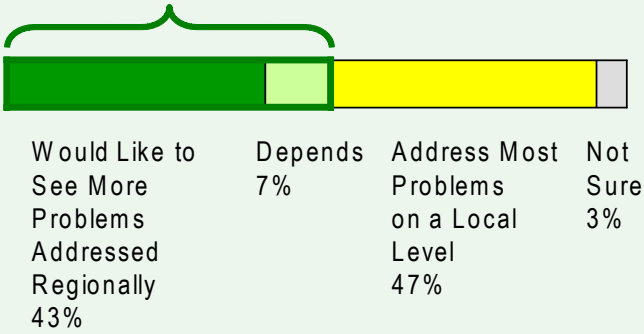
pursue transit-oriented development leverage emerging sustainable technologies **emphasize green economic development** develop greater washington as a knowledge hub **strengthen regionalism** use financial innovations **ensure availability of moderate and low-cost housing** focus on quality of life **improve public education** promote health

Feelings of Connection to Region





Desire for Regional Action



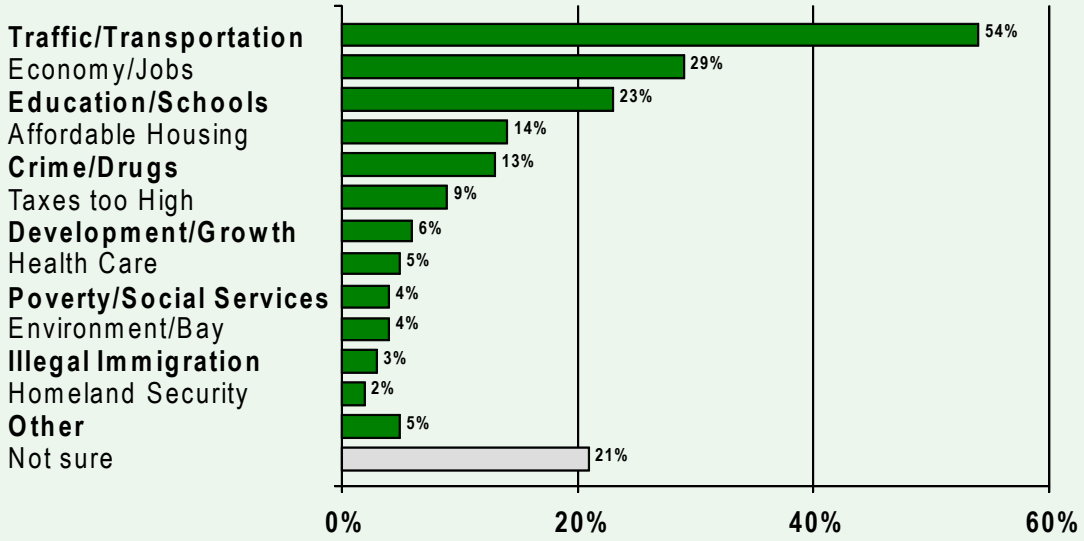
SURVEY FEEDBACK:

(*Left*) Survey participants were asked about their connection to the region and desire for regional action. Participants were also asked to rate regional performance on a number of issues and rank them by their willingness to pay more taxes for each priority. The bottom right corner of the graph shows the issues identified as both presently in need of improvement and the highest priority for the future.

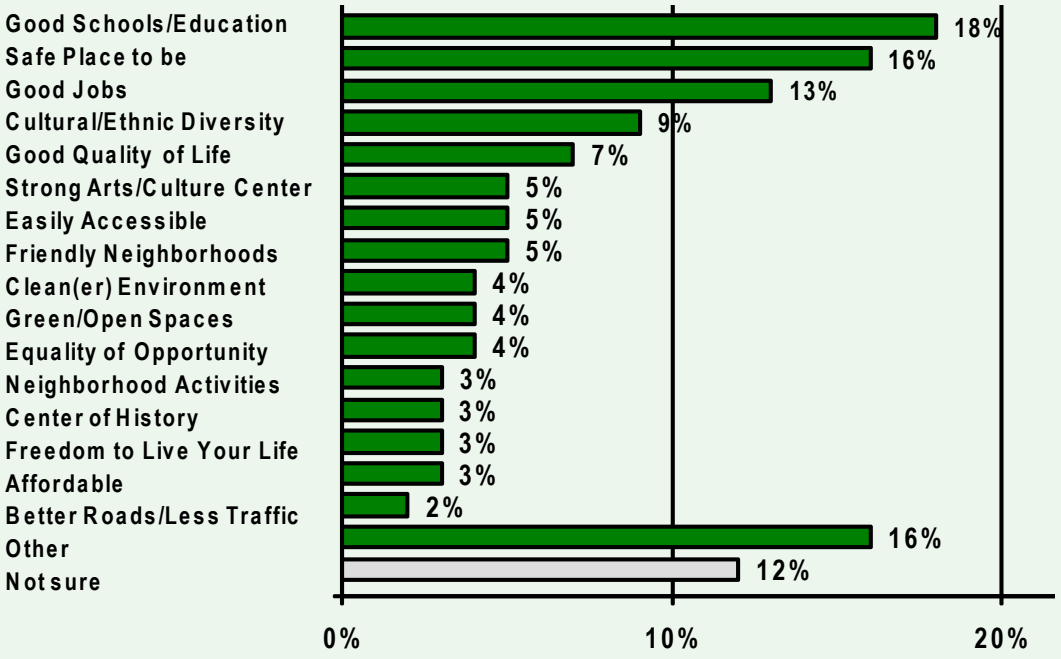
(*Opposite page*) Participants were asked to name the region's most important long-term issue or challenge and their long-term hopes for the region.

Regional Priorities/Performance Chart

Most Important Long-Term Issues



Long-Term Hopes for the Region



Goals

Land Use

We seek the enhancement of established neighborhoods of differing densities with compact, walkable infill development, rehabilitation and retention of historic sites and districts, and preservation of open space, farmland and environmental resource land in rural areas.
(Sustainability)

We seek transit-oriented and mixed-use communities emerging in Regional Activity Centers that will capture new employment and household growth.
(Accessibility)

Transportation

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

We seek a transportation system that maximizes community connectivity and walkability, and minimizes ecological harm to the Region and world beyond.
(Accessibility)

Environmental

We seek to maximize protection and enhancement of the Region's environmental resources by meeting and exceeding standards for our air, water, and land.
(Sustainability)

We seek preservation and enhancement of our Region's open space, green space, and wildlife preserves.
(Sustainability)

Climate & Energy

We seek a significant decrease in greenhouse gas emissions, with substantial reductions from the built environment and transportation sector.
(Sustainability)

We seek efficient public and private use of energy Region-wide, with reliance upon renewable energy and alternative fuels for buildings, vehicles, and public transportation.
(Sustainability)

Economic

We seek a diversified, stable, and competitive economy, with a wide range of employment opportunities and a focus on sustainable economic development.
(Prosperity)

We seek to minimize economic disparities and enhance the prosperity of each jurisdiction and the Region as a whole through balanced growth and access to high-quality jobs for everyone.
(Prosperity)

We seek to fully recognize and enhance the benefits that accrue to the region as the seat of the National government and as a world capital.
(Prosperity)

Housing

We seek a variety of housing types and choices in diverse, vibrant, safe, healthy, and sustainable neighborhoods, affordable to persons at all income levels.
(Accessibility)

We seek to make the production, preservation, and distribution of affordable housing a priority throughout the Region.
(Livability)

Health & Human Services

We seek healthy communities with greater access to quality health care and a focus on wellness and prevention.
(Livability)

We seek to provide access and delivery of quality social services to all residents.
(Livability)

Education

We seek to provide greater access to the best education at all levels, from pre-kindergarten to graduate school.
(Prosperity)

We seek to make our Region a pre-eminent knowledge hub, through educational venues, workforce development, and institutional collaboration.
(Prosperity)

Public Safety

We seek safe communities for residents and visitors.
(Livability)

We seek partnerships that manage emergencies, protect the public health, safety, welfare, and preserve the lives, property and economic well-being of the region and its residents.
(Livability)

Compact

Advancing Regional Collaboration

Region Forward is a planning guide for our time. It reflects the new reality for the National Capital Region in the 21st Century, an interconnected region facing interrelated issues. While it has been designed for a new moment in history, it carries the spirit of past visionary plans that shaped the region like the L'Enfant Plan, McMillan Plan, Policy Plan for the Year 2000 (also known as Wedges and Corridors), and Metrorail.

After selecting the best elements of the local visions, COG plans, and public input, the Coalition developed a regional vision that combines physical development goals with social and economic ones. Its goals create a framework rather than a detailed plan. They map out where we want to go as a region and encourage leaders to think regionally when acting locally.

Throughout the process, the Coalition members knew that strong regional support would be critical to inspire action. Once it established the goals, the Coalition moved on to drafting an agreement for area governments to support. While this agreement, the *Greater Washington 2050 Compact*, is voluntary, it represents a new approach to advance regional collaboration and address unforeseen challenges.

The Coalition designed the Compact to be an agreement that area leaders and residents can rally around—something that elected officials, business executives, and civic leaders will point to when advocating positions and making decisions. The Compact recognizes the region's strengths and challenges, lays out its shared goals, and calls for more engagement of state and federal partners to improve regional cooperation. It asks area jurisdictions to pledge to use their best efforts to advance these regional goals.

District of Columbia
Bladensburg
Bowie
College Park
Frederick
Frederick County
Gaithersburg
Greenbelt
Montgomery County
Prince George's County
Rockville
Takoma Park
Alexandria
Arlington County
Fairfax
Fairfax County
Falls Church
Loudoun County
Manassas
Manassas Park
Prince William County

21st CENTURY VISION:
The *Greater Washington 2050 Compact* represents a new approach to advance regional collaboration and address unforeseen challenges. COG's participating jurisdictions (*above*) will be asked to endorse the Compact. The goals are listed on the preceding page; the full Compact is included in Appendix A. (pg. 55)

Targets and Indicators

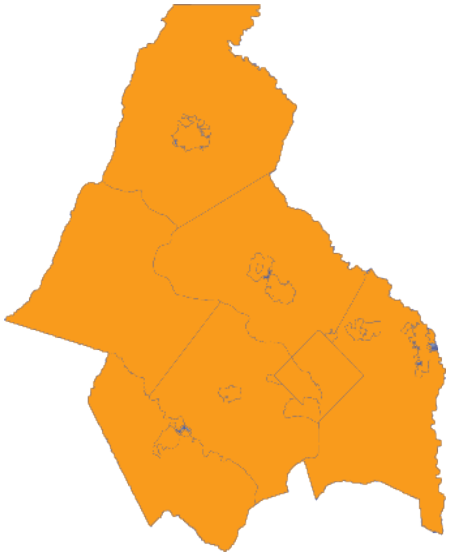
Gauging Regional Progress Toward Goals

Region Forward was always meant to be more than a vision plan. Because of its focus on action and results, the Coalition developed a set of targets and indicators to help regularly measure regional progress toward the goals in the Compact.

In most cases the targets are specific, measureable milestones based on available data that can be used to determine whether a goal has been achieved. The targets focus on various time periods. Several are annual targets, while others are set for a longer horizon, such as 2025 or 2050. The indicators are secondary measures to track progress towards achieving the goals. Some of the targets and indicators are based on data that COG already collects, such as commercial construction, air quality, and crime figures. COG will integrate this existing data and seek out more relevant sources to track these targets.

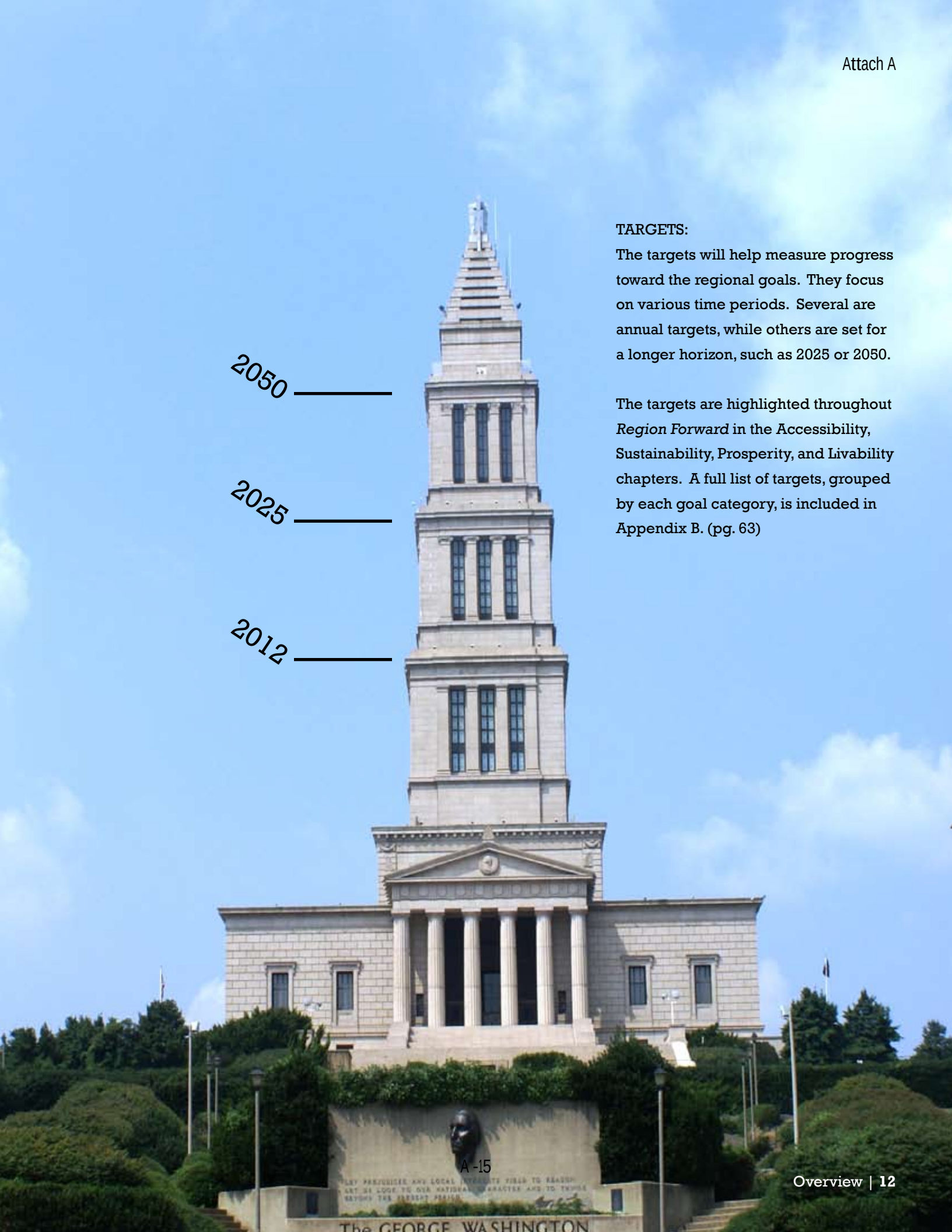
By measuring things like regional green space, affordable housing units, and graduation rates, the targets and indicators will show if the region is heading in the right direction. They give more weight and context to the goals and reflect the region's commitment to success.

Due to the region's geographic diversity, the Coalition realized that some cities and counties will have an easier time meeting environmental targets, while others may be better poised to meet housing targets. The targets were designed to judge the region as a whole and assess progress toward the goals, rather than measure individual jurisdictions.



Regional Targets & Indicators

Not Local Targets & Indicators



TARGETS:

The targets will help measure progress toward the regional goals. They focus on various time periods. Several are annual targets, while others are set for a longer horizon, such as 2025 or 2050.

The targets are highlighted throughout *Region Forward* in the Accessibility, Sustainability, Prosperity, and Livability chapters. A full list of targets, grouped by each goal category, is included in Appendix B. (pg. 63)

Next Steps

Integrating Region Forward into COG's Work

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

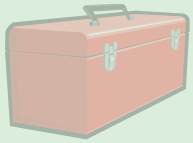
From COG to local governments to stakeholder groups to individual citizens, everyone has a role to play in helping the region meet its goals.

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

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

ACTIVITY CENTERS UPDATE

COG will update the maps during the next round of cooperative forecasts in 2010.



STRATEGY TOOLBOX

COG will prepare a toolbox of strategies and best practices to help area governments, businesses, nonprofits, and residents achieve the goals.

VIRTUAL *REGION FORWARD*

COG will build support for *Region Forward* through old-fashioned outreach and new technology like www.regionforward.org

PROGRESS REPORTS

COG will create a baseline analysis of the targets and indicators in 2010. Then, it will measure if the region is heading in the right direction every 3-4 years in a comprehensive report.

SURVEYS

COG will commission a survey every 3-4 years similar to the one conducted by the Coalition to gauge residents' attitudes and priorities and give a clearer report on regional progress.

Accessibility

Walkable, mixed-use communities with housing and transportation choices

Goals

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 use of the automobile.

Tysons Corner, Fairfax County, Virginia (Tysons Corner Land Use Task Force)

A More Accessible Region

The future quality of life in the National Capital Region will be based on accessibility. Over the next 40 years the region is expected to grow, adding nearly two million more people. The majority of this growth will be located in emerging and existing Regional Activity Centers scattered throughout the region. These Activity Centers will be home to desirable, compact neighborhoods with parks and mixed-use development, such as shops, workplaces, and other destinations where people live, work and play.

Each Activity Center will be connected by transit such as Metrorail, new light-rail and/or bus-rapid transit, offering a broad range of transportation choices for residents. With additional housing and jobs in Regional Activity Centers more people will have the choice to walk, bike, or take transit to commute and get around their neighborhood. The majority of new housing in these areas will be townhouses, multi-family homes, and single-family homes on small lots. Improved housing choices will create more mixed-income communities. Each Activity Center will have public spaces, including plazas, outdoor markets, and parks that are unique to its local history and culture.

Directing new growth to these Regional Activity Centers will help reduce suburban sprawl and protect the environment. More people and jobs in Activity Centers combined with greater investment of transportation infrastructure and services will create a truly accessible environment. In particular, future investment in transit will link Regional Activity Centers to one another and cut travel times. These planning efforts will reduce money needed to expand major highways, in favor of improvements and programs that would provide alternatives to driving.

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

Jurisdictions will begin to direct more housing and commercial growth towards existing and emerging Regional Activity Centers that can accommodate the needs of new residents and jobs. The majority of this growth will promote transit use by favoring Regional Activity Centers with rail or bus stations, facilitating compact, walkable, bike-and-transit-friendly districts. To achieve this, jurisdictions will need to pursue proactive planning and land-use regulations defining the amount and type of growth appropriate for a specific Activity Center. Examples of these centers are prevalent throughout the region and can be found in some of the most desirable neighborhoods in Old Town Alexandria, Belmont Bay in Prince William County, Frederick, the Arts District in Hyattsville, Leesburg, Reston, Rockville, and Rosslyn. Helping to facilitate growth in Regional Activity Centers, jurisdictions will plan for additional services in these areas, such as hospitals, schools, libraries, and community centers.

Accommodating new growth in these Regional Activity Centers is a trend that is already underway throughout the region and expected to accelerate by mid-century. To achieve a vision of an accessible and sustainable region, future housing will need to maximize use of vacant land in Regional Activity Centers, conserve energy, reduce emissions and be close to jobs, services, schools, shops and transit. Directing new housing in Regional Activity Centers will reduce traffic congestion, increase transit ridership, promote economic development, and provide housing choice, while serving to reduce greenhouse gas emissions. To achieve this target, new growth policies will be needed at the jurisdictional level to address the anticipated imbalance of population and jobs currently forecasted. Currently a higher proportion of population is forecasted in the outer suburbs while the majority of new jobs will continue to be located in Regional Activity Centers. Continuing this growth pattern without placing more housing in Regional Activity Centers will increase traffic congestion and lead to more auto-dependent lifestyles.

"Activity Centers are the future of the Washington region," said Frederick Alderman Alan Imhoff. "Concentrating development in these centers will provide a multitude of benefits to the entire region."

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

Vehicle miles traveled (VMT) measures motor vehicle use and trip length. According to the Transportation Planning Board, the current total VMT per capita has increased over time and is currently nearly 23 miles a day. Roads serve many purposes and are an essential component of a functional regional transportation system, and increased efficiency, capacity, and additional support for maintenance, management, and operations will be needed to accommodate the region's growth and economic vibrancy. The geographic diversity of the region offers residences and businesses opportunities for rural, suburban, and urban locational choices. In many parts of the region, however, a lack of transportation choices for residents has led to a growing number of drivers contributing to congestion, longer commutes, and air pollution. Locating homes, employment centers, schools, and other activities in closer proximity, and expanding transit, telecommuting, bicycling, and walking options can reduce vehicle miles of travel per capita and improve accessibility throughout the region.

By mid-century, residents in the region will make greater use of public transit while getting around their neighborhoods by short automobile trips or walking and biking. Because more everyday needs are accessible by walking, biking or using transit, households will more frequently use car sharing to free themselves of the high cost of automobile ownership. This promotes healthy lifestyles and reduces greenhouse gas emissions. Currently about 2.5 million walking trips are made every day in the region and households residing in Regional Activity Centers are able to own fewer vehicles.

Bryce Hall/Rails-to-Trails Conservancy

10

People living in Regional Activity Centers travel 10 fewer miles by automobile per day than those living elsewhere in the region.

COG/TPB Regional Household Travel Survey

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

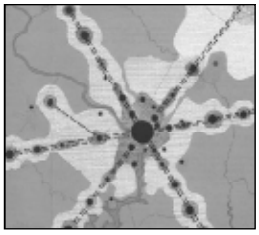
In the past 40 years, the region has constructed a 103 mile Metro system, more than doubled capacity of the Beltway, initiated MARC and VRE commuter rail, rebuilt the Wilson Bridge, and expanded our road system to achieve significant economic growth. Over the next 40 years, the region will protect existing infrastructure investments as well as expand transportation capacity and support for maintenance, management and operations to enhance the region's economic growth and sustainable land use planning. The region's transportation investments are aging and need continued repair and upkeep to ensure future reliability and safety of all users. Older transit and highway systems can be expensive to maintain or rehabilitate. The Transportation Planning Board's current financial analysis indicates that 75 percent of available funding over the coming decades will be needed just to operate and maintain the system already in place. Ensuring that previous transportation investments enhance our economic viability through improved access for people and goods will require identifying secure reliable sources of funding directed toward adequate maintenance, preservation, and rehabilitation.

Target: Transportation investments will link Regional Activity Centers

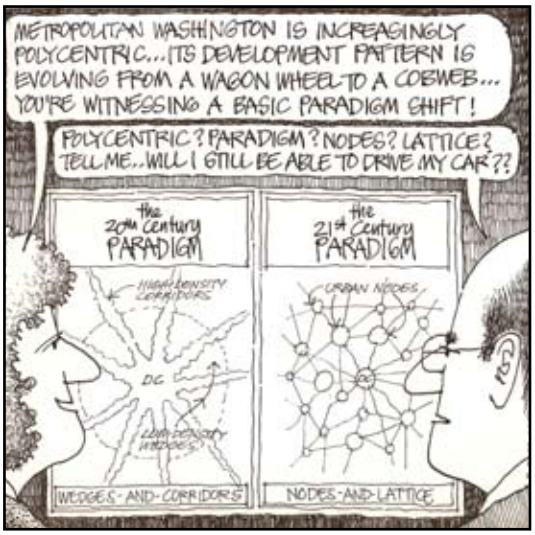
Regional Activity Centers are the economic engines of the region. A majority of the region's jobs are found in these centers, and in the future, they will be home to an even larger concentration of commercial activity and housing. Therefore, additional transportation investments will be needed to facilitate economic activity and improve access to and among the Regional Activity Centers. The region will connect these centers by investing in a multi-modal transportation system that includes transit, roads, pedestrian and bicycle facilities. Public improvements to Regional Activity Centers will make the best use out of limited transportation resources that boost the region's economic viability.

This target will help facilitate future growth in the Regional Activity Centers and better connect the region to world markets. Several of the Regional Activity Centers are adjacent to airports and maintaining convenient access to them for both people and goods will continue to be important in the decades ahead. Building a multi-modal transportation system that connects people and places in the Regional Activity Centers and airports will help create clusters of innovation with improved access to a global marketplace. Improving residents' access to everyday needs will better free our roads to support improved passenger and goods movements between the National Capital Region and other nearby regions in the mid-Atlantic area.

Grid
(18th Century)



Spokes
(20th Century)



Web
(21st Century)

The 18th Century L'Enfant Plan focused on creating a new city of Washington.

The Policy Plan for the Year 2000 (also known as Wedges and Corridors) in the 1960s focused on linking the region's suburbs with the central city.

Future planning must further develop and connect the Regional Activity Centers. (Polycentric Washington region 'Web' graphic from Dr. Roger Lewis, University of Maryland)

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

Present-day decisions to foster alternative modes of transportation in the region will shape a future where more people walk, bike, and use transit. The Transportation Planning Board has recommended increasing the rate of construction of bike and pedestrian facilities included in its long-range plan. In the short term, the majority of progress will be made in urban areas that can accommodate pedestrians and improved infrastructure for cycling and transit.

The region will prioritize walking and biking options by improving pedestrian and bicycle networks, especially in Regional Activity Centers. Planning and street improvements will focus on wide sidewalks, street trees, and mixed-use development that will make streets more accessible and create pedestrian-friendly public spaces. Bike stations that offer repairs, lock up, bike sharing and other services will be located near major transit hubs throughout the region. Hundreds of miles of bike lanes will be created across the region to facilitate safe convenient travel. Bike sharing stations located every quarter to half mile will provide healthy transportation options for short neighborhood trips.

"A strong partnership between the federal and regional governments can benefit this region in many ways," said Marcel Acosta, executive director of the National Capital Planning Commission. "It's important that we collaborate on issues such as multimodal transit and sustainable green building design to help ensure the vitality and well being of our communities."

Walking & biking account for 9% of all trips in the region.

COG/TPB Regional Household Travel Survey

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

The cost of housing and transportation associated with the location of one's home provides the true cost of owning and renting a home. Commuters driving long distances and filling up at the pump understand that affordability is no longer understood simply in terms of the mortgage payment. Traditionally, the majority of the region's low cost housing was constructed on the region's fringe where the adage "drive until you qualify" rang true. While some people may save on the cost of housing located far from their jobs, their transportation costs rise considerably. By mid-century, transportation costs will play a more significant role in choosing where to live.

Due to an expected increase in the cost of energy and fuel, local governments can make it easier to reduce transportation expenses through better land-use planning. The cost of housing and transportation is a complete measure of affordability. Dividing housing and transportation costs by the area median income demonstrates the cost burden placed on the average household. Setting a target for Housing + Transportation costs that do not exceed 45 percent of a household's income will enhance the benefits of Regional Activity Centers, by improving the overall desirability and affordability of these communities.

Washington area residents spend about $36,000 a year, or nearly 47 percent of the median household income, on housing and transportation.

Urban Land Institute
Beltway Burden Report

"We need stronger housing policies to support a wider range of housing closer to jobs, with access to affordable, convenient transportation," said Stewart Schwartz, Director of the Coalition for Smarter Growth. "Poor access to jobs increases traffic congestion and commuting costs."

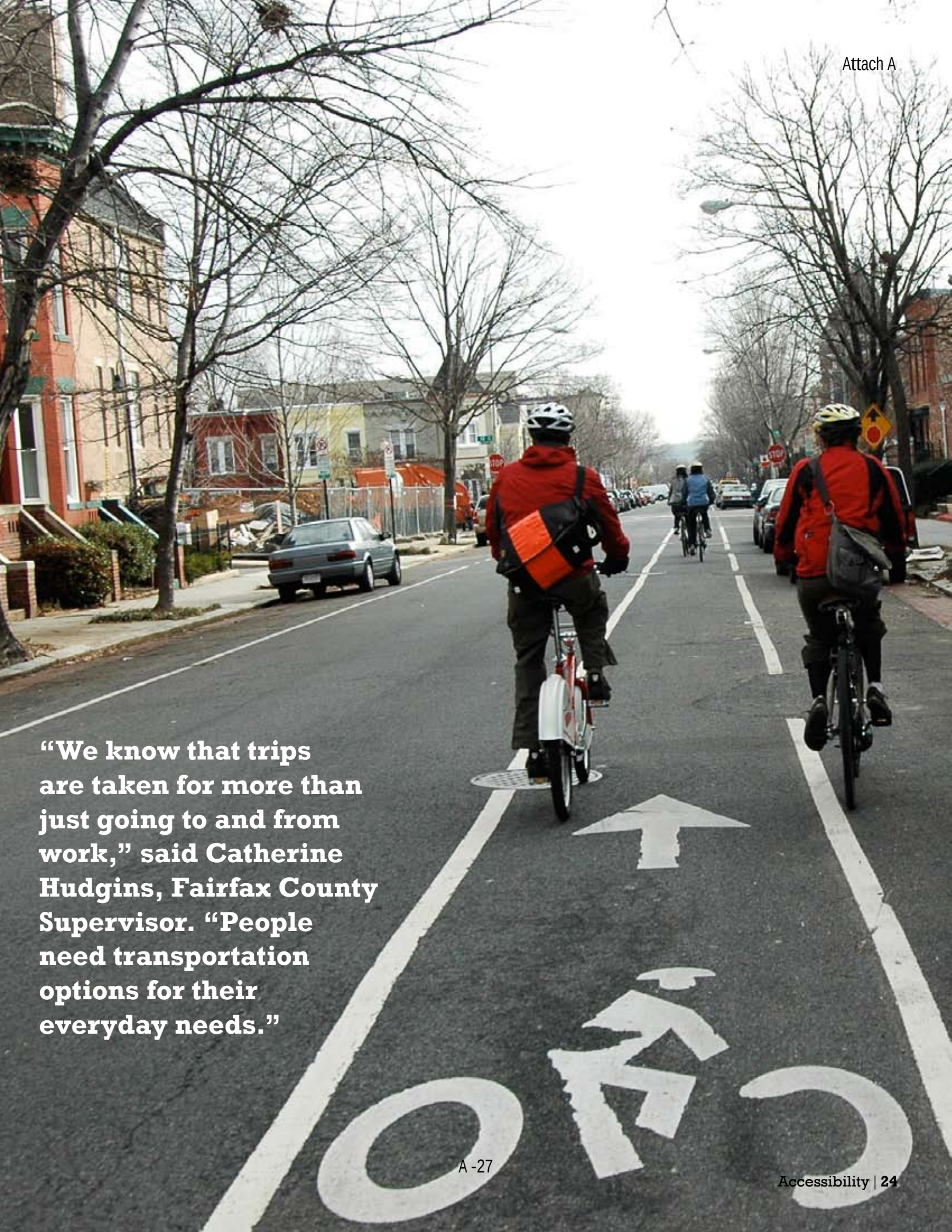
Target: Beginning in 2012, at least 80% of new or preserved affordable units will be located in Regional Activity Centers

To achieve other accessibility targets, the region will build the majority of new housing in Regional Activity Centers. Housing affordable to a range of incomes and residents at different stages in life will be critical to the success of our regional vision. Locating 80 percent of new affordable housing in Regional Activity Centers with easy access to transit will create mixed-income communities resilient to spikes in the cost of energy through reduced household transportation costs. Prioritizing transit investments by linking Regional Activity Centers has the potential to transform these areas by spurring development, providing neighborhood-serving shops, open space, and jobs that support a jurisdiction's tax base. Examples include the Rosslyn–Ballston corridor in Arlington and the Woodley Park–Shady Grove corridor in Washington, D.C. and Montgomery County, areas where transit-oriented development around the Metrorail stations has proven to create economic engines.

These investments have the potential to create very desirable neighborhoods, resulting in increases to the cost of housing and displacing low-and-moderate-income residents further from transit. This is a serious challenge because these residents have the most to gain from better access to transit, jobs and services. Creating a target to pursue the inclusion of affordable housing in Regional Activity Centers will help create mixed-income communities with transit-oriented development. Moving forward, the region must continue to think creatively about solving affordability challenges in the future through strategies that preserve or leverage the market to create new affordable housing.

Regional Activity Centers contain approximately 54 percent of the region's current employment. Bringing affordable housing units to these centers will be critical for meeting our goals.

COG Regional Activity Centers Report

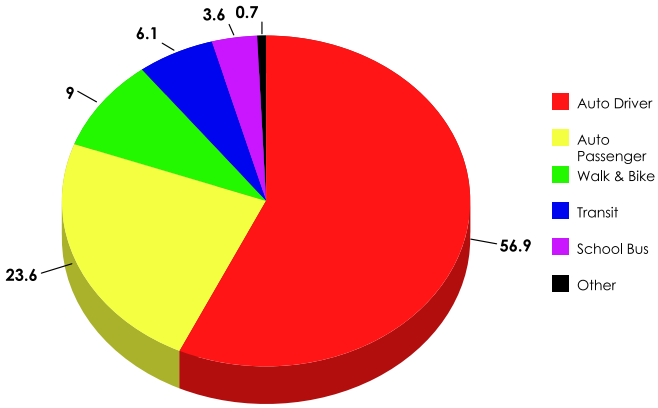


"We know that trips are taken for more than just going to and from work," said Catherine Hudgins, Fairfax County Supervisor. "People need transportation options for their everyday needs."

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

Increasing transportation choices that allow more people to walk, bike and use transit will be a priority for future planning and infrastructure improvements throughout the region. A recent regional Household Travel Survey completed by the Transportation Planning Board shows that most automobile trips are made for personal and social reasons. Currently, only 16 percent of trips in the region are job-related. This demonstrates how people are driving to meet their everyday needs, resulting in congested roads and poor air quality. Better land use planning that increases mixed-use development with retail, restaurants, and services will give residents the opportunity to meet their everyday needs by walking, biking or using public transit. Achieving this target will also promote healthy lifestyles for residents and provide ideal communities for raising families.

Transportation Mode Share in Metropolitan Washington



COG/TPB Regional Household Travel Survey (2008)

Target: All Regional Activity Centers will have transit access

Future Regional Activity Centers will be designated based on their proximity to transit. To provide more housing choices and improve accessibility throughout the region, designated Activity Centers will have transit access through a Metrorail station, light rail station, bus-rapid transit, commuter rail, water ferry, or local bus transit. New or proposed Activity Centers will be identified on a coordinated basis using resources such as the jurisdiction's approved comprehensive plan. The identification of new Regional Activity Centers will help to guide future transportation investments, thus linking these areas to one another by transit.

Accessibility: Indicators

In addition to targets, COG will be monitoring the following indicators to ensure that the region is moving in the right direction toward achieving its goals:

Triennial Aerial Survey of Freeway Congestion

Vehicle Registration per capita

Transit, bicycle and walk share in Regional Activity Centers

Accessibility to jobs within 45 minutes

Street/node ratio for Regional Activity Centers

Accessibility of passengers and cargo to the region's airports

Square feet of mixed-use development

Sustainability

Healthy air, water, and land, abundant renewable energy sources, and a smaller carbon footprint

Goals

- A significant decrease in greenhouse gas emissions, with substantial reductions from the built environment and transportation sector
- Efficient public and private use of energy region-wide, with reliance upon renewable energy and alternative fuels for buildings, vehicles, and public transportation
- Enhancement of established neighborhoods of differing densities with compact, walkable infill development, rehabilitation and retention of historic sites and districts, and preservation of open space, farmland and environmental resource land in rural areas
- Protection and enhancement of the region's environmental resources by meeting and exceeding standards for our air, water, and land
- Preservation and enhancement of our region's open space, green space, and wildlife preserves

Capitol Waterfront, Washington, District of Columbia (Forest City)

A More Sustainable Region

Retaining our place as a world capital requires the National Capital Region to use energy and its natural resources wisely. By mid-century, area residents will benefit from green building practices, use agricultural resources efficiently, and conserve energy. The region will be one the nation's most desirable places to live because it will be a leader in sustainability.

The growing interest in controlling greenhouse gas emissions will lead to new ways to power motor vehicles and even car-sharing programs to limit their use. New housing and commercial developments will adopt technological advances to market themselves as environmentally friendly and carbon neutral. Innovative new solar technology programs will flourish, allowing single households or buildings to generate most of their own energy needs. Many households will use a smart grid technology and earn money by selling power back to the local grid when it is needed most. Improved municipal recycling and composting efforts will be so popular households generate little to no waste. The regional heat island effect has been mitigated due to a reduction in impervious surfaces, green rooftops, and mature trees planted on every street.

Local food grown on agricultural lands and even urban rooftops will supply fresh produce to a larger number of the region's households as well as farmers' markets located at the center of a community. The region's water and air quality will be so healthy they will help attract more families to the region. The Chesapeake Bay's ecosystem will show signs of improvement due to limiting suburban sprawl and aggressive land preservation efforts.

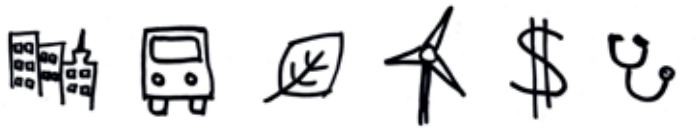
Target: By 2020, all new residential and commercial buildings will be built using sustainable design practices equivalent to LEED Silver Standards

By 2020, the region will focus on making green building standards a requirement for new development. Green building is becoming increasingly mainstream as consumers and builders realize the economic and environmental benefits of reduced energy consumption, health, and efficiency. This convergence is occurring at a crucial time, as we face the most significant issues of our generation surrounding climate change and energy security. A study by the McKinsey & Company and the Corporation Board found that the most cost-effective options for reducing greenhouse gas emissions are improving the energy efficiency of residential and commercial buildings (e.g. lighting and heating, appliances, ventilation, and air conditioning systems). These investments also serve to save consumers money and improve the health of building occupants.

The region and its local governments have a history of achieving higher standards for green building and sustainable design. In December 2007, COG adopted a regional green building policy, including a vision of making the region a national leader on the issue. A key component of COG policy identifies the Leadership in Energy and Environmental Design Building Rating System (LEED) as the region's preferred green building system for rating commercial construction and high-rise residential projects. Existing regional policy includes meeting LEED Silver standards for all new government buildings and LEED-certified-plus standards for all new commercial buildings. Pursuing a more aggressive green building target by 2020—to construct all new residential and commercial buildings to LEED silver standards—will include broader types of developments, beyond current regional policy, focusing mostly on government and commercial buildings. Achieving this target will help shape our built environment to become healthy sustainable places for residents and families. It will also support building industry innovation, and create new job opportunities for residents.

"Green building standards will be vital to achieving our goal of creating a wholly sustainable region," said Harriet Tregoning, Director of the D.C. Office of Planning.

Target: By 2020, reduce regional greenhouse gas emissions by 20% below 2005 levels. By 2050, reduce emissions by 80% below 2005 levels

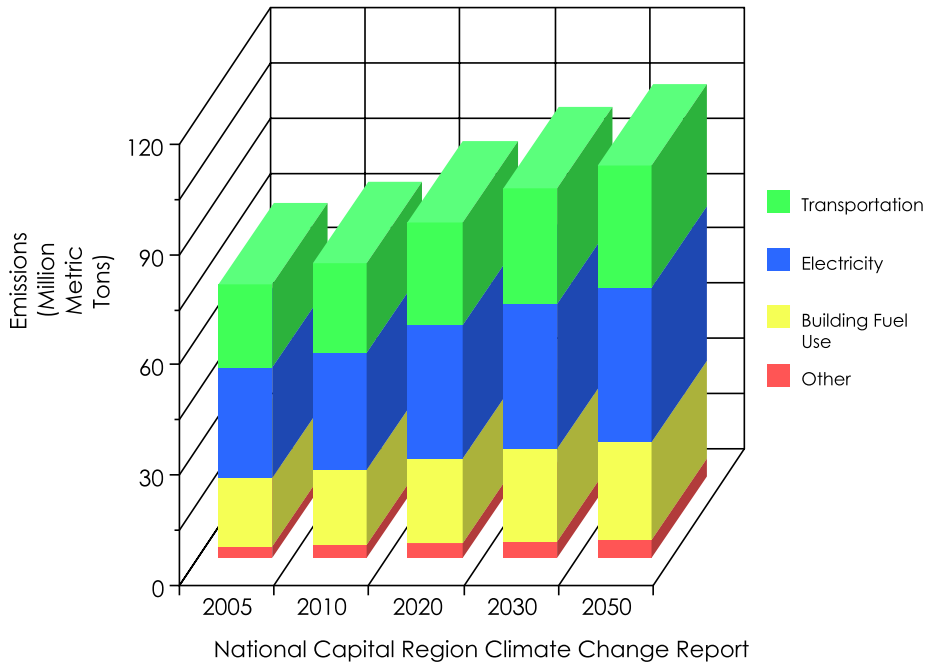


Achieving a short-term greenhouse gas reduction target will require leadership and collective action on behalf of residents, businesses, and leaders. In the past, prosperity was linked to lifestyles and a built environment that were energy-intensive. One of the consequences of these growth patterns has been climate change, resulting in rising air temperatures and sea levels. Climate change is warming water temperatures in the Chesapeake Bay and is threatening our environment. In order to reduce our energy consumption responsible for greenhouse gas emissions, a new path to growth is needed. Achieving this target will require greater use of renewable energies, aggressive strategies to green our built environment, and a shift in transportation priorities, focusing on accessible, walk-bike communities around transit.

"Climate change has forever altered the way we do business because it requires a more coordinated effort on environmental, land use and transportation planning" said David Robertson, COG Executive Director. "The steps we take to confront this challenge will result in a variety of benefits in other areas."

The long-term target to reduce greenhouse gas emissions is an ambitious target and reinforces a regional climate change policy commitment established by the COG Board of Directors in 2008. Strategies to meet this target will include energy conservation; adopting and scaling new technologies that produce renewable energy and rely less on oil and coal; retrofitting and designing new efficient green buildings; concentrating new development in Regional Activity Centers; and relying more on modes of transportation such as walking, biking, and transit. All the strategies that help to reduce our region's carbon footprint will require broader education efforts to understand our interconnected ecosystem and be implemented with the help of individuals, businesses, and government incentives and regulations.

CO_2 Emissions Projections for Metropolitan Washington (2005-2050) under Business as Usual



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

The region will strive for even cleaner air and reduced greenhouse gas emissions, which will improve the health of all residents and the environment. Setting a benchmark to improve air quality and meet current federal standards on concentrations of pollutants in ambient air will help the region measure how successful a multitude of action strategies will be over time. When new federal standards are set, the region will develop plans to meet the new standards for continued improvement in air quality.

Poor air quality consists of dust, dirt, soot, smoke, and liquid droplets hanging in the air. These particles are too small for peoples' respiratory systems to filter, and they get trapped in our lungs where they can adversely affect our health. Most of the particles enter the air through power plants, factories, automobiles, construction vehicles, unpaved roads, wood burning, and agriculture sites.

Creating compact communities reliant on alternative energy sources and providing alternative modes of transportation are important steps to improving our air. Also the ability to adopt new technology that mitigates pollution from power plants and automobiles at a national scale will further contribute to success in meeting this target.

Air quality affects all of the region's residents and workers. Everyone has to breathe and we need to make sure that the air they're breathing is safe.

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

A green infrastructure network provides a natural foundation to filter water and air, support diverse animal and plant habitats, and provide agricultural products and recreational opportunities for residents. As the region expands and grows over the next 40 years, it will be important to grow in a manner that doesn't fragment our remaining natural and working lands and obstruct efforts to improve the Chesapeake Bay and protect local rivers and streams. Directing a majority of new growth in Regional Activity Centers will help the region grow in a more compact manner that makes preserving green infrastructure and open space easier. Improving green infrastructure parks and open space will require the region to prioritize these natural lands in manner that identifies gaps and works with land owners and conservation groups to protect our most important natural lands, as well as adopt and approve local green infrastructure plans.

Achieving this goal will require a number of broad-based approaches by residents, nonprofits, philanthropic organizations, businesses, and government. Such approaches to land conservation might include the use of transferable development rights programs, the purchase of development rights, conservation easements, zoning and tax benefits or other incentives that reflect the ecological and social value these natural lands provide. In the face of population growth, these natural or ecosystem services must be afforded greater consideration and priority in the decades ahead. Further fragmentation of our ecosystem will impede the livability and sustainability advantages that this region enjoys.

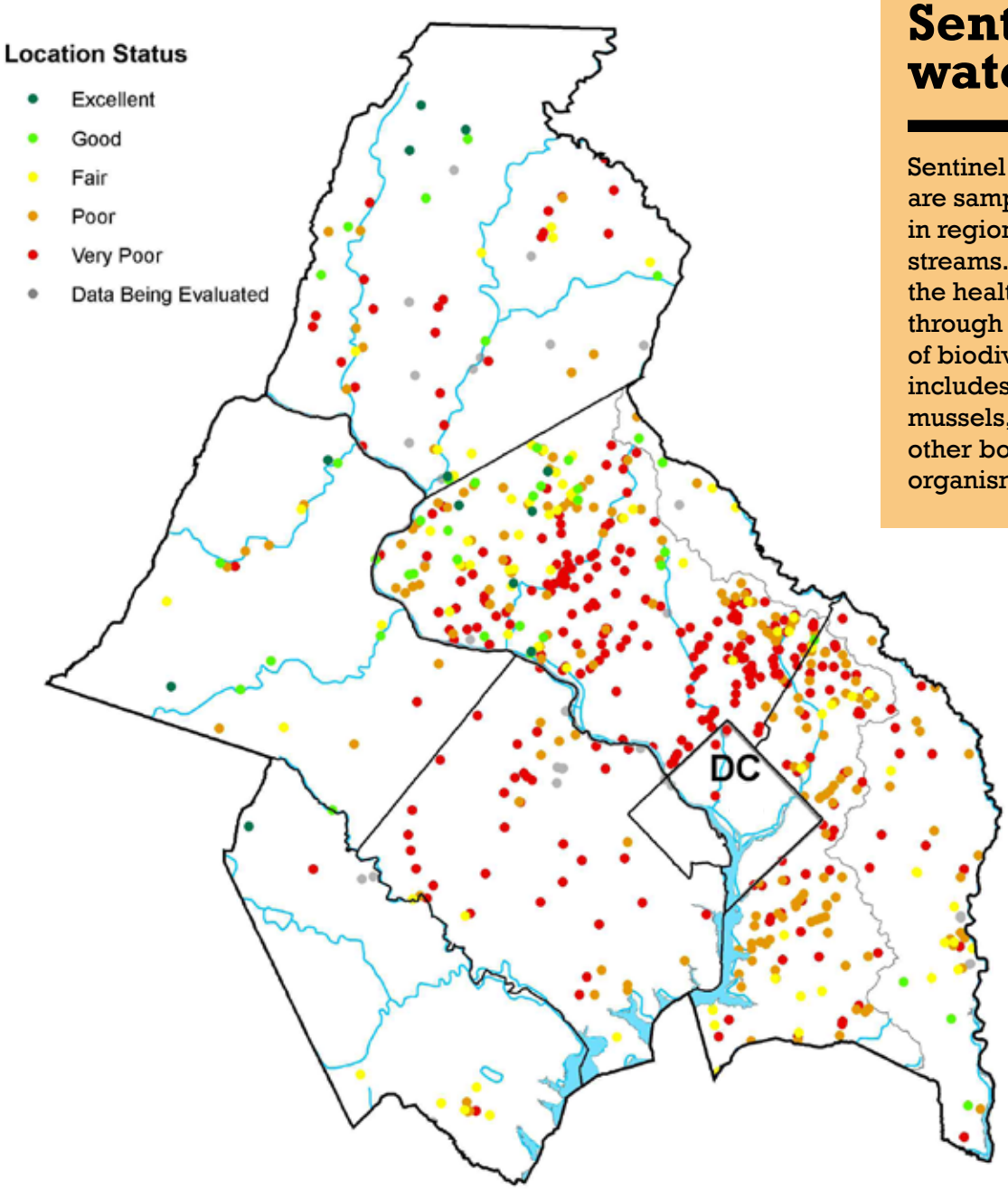
Target: By 2050, 50% of all sentinel watersheds will be in good or excellent condition

Throughout the COG region, local streams and their watersheds are an important local resource and are closely coupled with downstream ecosystems. Decades of unrestrained agricultural practices followed by extensive urban and suburban development have resulted in damaging erosion and large areas of impervious surfaces. The resulting sediment and stormwater-conveyed pollution destroys local habitats and adversely affect insects and fish in local streams which are the indicators of stream health. Reversing the effects of past practices and ensuring environmentally sensitive land use decisions can restore stream health and contribute to the protection of the larger ecosystems.

Decades of unrestrained agricultural practices followed by extensive urban and suburban development have damaged our watersheds.

Achieving the regional watershed target for sentinel watersheds will require a broad number of strategies including: retrofitting stormwater controls in impervious areas; extensive stream restoration; environmentally sensitive development patterns and site design, and more extensive use of effective agricultural best management practices. Systematic efforts to restore and protect local watersheds will produce improved habitat and water quality conditions for the region's local streams, the Potomac River, and the Chesapeake Bay. The sentinel watersheds will provide a representative sample of urban, suburban and rural watersheds throughout the COG region.

Health of Freshwater Streams in the National Capital Region



Sentinel watersheds

Sentinel watersheds are sampling points in regional freshwater streams. They measure the health of streams through the abundance of biodiversity that includes snails, mussels, insects, and other bottom-dwelling organisms.

** Map courtesy of the EPA Chesapeake Bay Program*

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

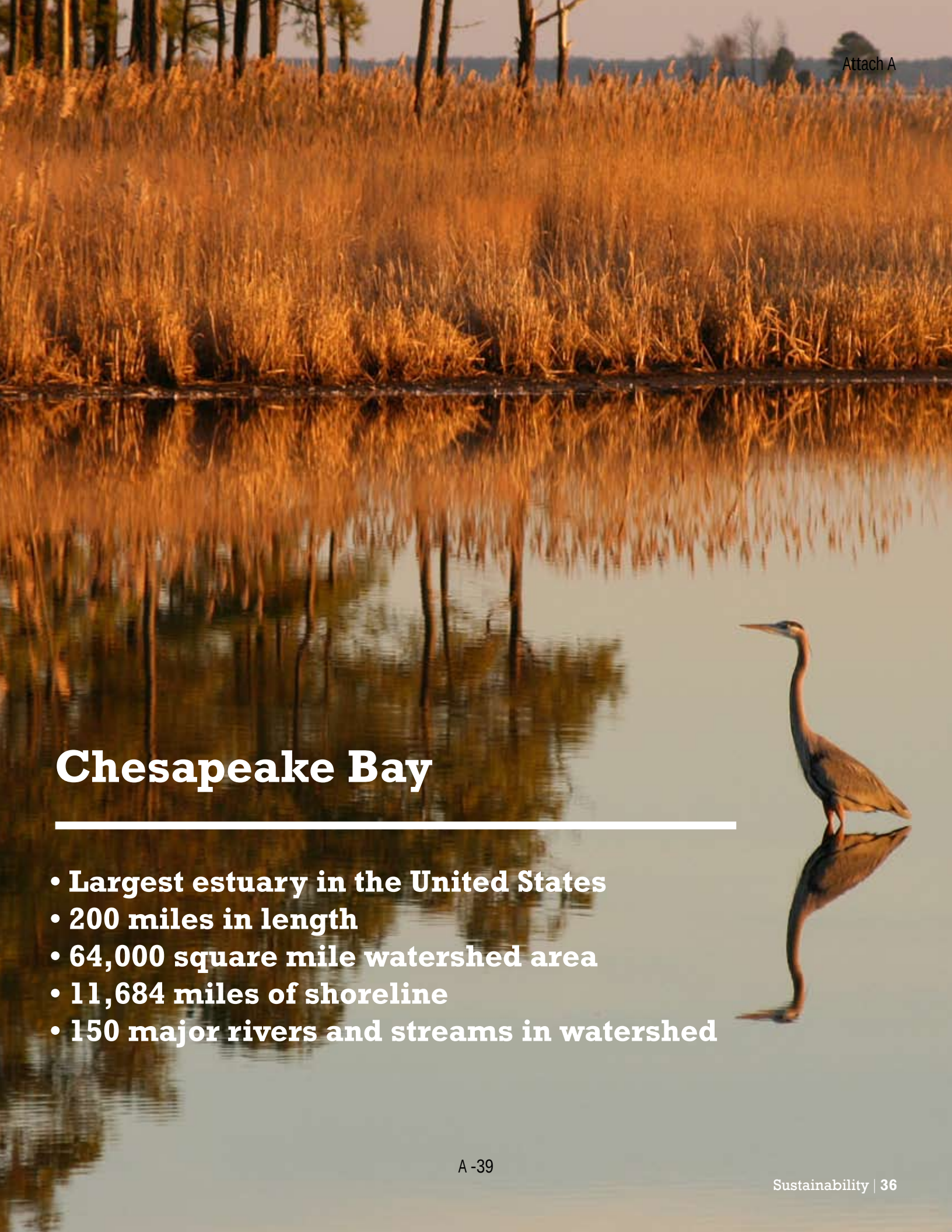
Improving water quality to protect living resources, including fish and underwater grasses, is the most critical element in the overall protection and restoration of the Chesapeake Bay and its tributaries. Accordingly, it is incumbent on all sources of nutrient and sediment pollution to limit discharges to achieve the Chesapeake Bay Program's water quality goals. This will require substantial reduction in nutrients and sediment that make their way into the Bay from a variety of sources including: wastewater treatment plants; agricultural and urban stormwater runoff; septic systems; and air pollution from vehicles and power plants. Excess nutrients and sediment lead to "dead zones" and low oxygen levels that threaten fish, blue crabs, oysters, and other underwater life and block light necessary for underwater grasses that provide critical habitat.

By the end of 2010, new nutrient and sediment "pollution budgets" will be mandated throughout the Bay watershed. From this a COG-wide goal can be determined. Despite substantial progress in upgrading wastewater treatment plants and controlling stormwater, jurisdictions in the COG region, as elsewhere in the Bay watershed, will face increasingly stringent nutrient and sediment reduction requirements including: enhanced treatment at wastewater treatment plants; retrofitting large areas of roads, parking lots, roofs and other impervious surfaces; ensuring that advanced stormwater controls are applied to new development; and the widespread use of best practices in the agricultural areas of the region. Much of the work being undertaken by COG members to restore local watersheds such as the Anacostia River, will have a dual benefit – improving the condition of the region's local streams and the Potomac River while also helping to meet the larger Chesapeake Bay restoration goals.

16.6 million

Population of the Chesapeake Bay Watershed

Nearly **1/3** live in the COG Region.



Chesapeake Bay

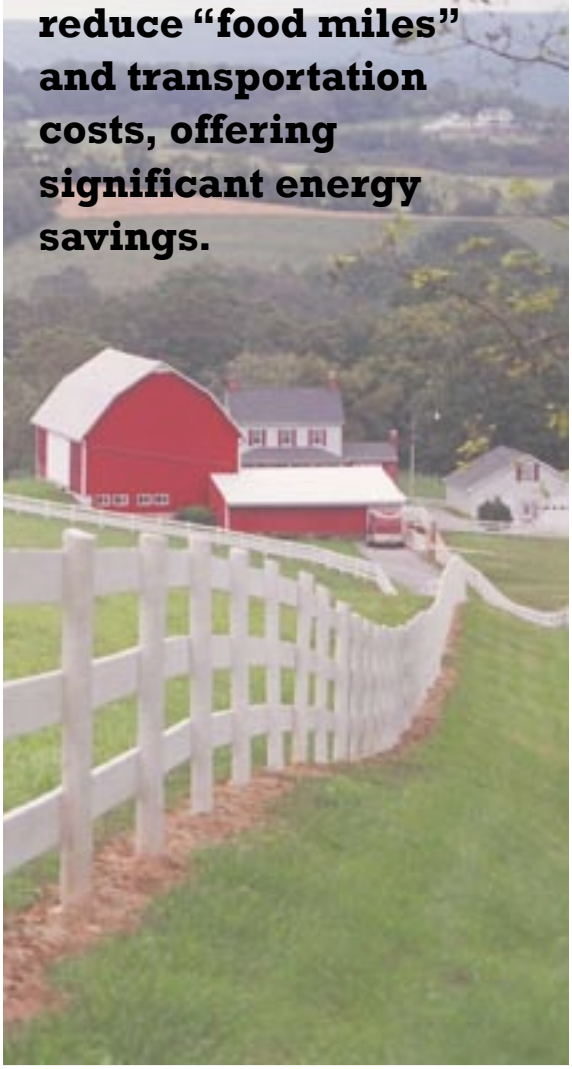
- Largest estuary in the United States
- 200 miles in length
- 64,000 square mile watershed area
- 11,684 miles of shoreline
- 150 major rivers and streams in watershed

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

An agriculture preservation target was developed to focus on improving the regional food system and limiting suburban sprawl on existing farmland. Farmers need increased access to markets that pay them a decent wage for their labor, and farmland needs a land-use strategy for protection from suburban development. Agriculture production provides jobs and income to farmers and farm workers, while farmland provides open space that helps to protect ecosystems and natural resources. Demand for local food will support agriculture jobs and limit the amount of greenhouse gasses produced when transporting food long distances. Currently the majority of energy used in the U.S. food system (around 80 percent) goes to processing, packaging, transporting, storing, and preparing food. Produce in the U.S. travels on average 1,300 to 1,500 miles from farm to consumer. Since 1970, truck shipping has dramatically increased, replacing more energy efficient transportation by rail and water. Local food systems can reduce "food miles" and transportation costs, offering significant energy savings. Consumers also benefit from fresher, better-tasting, and more nutritious food, while more food dollars stay within the regional economy.

Beyond large scale farms, urban agriculture is gaining popularity and can help contribute to a local or regional food source. Additionally, more residents understand the importance of buying their food locally, through purchasing food from local farmers markets or buying shares through a community supported agriculture (CSA) farm. These trends will place greater demand on agriculture land within the region or through urban community gardens.

Approximately 80% of energy used in the U.S. food system goes to processing, packaging, transporting, storing, and preparing food. Local food systems can reduce "food miles" and transportation costs, offering significant energy savings.



Sustainability: Indicators

In addition to targets, COG will be monitoring the following indicators to ensure that the region is moving in the right direction toward achieving its goals:

Emissions per vehicle mile

Energy (Electricity and Natural Gas) use per capita

Percent of Renewable Energy purchased by local governments

Solid Waste Generation per capita

Regional Recycling Rate per capita

Forest Coverage/Tree Canopy

Percent of wastewater treatment capacity remaining

Water usage per capita

Acres of Impervious Surfaces

Prosperity

Resilient economy and pre-eminent knowledge hub

Goals

- 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

Konterra Town Center, Prince George's County, Maryland (Konterra Realty)

A More Prosperous Region

By mid-century the region will be a global knowledge hub for technology and innovation. Economic and social inequities will be reduced through balanced economic growth and development in Regional Activity Centers. Working in cooperation with a dynamic private sector and improving access to top quality schools and research institutions across all jurisdictions will greatly enhance the region's prosperity. The economy will grow and diversify, making the region more globally competitive through new technology industries. As in the past, the federal government will continue to serve an important role in this dynamic regional economy through federal employment, procurement, or evolving federal policies that shape its impact on our region. The concentration of think tanks, universities, and research institutions will continue to grow, creating new jobs and a more dynamic recovery. Prosperity will also support strong centers of arts and culture and attract more immigrants creating a diverse and international region.

Our region's prosperity depends on our ability to adapt to changes in the economy and to attract and retain businesses and talented workers with specialized skills and degrees. Residents and businesses will pursue a new path of growth, one that is more equitable and environmentally sustainable. The inequities between the rich and the poor will be reduced as the standard of living for all residents improves. More individuals and families will stay in our region attracted by livable communities where people can walk, bike and use transit to get around. As the region concentrates development and enhances communities around Regional Activity Centers, residents will have better access to job opportunities where new clusters of innovation can grow.

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

To advance regional prosperity, the annual rate of wage growth should exceed the rate of inflation. Increasing costs of food, housing, healthcare, and energy are the primary reasons for inflation in the region. With the exception of healthcare costs, most of the causes of inflation can be mitigated by our patterns of growth. If our region continues to build more auto-dependent communities without alternative transportation choices, households will be subjected to fluctuations in higher energy costs which reduce wages.

Rising food prices are also related to increasing energy costs because much of our food source is not local. Strategies that create more localized food production and consumption will not only have better environmental impacts for our region, but will also make our region resilient from higher energy and food costs. Housing costs can also contribute to inflation and make wage growth stagnant. If the region can't meet future housing demand, the cost of housing will increase and higher growth pressures will be placed on less-developed outer suburbs—adding to sprawl—rather than compact development. When inflation exceeds our rate of growth in wages, it directly impacts lifestyle choices and influences whether businesses and skilled labor remain or relocate from our region.

Housing costs can also contribute to inflation and make wage growth stagnant. If the region can't meet future housing demand, the cost of housing will increase and higher growth pressures will be placed on less-developed outer suburbs—adding to sprawl.

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

Increasing the region's number of jobs while diversifying the economy will be a key element toward improving our regional prosperity. By benchmarking job growth, the region will better understand efforts to retain and attract skilled people. Today, innovation and new businesses follow talent and skilled workers. Achieving an increase in the number of jobs throughout the region will be dependent on other strategies that supplement a healthy supply of educated and skilled people. Retaining and attracting professionals will require investments that serve to create more housing and transportation choices that allow people to live, work and play in a variety of settings throughout the region. These workers demand high-quality natural, recreational, and cultural amenities that allow people to live diverse lifestyles and serve as incubators for creativity.

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

Gross Regional Product (GRP) is the output of goods and services produced by labor and property, and it is often correlated with an area's standard of living. Currently, the majority of economic output in the U.S. is dominated by metropolitan regions. The National Capital Region is no exception. In 2006, the five largest metropolitan areas accounted for 23 percent of U.S. Gross Domestic Product. This region was ranked 4th among metropolitan areas with a GRP of $366 billion. Since 2001, the GRP for the National Capital Region has increased by $102.2 billion or 39 percent. The average per year growth of GRP since 2001 is 6.7 percent. Setting a target to maintain a 2 to 4 percent annual growth rate in GRP in conjunction with other livability and prosperity targets demonstrates our region's commitment to improve our economic productivity and quality of life.

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

Vocational education has a significant role in the education of youth and adults and in the preparation of a skilled workforce. As the region's labor market becomes more specialized and diverse through new information technology, health care and green-collar jobs, the demand for higher levels of skill will be needed. In the future global economy, the fastest-growing and best-paying jobs will require at least some college or specialized training. This region is fortunate to have an established professional, business and information economy where careers requiring technical training can flourish. As the region evolves and the economy becomes more diverse, specialized and high-tech jobs will play an important role in our region.

Over the coming decades, the region will begin to tap this new demand for more specialized workforce through vocational training programs focusing on renewable energy, healthcare, food and nutrition, engineering, construction, and technology. To increase the percent of residents with technical skills, additional training capacity will be needed in the region's community colleges and technical educational programs in public schools. Nonprofit organizations can help improve access to technical training and serve to match industry demands between employers and training institutions. Many of the area's community colleges are the primary institutions providing various levels of vocational training. Jurisdictions and community colleges can partner to provide greater access to vocational training through existing schools and new locations, and they can better link residents with job training.

"Our community colleges and academic institutions will have an increasing role to play in preparing area residents for the jobs created by technological advances and the green economy," said Tom Dernoga, Chairman, Prince George's County Council

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

High-quality local public schools will continue to be a regional priority. Currently, educational inequities exist throughout the region where some of the Nation's best and worst performing schools are located only miles apart. The lowest graduation rate in the region is less than 70%, while the highest is over 97%. These inequities should be addressed through comprehensive investments in public education and neighborhoods. A focus on schools will link education policy with neighborhood investments, such as affordable housing, walkable streets, and safe neighborhoods to better serve existing residents.

Graduation rates should not be a singular focus of public schools, but should be more of a sign that a multitude of public education improvements have been made. Improvements such as well-qualified teachers, incentives that link parents and school, healthy and modern buildings, adequate funding, leadership and far-reaching curriculums. Public schools not currently meeting this target will continually reexamine their efforts and identify new resources that address impediments to increasing student graduation rates. Gains made in area public schools will improve the quality of life for new and existing residents.

Currently the lowest graduation rate in the region is less than 70%, while the highest is over 97%

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

Currently, the region boasts one of the largest concentrations of highly educated workers in the country with 32 percent of residents over age 25 with a Bachelor's degree and 15 percent of residents with a professional or advanced degree. Several counties in the region are commonly ranked as the most educated, having consistently high percentages of college graduates. The region's human capital is nearly unmatched across the country with abundant creative and knowledge-based occupations in areas of physical, social and life sciences, legal, architecture and engineering, arts, design and entertainment.

Now and in the future, retaining and attracting human capital will be an important component to diversifying our economy and spurring new innovation. To attract and retain the best and the brightest, the region will need to continue offering knowledge-based jobs and creative occupations while improving quality life by offering natural and cultural amenities attractive to residents. Pursuing a target to retain and attract a larger share of higher educated residents will make the regional economy more resilient and competitive in the global economy.

"Quality of life issues are important to recruiting and retaining the region's businesses and employees," said Jim Dinegar, President and CEO of the Greater Washington Board of Trade. "For example, it is inexplicable that some of the worst schools in the country are surrounded by some of the best schools in the country. That disparity often pits parts of the region against one another, hurting the region's overall competitiveness."

Prosperity: Indicators

In addition to targets, COG will be monitoring the following indicators to ensure that the region is moving in the right direction toward achieving its goals:

*Median Household Income

*Poverty Rate

*Number of Children Receiving Free/Reduced Cost Lunch

*Regional Job Household Balance

Unemployment Rate

Federal Procurement

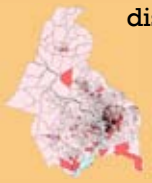
Employment by Industry Sector

Percent of Students Attending and Graduating College

Literacy Rate

Total Value of Goods Movement in the Region

* Indicators will measure progress on minimizing economic disparities.



Livability

Vibrant, safe and healthy neighborhoods

Goals

- Make the production, preservation, and distribution of affordable housing a priority throughout the region
- Healthy communities with greater access to quality health care and a focus on wellness and prevention
- Provide access and delivery of quality social services to all residents
- Safe communities for residents and visitors
- Partnerships that manage emergencies, protect the public health, safety, welfare, and preserve the lives, property and economic well-being of the region and its residents

Twinbrook Station, Rockville, Maryland (JBG)

A More Livable Region

A renewed focus on affordable housing, healthy environments, and safe neighborhoods will shape a more livable National Capital Region for all area residents by mid century. Residents will have the resources to make responsible choices about where to live, and those choices will not be limited by unreasonable costs. The region's housing stock will offer more options to people looking for single-family residences, row houses, urban style condos, assisted living for those with disabilities, and student housing. Neighborhoods will be designed and revitalized with a new focus on safety and health. Residents will be able to walk, bike or take high-quality transit to access a variety of services such as health care, schools, and shops. The services will offer residents of varying ages programs tailored to their differing needs. A trip to the doctor will be manageable for working parents; whether it involves picking a child up from daycare, taking enough time off of work, accessing health clinics or receiving proper medicine for the child—all in the area in which residents live.

Nature, parks and opportunities for recreation will be accessible to all residents in every neighborhood. The region will be a tolerant place with unprecedented connections to the international community through the world's largest concentration of embassies, educational institutions and cultural events. Architecture and urban design will improve livability and accentuate historical and cultural uniqueness. Activity Centers will be safer for pedestrians, bicyclists and motorists through continued public outreach campaigns and law enforcement efforts. A coordinated plan will increase awareness and response to residents' safety concerns. Unexpected emergencies will not turn into life-altering situations, as public services will be efficiently and appropriately delivered. Residents will remain connected to their neighborhoods and the region at large. Local governments will find new approaches to engaging residents in local and regional decisions.

Target: 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

Providing affordable housing choices across the region will improve access to jobs and services while ensuring economic prosperity and competitiveness with other world cities. Achieving this target will contribute to maintaining and economically diverse workforce where all residents can afford to live and work. Jurisdictions achieving this target will need to balance the creation of new affordable units with rehabilitation and preservation efforts while attempting to maintain the unique character of existing neighborhoods.

The region's jurisdictions are committed to look for new approaches to adjust and leverage the private market. Affordable housing provision strategies can include density bonuses, fee waivers, inclusionary zoning, and innovative financing programs for the creation and preservation of for sale and rental housing.

"Committing to more affordable housing choices region-wide will improve access to jobs and services and strengthen the economy," said Barbara Favola, Arlington County Board Chair. "It will also ensure the diversity and vitality of our neighborhoods, which helps build stronger communities."

Supply & Demand

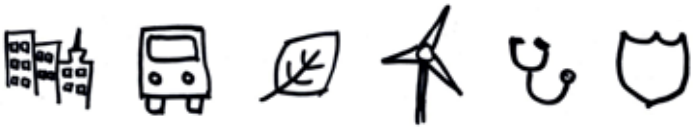
The challenge today will be to reduce the gap between housing supply and housing demand that has limited housing choice and made homeownership out of reach for many households over the past decade. By 2050, the region will need to build between 800,000 and 1,000,000 new units to accommodate expected growth without diminishing our quality of life.

COG Department of Community Planning & Services

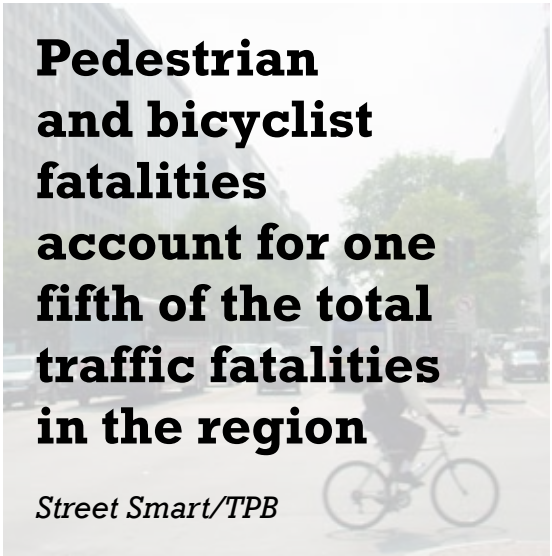
Target: Beginning in 2012, the region will maintain a minimum of 10% of housing stock affordable to households earning less than 80% of the regional median income

Creating housing to accommodate over two million additional residents is necessary; but maintaining the affordability of housing will be a priority. The region continues to be among the most expensive areas in the country to live. Committing to a 10% minimum affordability standard for all housing ensures the overall region will be an attractive and sustainable place for residents to live. Limited access to affordable housing for low-and moderate-income families is a prevalent, cross-jurisdictional issue that the region will continue to address in new and creative ways.

Target: Reduce the number of pedestrian and bicycle fatalities across the region



New investments in sidewalks, bike lanes and other improvements will encourage less reliance on the automobile. Pedestrian and bicycle safety will be improved through narrower local streets, better designed crossings, and lower speeds for vehicles on local streets and arterials. An increase in pedestrians and bicyclists will also require greater attention to traffic safety because they currently account for one fifth of the total traffic fatalities in the National Capital Region.

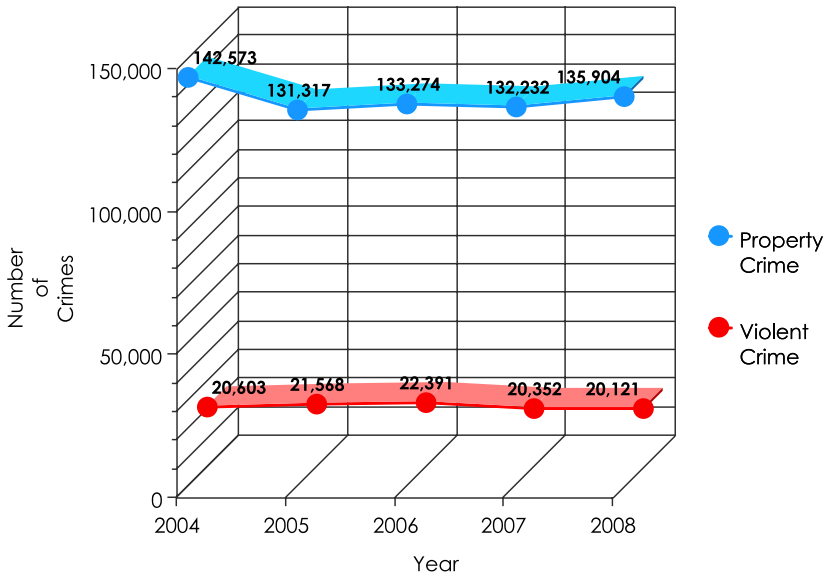


In recent years, elected officials, transportation planners, law enforcement officers, and community activists have focused on the three E's (education, enforcement, and engineering) to improve pedestrian and bicycle safety. They support continued and aggressive outreach messages, such as the Street Smart campaign. Street Smart uses creative radio advertising in English and Spanish to reach drivers, and targets pedestrians through outdoor and transit advertising. The program is coordinated by the TPB and is supported by federal funds made available through state governments, and funding from some area jurisdictions. Area governments have increased enforcement of pedestrian safety laws, and leaders are also recommending better coordination on bus stop locations, consistent traffic laws across jurisdictional lines, more community policing, and engineering and technological improvements at busy intersections.

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

From 2004 to 2008, there was an overall decrease in violent crime; however, the number of property crimes has remained relatively flat. Specifically, the region has experienced an overall downward trend in homicides, rapes, aggravated assaults, and motor vehicle thefts. However, the number of reported burglaries and larcenies continue in an upward trend. While the overall decline in the number of serious violent crimes is promising, the lack of progress on fighting property crime remains challenging. In 2008, over 87 percent of all crimes reported in the region involved the loss of property. This has a substantially negative effect on area residents and business owners.

Crime Trends in Metropolitan Washington



COG Annual Report on Crime & Crime Control (2008)

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

Crime is not isolated within or limited to specific jurisdictional boundaries and therefore, information-sharing among area law enforcement agencies will continue to serve a crucial role in the development of new strategies and initiatives needed to effectively reduce crimes of opportunity. Making use of real-time data and information-sharing technology, communities and business districts must partner with law enforcement agencies and amongst themselves to take an active role in crime prevention. Mobile resources for emergency information at the regional and local level, such as local government emergency alert services, will help people maintain awareness wherever they are in the region.

"It's extremely valuable to include health and public safety in this conversation about a regional vision," said Montgomery County Councilmember George Leventhal. "We have to make progress eliminating regional disparities on these issues to benefit people of different needs and all backgrounds."

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

Health can differ quite dramatically depending upon where one lives in the region. Health is also not simply a matter of genetics, personal behaviors, lifestyle choices, or medical care. It is determined by the conditions and characteristics of peoples' everyday lives: race and ethnicity, education and income, family history and early life experience, neighborhoods, and even the homes in which we live.

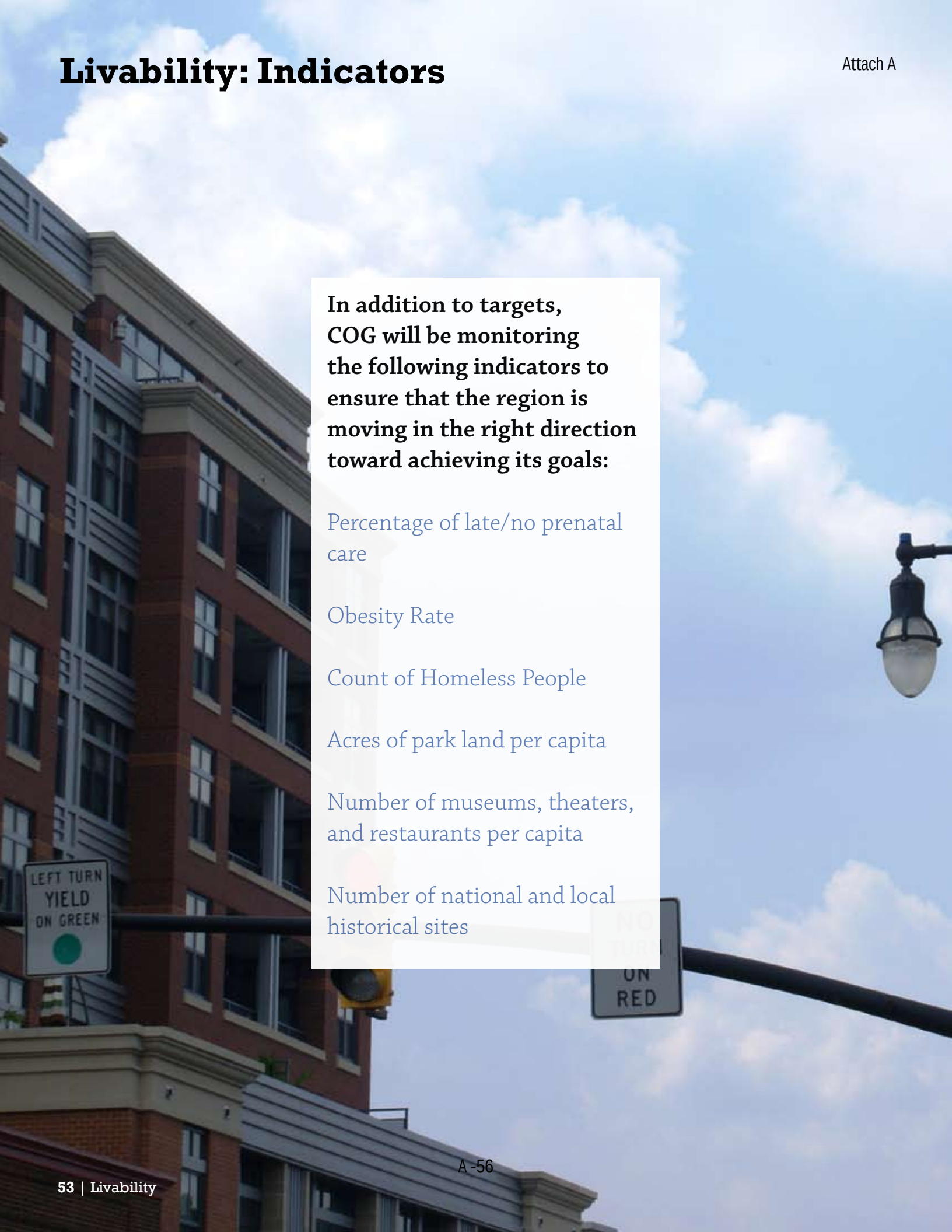
The Healthy People Goals 2010, developed by the U.S. Department of Health and Human Services, created ten goal categories to measure health and disease prevention. The overarching goal is to increase the quality and years of healthy life and eliminate health disparities. Currently, the region would meet less than half of the Healthy People 2010 goals, four out of the ten goal measures. The region just missed two goal categories, Lung Cancer and Motor Vehicle Deaths by a small margin.

Healthy People 2010 Goal Measures	Regional Goal Achievement as of 2009
Infant mortality	No
Breast cancer	No
Colon cancer	No
Lung cancer	No
Coronary disease	Yes
Stroke	Yes
Injury	Yes
Motor vehicle deaths	No
Homicide	Yes
Suicide	No

Community Health Status Indicators for Metropolitan Washington: 2009

Health data is normally tabulated based upon where the population sleeps and methods of collecting data limit a truly regional perspective. In reality, people "live" in more jurisdictions as they cross state and local borders for jobs and services. As a result no one jurisdiction entirely influences the health of a resident. The travel, health-related services, food and exercise opportunities, or lack of these factors, that residents encounter in their daily activities impact health at a multi-jurisdictional level. In addition, an increasing amount of research shows that a high degree of suburban sprawl is a contributor to chronic diseases such as asthma, diabetes, high blood pressure, arthritis, and obesity. Local governments are increasingly addressing public health through land-use tools and comprehensive plans that employ long-term strategies for healthy communities.

Livability: Indicators



In addition to targets, COG will be monitoring the following indicators to ensure that the region is moving in the right direction toward achieving its goals:

Percentage of late/no prenatal care

Obesity Rate

Count of Homeless People

Acres of park land per capita

Number of museums, theaters, and restaurants per capita

Number of national and local historical sites

Appendix A:
Greater Washington 2050 Compact

Appendix B:
Table of Regional Goals and Targets

Appendix A

Greater Washington 2050 Compact

The Compact is the first agreement on a comprehensive vision for the National Capital Region and will serve as a guide to help regional leaders make decisions and create a framework for future policy.

GREATER WASHINGTON 2050 COMPACT:
Achieving a Vision for the National Capital Region
In the Middle Twenty-first Century

The Greater Washington 2050 Compact sets forth a common vision for the National Capital Region at mid-century and the goals that define that vision.

It demonstrates endorsement and support of these goals by the Region's local governments, by major business organizations, and by a number of the Region's civic organizations, through separate, optional, and voluntary Agreements.

These Agreements set forth broad strategies that local governments and other regional stakeholders may utilize in furtherance of their commitment to the improvement of the National Capital Region.

These Agreements will be used as a guiding tool to make public decisions and set priorities, positioning the region to remain competitive and capitalize on future opportunities.

These Agreements will establish where possible quantitative targets to meet our goals and create a process to measure success.

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

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

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

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

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

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

GOALS FOR THE NATIONAL CAPITAL REGION

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

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

PHYSICAL DEVELOPMENT GOALS

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

The National Capital Region's Land Use Goals

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

The National Capital Region's Transportation Goals

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

The National Capital Region's Environmental Goals

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

The National Capital Region's Climate and Energy Goals

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

SOCIAL & ECONOMIC DEVELOPMENT GOALS

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

The National Capital Region's Economic Goals

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

The National Capital Region's Housing Goals

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

The National Capital Region's Health and Human Services Goals

- We seek healthy communities with greater access to quality health care and a focus on wellness and prevention.
- We seek to provide access and delivery of quality social services to all residents.

The National Capital Region's Education Goals

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

The National Capital Region's Public Safety Goals

- We seek safe communities for residents and visitors.
- We seek partnerships that manage emergencies, protect the public health, safety, welfare, and preserve the lives, property and economic well-being of the Region and its residents.

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

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

LOCAL GOVERNMENT STRATEGIES FOR IMPLEMENTATION

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

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

Local government powers to affect its community and its region fall within four categories. Each of these presents opportunities to develop or enhance a goal or a combination of goals.

- **Regulatory.** By exercise of the general police power, our jurisdictions can regulate the control of private conduct or activity. Examples include planning, zoning, subdivision, building codes, environmental restrictions. Use of such power can both deter and incentivize.
- **Executive**. Our jurisdictions are themselves operating entities. They own property, construct and locate facilities, direct the conduct of their employees. Executive action or inaction can result in permanent changes to the community landscape. Examples include the timing, location, and size of public buildings and infrastructure.
- **Fiscal.** By the expenditure of public funds, both operating and capital, our jurisdictions establish priorities and set the agenda for community growth and activities. By use of the taxing power, they can encourage or discourage private activity in manners which enhance community goals. Public choices among fees and ad valorem taxes retard or spur private decisions.
- **Education.** Our jurisdictions educate the public by specific informational programs, by example, and by the "bully pulpit." Public attitudes and often individual and institutional actions can be changed by conscious programs of public education.

The powers may often be used in conjunction in developing and implementing a strategy designed to reach one or more goals of the Compact. Our jurisdictions can individually and jointly utilize their various authorities in support of these regional strategies.

To determine whether utilized strategies are effective – and whether the Region is moving in the right direction to meet the goals – we will periodically review our progress by analyzing certain indicators. These indicators will measure progress towards our Regional pledge. By comparing such measurements against a baseline or against specific targets we can determine the success in furthering our goals and common vision.

FEDERAL AND STATE SUPPORT

To realize the goals of the Greater Washington 2050 Compact, it is vital that its development and implementation fully engage the District of Columbia, the State of Maryland and the Commonwealth of Virginia in both their legislative and executive branches. Many of the goals of the Compact are only realizable because of state legislative actions that are already accomplished or may be enacted in the future. Also, many of these goals are continuously being further acted upon through ongoing activities of the executive branches of the District of Columbia, and the Maryland and Virginia state government. It is in this spirit that we solicit the participation of these governments in this Compact, now and in the future.

We also solicit the involvement of the federal government, and in fact, already have such involvement through the active participation of the National Capital Planning Commission. There is no doubt that the federal government has always and will always provide the major growth engine for the National Capital Region. It may do so through a growth in direct federal employment in the future, or as in the past 25 years, primarily through the very substantial growth of federal contracts and contract workers, or through some combination of the same in the years ahead. Regardless of the configuration of this growth, we seek the involvement of the federal government in the implementation of this compact, be it through the National Capital Planning Commission, the Executive Office of the President, or federal departments and agencies.

*I*NVITATION TO OTHER JURISDICTIONS

Political jurisdictions within the National Capital Region, but not parties to the Greater Washington 2050 Compact, are invited to study and consider these Goals and commitments, and to become Parties to the Compact. Political jurisdictions outside the National Capital Region, but which share a boundary or major infrastructure element, and who's environmental, financial, and demographic futures are intertwined with the Region are also invited to become Parties to the Compact.

OBLIGATIONS OF THE PARTIES

The jurisdictions that execute this Compact endorse the goals herein. Our public officials will strive to realize our common vision for the Region. While we agree to the Compact goals, the methods available to ensure the vision they espouse may differ from jurisdiction to jurisdiction based upon statutory law, history of development, demographics, and economic capability. We will consider the Compact's goals and, where consistent with our authorities and capabilities, will utilize them to guide our public decisions. We pledge to use our best efforts within our own legal, political, and financial structure to advance with the Compact.

We, the Counties and Municipalities of the National Capital Region, commit to this Compact not because its actions are currently required, or may well become required by any future regulatory mandate but because they will enhance our region's quality of life, be good for every resident, and be good for businesses and employers. We make this commitment because business as usual on our part will not be enough to achieve these goals.

Appendix B

Targets/Goals Table

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

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

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

1. Percent of new square footage of commercial construction and new household growth in Regional Activity Centers [*COG Commercial Construction and Cooperative Forecasting*]
2. Acres of agriculture land [*USDA Agriculture Census*]
3. Housing + Transportation Cost Index. The index is defined as: H+T Index = (housing costs + transportation costs) / income [*Center for Neighborhood Technology*]
4. Number of bike & pedestrian construction projects from CLRP [*TPB's Bike and Pedestrian Project in Constrained Long Range Plan (CLRP)*]
5. Mode Split—Percent of bike, walk, transit, and auto trips [*TPB's Household Travel Survey 2007/2008*]
6. Existing bus/rail transit and planned additions [*TPB; State DOTs; Local Transportation Agencies*]
7. VMT per capita [*TPB's CLRP and Transportation Modeling*]
8. TPB current/future financial analysis of priorities in CLRP [*TPB's financial Analysis; WMATA and State DOT budgets*]
9. Percent of transportation projects in the TPB's CLRP that link Activity Centers [*TPB's CLRP*]

	Targets	Land Use	Transportation	Environmental	Climate & Energy	Economic	Housing	Health	Education	Public Safety
ENVIRONMENTAL	By 2025, achieve 100% of Chesapeake Bay Water Quality Implementation Goals[10]	●		●	●	●				
ENVIRONMENTAL	By 2050, 50% of all sentinel watersheds will be in good or excellent condition[11]	●	●	●	●					
ENVIRONMENTAL	Beginning in 2014, the region's air quality will be improving and ambient concentrations will be reduced below federal standards[12]	●	●	●	●			●		
ENVIRONMENTAL	The region will identify, conserve, and enhance a network of protected open spaces, parks, and green infrastructure to provide ecological benefits, wildlife habitat, recreational opportunities, and scenic beauty[13]	●		●	●			●		
CLIMATE & ENERGY	By 2020, reduce regional greenhouse gas emissions by 20% below 2005 levels and by 2050, reduce regional greenhouse gas emissions by 80% below 2005 levels[14]	●	●	●	●	●		●		
CLIMATE & ENERGY	By 2020, all new residential and commercial buildings will be built using sustainable design practices equivalent to LEED Silver Standards[15]			●	●	●		●		

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

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

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

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

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

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

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

Footnotes

16. Annual rate of employment growth [*Bureau of Labor Statistics*]
17. Regional gross domestic product [*Bureau of Economic Analysis*]
18. Growth in median wages, inflation rate [*Bureau of Labor Statistics; Consumer Price Index*]
19. Number of new and preserved affordable units [*Department of Housing and Community Development agencies*]
20. Total number of affordable housing units [*Department of Housing and Community Development agencies*]
21. Percent of new affordable units created or preserved in Activity Centers [*Local Department of Housing and Community Development agencies*]
22. 10 evolving federally defined goal categories. Five or more will be met by at least 50% of region's population [*Local and state Departments of Health and Human Services*]

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

23. High school graduation rate [*District of Columbia, Maryland, and Virginia Departments of Education; local governments*]
24. Number and location of vocational training programs and their proximity to Regional Activity Centers. Percent of residents with Associate's degrees or some college.
[*Community colleges; local schools; U.S. Census*]
25. Educational attainment [*U.S. Census Bureau*]
26. Crime Rate—Total Part 1 offenses including homicide, robbery, rape, aggravated assault, burglary, larceny, and motor vehicle theft [*COG Annual Report on Crime & Crime Control*]
27. Real time crime alert website and mobile applications [*Local government survey of real time crime alert systems*]
28. Pedestrian and bicycle injuries and fatalities
[*Virginia Department of Motor Vehicles; District of Columbia Department of Transportation; Maryland Highway Safety Office*]

Greater Washington 2050 Coalition Membership

Sharon Bulova, Chairman, Fairfax County Board of Supervisors
Chairman of the Greater Washington 2050 Coalition

Marcel Acosta, Executive Director, National Capital Planning Commission
Chuck Bean, Executive Director, Nonprofit Roundtable of Greater Washington
Sam Black, Chairman, Smart Growth Alliance
Nat Bottigheimer, Assistant General Manager, Planning and Joint Development, WMATA
David Bowers, Director, Washington D.C. Office, Enterprise Community Partners
William Bronrott, Delegate, Maryland House of Delegates
David Costello, Assistant Secretary & Director, Office of Smart Growth, Maryland Department of Planning
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